

Planning Committee

Application Address	Former Homebase Redlands Poole Road Poole BH12 1DN
Proposal	External alterations associated with the internal subdivision of the unit to create two units, the widening of goods to allow sale of food and drink from Unit 1, provision of new service bay, car park reconfiguration, installation of permanent plant, installation of trolley bays, and associated works.
Application Number	P/25/03190/FUL
Applicant	Marks & Spencer Plc
Agent	Miss Yasmin Darch Montagu Evans LLP
Ward and Ward Member(s)	Alderney & Bourne Valley, Cllrs; Adrian Chapmanlaw, Rachel Pattinson-West & Tony Trent
Report status	Public
Meeting date	14 May 2026
Summary of Recommendation	Grant subject to conditions and legal agreement in accordance with the details set out below for the reasons as set out in the report.
Reason for Referral to Planning Committee	At the request of the Head of Planning Operations due to the wider public interest
Case Officer	Shelley Edwards
Is the Proposal EIA Development?	No

Description of Proposal

1. External alterations associated with the internal subdivision of the unit to create two units, the widening of goods to allow sale of food and drink to Unit 1, provision of new service bay to the west, car park reconfiguration to include an extension to car park to include sections to the south and into the western sections of the site. Installation of permanent plant to the western boundary with acoustic fencing, installation of additional trolley bays, re-aligned pedestrian routes through the site to link to the existing pedestrian crossing, electric vehicle charging points, disabled and child parking bays, new landscaping areas to the south and southwest of the car parking areas, and cycle parking provision for staff and customers.

2. The sub-divided units would provide two stores; Unit 1: 2,879sq m gross all ground floor with no mezzanine floor. Unit 2: 1,804sq m gross with 902sq m to the ground floor and the same above within the mezzanine floor. The removal of the mezzanine to Unit 1 (291sq m) and the demolition of the garden centre areas previously approved under (Ref: P/25/04798/FUL) has resulted in the loss of 785 sqm of retail floorspace on the site. The proposal seeks permission for Unit 1 to be allowed to sell food and drinks goods. Unit 2 will continue to have the permitted use of the existing unit; to sell DIY and bulky goods. M&S are the applicant for the proposed development, who intend to occupy Unit 1 for their Foodhall retail format. Currently no occupier has been identified for Unit 2 and it is therefore clear that the proposal is driven by the M&S requirement for occupation of part of the former homebase unit.

Description of Site and Surroundings

3. The site is a large vacant 'bulky goods' retail unit previously occupied by Homebase. The site is within the Poole Retail Park, Branksome (also known as Redlands). Units within the park are predominantly restricted to bulky goods and DIY, however other retail and leisure uses have been permitted; to include some furnishing stores, a pet store, indoor football complex, Hobbycraft, Decathlon, a John Lewis 'Home' store and a gym.
4. The retail park is accessed off Branksome roundabout, which is a key transport corridor between Poole and Bournemouth. The site is sat at a lower level than Alder Road, which runs along the western boundary of the site. There are brick pillars with metal fencing between along the boundary with Alder Road; which returns along Ashley Road to the south and this boundary currently consists of an area of solid high wooden fencing set behind an area of landscaping. The entrance to the site is from the eastern elevation which includes the access point to the northeast of the site off the roundabout within the retail park. The car parking areas are to the east of the building and this has an open character to the retail park with large expanses of hedging and trees to the boundary contributing to the visual amenity of the site.
5. The character of the area is mixed with the retail, commercial and leisure uses within the retail park and the Branksome East local centre to the southeast of the site. The neighbouring roads are residential; Alder Road to the west consists of two storey detached houses and Ashley Road to the south includes two storey terrace housing along the section opposite the application site.

Relevant Planning History

6. Recent applications on the site include;
 - a. 12 January 2026 – Planning permission granted with conditions for Partial demolition of unit (part-retrospective). Ref: P/25/04798/FUL
 - b. 05 January 2026 – Planning permission granted with conditions for Alterations to roof Ref: P/25/04526/FUL
7. Historic Applications;
 - a. The original consent was granted on 30 March 1981 Granted consent to erect 6,500m2 of retail D.I.Y & furniture & carpet warehouse & construct roads and sewers. Ref: 5/81.1072/31. This consent was subject to a condition and a legal agreement that restricted the type of goods to be sold; mainly DIY and bulky goods.

There have been numerous applications within the Redlands/Poole Commerce Centre retail park as a whole (including variation of condition applications relating to the sale of goods). However, the most relevant to this application are;

- b. 10 March 2015 – Planning permission granted with conditions for Variation of condition 27 of Planning Permission 5/81/1072/31 to allow the sale of A1 non-food goods by a Catalogue Showroom Retailer from 184 square metres of the existing Homebase sales area. Ref: APP/14/00506/F
8. Unit C9 (previously Carpetright Plc) Redlands
 - a. 23 June 2023 – Planning permission granted with conditions for the Variation of planning permission 03/26428/023/F to Demolish Existing Buildings and erect 6 retail warehouse units with associated parking and cycle stands, dated 18/05/2005, to alter condition 3, to widen the range of permitted goods that can be sold from the premises. Ref: APP/23/00364/F
9. Unit 1A, Poole Retail Park
 - a. 22 February 2012 – Planning permission granted with conditions to Vary condition 4 of planning permission APP/10/00484/F (Dated 21 July 2010) and condition 5 of planning permission APP/10/00065/F (dated 16 March 2010) to allow the sale of food and drink from Unit 1A (Part of Former MFI). Ref: APP/11/01654/C

Constraints

10. The following constraints/status apply to the application site;
 - The site is within an existing retail park
 - The site is covered by a TPO Ref 232
 - Potentially Contaminated Land
 - BCP Parking Zone B

Public Sector Equalities Duty

11. 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

12. 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.
13. 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.

14. 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

Consultee	Date of Response and Comments
Nexus Retail Consultants	<p>10/03/2026 – Final review of additional information provided by the applicant concluded that the Sequential Test is met. The proposal will result in an adverse impact on Westbourne, Upper Parkstone and Broadstone, however it is not likely to be significant.</p> <p>21/01/2026 – Review of additional information provided by the applicant concluded more information was required to satisfy compliance with the Sequential Test and market share/trade diversion. The level of information provided under-estimates likely trade diversion.</p> <p>19/11/2025 – First review of the applicant's Planning and Retail Statement concluded more information was required to satisfy compliance with the Sequential Test and market share/trade diversion.</p>
BCP Highways Authority	<p>05/12/2025 – Additional comment to add a further condition to prevent the creation of a vehicular access adjacent to Alder Road.</p> <p>03/12/2025 – No objection subject to conditions and S106 Agreement to secure bus shelter replacement works (Revised plans received and a Transport Response Note)</p> <p>29/09/2025 – Objection, request amendments to cycle parking provision, relocation of pedestrian crossings within the site and a pedestrian crossing facility on Alder Road. S106 required to secure S278 Agreement and replacement of Alder Road bus shelter.</p>
BCP Flooding Officer	<p>30/01/2026 – No objection, subject to conditions following submission of additional information.</p> <p>15/12/2025 – Objection remains from previous consult; insufficient information provided.</p> <p>15/10/2025 – Objection, require more information to demonstrate how the existing retained drainage will perform under design conditions and the exceedance of surface water in the event of either failure of the drainage system or a rainfall event exceeding the design standard of 1 to 100 + 45% climate change.</p>
BCP Environmental Health Officer (Contaminated Land)	<p>07/04/2026 – Part 1 of Planning Condition met following the submission of the Phase 1 Desktop Study and Preliminary Risk Assessment. Parts 2 – 4 to be conditioned.</p> <p>12/02/2026 – No objection, subject to conditions (The submitted information is not sufficient to meet the requirements of the proposed conditions)</p> <p>03/09/2025 – No objection, subject to conditions</p>
BCP Environmental Health Officer (Noise)	<p>26/01/2026 – No objection subject to amended conditions following comments from the applicant</p> <p>27/11/2025 – No objection subject to conditions</p> <p>13/10/2025 – Objection, further information required</p>

BCP Officer	BNG	05/02/2026 – No objection subject to condition
BCP Officer	Ecology	21/01/2026 – No objection subject to condition
BCP Design Officer	Urban	03/09/2025 – No objection, recommended additional landscaping (Which has been provided)
BCP Officer	Tree	25/11/2025 – No objection subject to conditions 19/09/2025 – AMS, Tree Protection and Landscaping information required (which has been provided)
BCP Officer	Policy	10/09/2025 – More justification required; <i>A sequential test has been submitted; however, it assesses the entire site which contains two units. Planning Policy advises that the test should be limited to the portion of the single unit proposed for food and drink use, as the remainder is intended for bulky goods retail, which is policy-compliant. Further refinement of the sequential test is therefore necessary.</i> <i>The submitted retail impact assessment is broadly acceptable. However, in line with paragraph 7.47 of the Poole Local Plan, additional evidence is required to assess potential impacts on Poole Town Centre. This is essential to determine whether the proposal aligns with or deviates from Policy PP22.</i> Officer note: Additional retail reports have been received and Nexus Planning, instructed by the LPA to review these submissions, concluded that the sequential test is satisfied.
BCP Officer	Waste	09/10/2025 – No objection
Dorset Police		21/10/2025 – No objection, recommendations in line with Secured by Design guidance

Representations

15. As at 28/04/26 - Site notices were posted outside the site on 16/09/2025 with an expiry date of 10/10/2025. 57 letters of representation have been received. 22 comments, 31 in support and 7 objections.
16. Objections have been received on the following grounds;
 - Impact on Highway Safety, existing congestion on Branksome Roundabout
 - Difficulty for traffic leaving the Redlands site
 - Improvements to Morebus service required
 - Future impact of Westbourne store
 - Additional noise concerns from solid fencing proposed
 - No safe cycle path options are available to access the site
17. Letters of support on the application include;
 - Job opportunities
 - Accessible location
 - M&S Food would be a welcome addition to the area
 - Vacant building into use
18. Additional comments include;
 - Traffic improvements required to address existing congestion

- Additional pedestrian crossing and cycle crossing point required
- No provision for mobility scooter parking spaces
- Secure bike storage required
- Additional noise concerns from solid fencing proposed
- Crossing required on Alder Hills
- M&S should be encouraged to return to Bournemouth Town Centre
- Sufficient parking provision for staff within the site?

19. In addition to these comments, two letters of objection have been received on behalf of Waitrose & Partners by James Tarpy of Firstplan raising the following concerns;
- Underestimated trade diversion from Upper Parkstone District Centre
 - Insufficient consideration of linked trips
 - Failure to fully demonstrate compliance with the sequential test

Key Issue(s)

20. The key issue(s) involved with this proposal are the impact on:

- Presumption in favour of sustainable development
- Principle of development
- Retail impact
- The streetscene and character of the area
- Residential privacy and amenity
- Highway safety and parking provision
- Trees and landscaping
- Biodiversity
- Flooding
- Waste
- Contaminated Land
- Sustainability
- Planning Balance

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

Policy Context

22. 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 Poole Local Plan.

Poole Local Plan (2018)

- PP01 Presumption in favour of sustainable development
- PP02 Amount and broad location of development
- PP22 Retail and main town centre uses
- PP27 Design
- PP32 Poole's Nationally, European and Internationally Important Sites
- PP33 Biodiversity and Geodiversity
- PP34 Transport strategy
- PP35 A Safe, Connected and Accessible Transport Network
- PP36 Safeguarding strategic transport schemes
- 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)

National Planning Policy Framework ("NPPF" / "Framework") (as amended)

The National Planning Policy Framework (NPPF) sets out the government strategy to achieve sustainable development. The framework is relevant to the current proposal and issues relating to the economy, ensuring the vitality of town centres, sustainable transport, flooding/climate change, good design, and promoting healthy communities will be dealt with in the report where relevant.

Planning Assessment

Presumption in favour of sustainable development

23. The starting point of decision making is the Development Plan in accordance with S38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 12 of the NPPF reinforces that by stating, "*The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making*". Paragraph 11 of the NPPF clarifies that "*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.

24. In this instance, The Poole Local Plan was adopted in 2018 and covers the period between 2018 – 2033. The Plan has specific policies relating to Retail and main town centre uses including their hierarchies (PP22); Sustainable Travel (PP34, 35 & 36); and Design (PP27) amongst other matters. As such, the development plan is neither absent nor silent and includes relevant policies. Accordingly, the primacy of the development plan is applied here.

Principle of Development - Retail

25. The proposal seeks planning permission for the subdivision of the existing and currently vacant DIY/bulky goods retail unit, previously occupied by Homebase. The proposal will provide two separate units; one retaining the sale of DIY/bulky goods and the other to provide a food store. It has been confirmed that Marks and Spencer will be the operator of the food store. The proposed food store retail use falls within the definition of main town centre uses as set out in the NPPF.
26. The site is an out of centre location within the Poole Commerce Centre (also referred to as Redlands) Retail Park. Poole Local Plan policy PP22 adopts the town centre first approach and states that new proposals for retail should be located in Poole town centre, district centres, local centres and neighbourhood parades in accordance with the retail hierarchy.
27. PP22 (4) Proposals outside designated boundaries and allocations states that;
- “Outside of designated boundaries and allocations new retail development and main town centre uses will only be permitted where:*
- (a) The proposal satisfies the sequential test and for retail and leisure schemes over 280 sq. m (net) floor space an impact assessment; and*
- (b) it is appropriate in scale, role, function and nature to its location and does not prejudice the role and function of Poole town centre or undermine the retail strategy; and*
- (c) in the case of Poole’s retail parks, the proposal is predominantly for bulky goods or DIY retail floor space and which is not suited to a town centre location; or*
- (d) in areas of demonstrable need, the proposal is for a local convenience food shop providing up to 280 sq. m (net) of floor space”.*
28. In addition to local policies, Section 7 of the NPPF is a material consideration. Paragraphs 91 and 92 of the NPPF 2024 require a sequential test to be applied to planning applications for main town centre uses which are proposed to be neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.
29. The application site does not lie within a defined ‘town centre’ as set out in Policy PP22 and is considered an out-of-centre retail park. The proposed subdivision of existing retail unit includes a ‘food store’ (unit 1) which in isolation would not accord with the DIY and bulky goods requirement of the existing retail park as set out in Figure 32 of the 2018 Poole Local Plan.
30. In relation to PP22 (4)(c) there have been numerous examples within the retail park where flexibility of what is sold has been supported and it is considered in this instance that due to the retention of Unit 2 retaining the bulky goods and DIY floorspace use on the site that PP22 (4)(c) is satisfied.
31. The application is supported by a **Sequential Test** to demonstrate the lack of suitable alternative sites to accommodate the proposed development. The submitted Planning and Retail Statement and subsequent Retail Addendum Notes have been reviewed by Nexus Planning as an independent reviewer.

32. The nearest defined 'town centre' to the application site is the Branksome East local centre and Nexus agree that the classification of the application site is 'out-of-centre' albeit it is close to the threshold between edge and out-of-centre status. Therefore, in relation to sequentially preferable alternatives Nexus consider that the sequential site assessment should concentrate upon in-centre and edge-of-centre alternatives.

Sequential Test

33. In order to conduct a robust assessment of the proposed development against the sequential test, it is important to set a number of parameters, including: the area of search for alternative sites and premises, along with the applicant's approach to assessing the suitability and availability of alternative sites (including the need to apply 'flexibility').

Suitability

34. Nexus as part of their review of the Applicant's Planning and Retail Statement and further Addendums, disagree with the applicant's approach to 'flexibility' in relation to unit size, format and the availability of car parking provision with regards to the Sequential Test since the alternative sites have been assessed on their ability to accommodate both elements of the proposal; units 1 and 2 with regards to floorspace. Nexus query that it is only Unit 1 which is proposed to have a material change to a food store and the range of goods to be sold from Unit 2 will remain as existing. As such, the Sequential Test should only look for alternative sites in relation to Unit 1. The Agent as part of their Retail Addendum Note dated 11 December 2025 have responded citing case law that disaggregation should not be required by the sequential assessment and maintain their position that the proposal should be assessed based on the total floorspace across both reconfigured units.

Disaggregation

35. Whilst the requirement to consider disaggregation (as part of the sequential test) formed part of national planning policy in PPS4, references to disaggregation were removed from national policy in the NPPF in 2012 and has remained the same ever since. The issue of the need to apply disaggregation has been raised from time to time since the advent of the NPPF, although there has never been a decisive Secretary of State recovered appeal / call-in decision on the matter and therefore the LPA considers the approach by the applicant without disaggregation is acceptable in this instance. In any event, the applicant has also considered sites that can accommodate the M&S Foodhall element of the proposal only in their assessment (The Avenue Centre) which Nexus agreed in their Assessment of Retail & Town Centre Planning Policy Advice Report No. 2 dated January 2026 was not a suitable alternative.

Availability

36. Nexus are in agreement that the only suitable alternative site for the proposal is the vacant former M&S store in Bournemouth Town Centre. However, whilst the former M&S store was considered an option, the applicant has now provided confirmation that the former M&S store in Bournemouth town centre has been sold to Sandstone Ltd and a letter has been provided from the new owner setting out that, on the basis of the need for significant investment and further review of future opportunities for this site, it is not currently available.
37. As the former M&S building was considered the only alternative site and there is no certainty that the site would become available within a reasonable period of time to accommodate the proposed use, it concludes the Applicant's assessment that, in relation to availability issues alone, this property can now also be dismissed from the sequential test and to summarise there is no available alternative site. As a consequence, it is considered

that the sequential test, as set out in Policy PP22 of the Poole Local Plan and paragraphs 91 and 92 of the NPPF, has been met.

Retail Impact Assessment

38. Nexus in providing their assessment of the applicant's Planning and Retail Statement requested additional information from the applicant to enable sufficient analysis in relation to the likely impact of the proposal on the health of, and investment within, nearby defined 'town centres'.
39. Through their assessment Nexus have considered relevant 'town centres' within BCP and have concluded that the grocery stores which are likely to receive the highest level of impact from the development are the 'in-centre' stores of Waitrose within the Upper Parkstone (Ashley Road) District Centre, M&S in Westbourne District Centre and M&S in Broadstone District Centre.
40. The two district centres likely to experience the largest trade diversion are Upper Parkstone (Ashley Road) and Westbourne; this is due to a) the proximity to the application site and its overlapping catchment; b) the large overlap in trading function between the two stores; and c) the likelihood that both stores occupy a similar position in the grocery sector.
41. Para. 94 of the NPPF sets out what the Retail Impact Assessment should include;
 - a. the impact of the proposal on existing, committed and planning public and private investment in a centre or centres in the catchment area of the proposal; and
 - b. the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).
42. Para. 95 of the NPPF states that where an application fails to satisfy the sequential test or is likely to have **significant adverse impact** on one or more of the considerations in paragraph 94 it should be refused.

M&S Broadstone

43. The 'in-centre' M&S store in Broadstone, Nexus have forecasted would have a higher level of trade diversion than predicted by the Applicant and although no closure is planned for this store; Nexus warn the Council not to completely rule out its closure as a result of this application. However, this diversion will not result in significant adverse impact in NPPF terms.
44. Section 2.39 of the Assessment of Retail & Town Centre Planning Policy – Advice Report No. 3 by Nexus dated March 2026 sets out the reasons why they have forecast a much higher level of diversion from the Broadstone M&S. These reasons are two-fold. *“First, both stores trade as M&S foodstores, selling a similar type of grocery goods and therefore existing shoppers at the Broadstone store have the potential to be attracted to the proposed new store at Poole Retail Park, particularly where it provides a wider offer. Second, ME forecast that around one quarter of the proposed store's convenience goods turnover will comprise spending from Zone 1 residents. The M&S store in Broadstone lies within Zone 1 and attracts a considerable proportion of its turnover from these residents. Therefore, whilst it is very likely that the Broadstone store will continue to attract top-up food shopping trips from Zone 1 residents, due to its close proximity to this catchment, it is likely that a reasonably large proportion of existing shoppers will transfer their spending to the proposed new store due to its better offer.”*

45. In Section 2.40 Nexus conclude that; *“Based upon the forecast turnover of the Broadstone M&S alone, an impact of circa -11% would appear unlikely to threaten the future viability of the store in its own right. In addition, the applicant has not suggested that the Broadstone store is currently planned for closure. However, the planned closure of the M&S store in Christchurch town centre, which is a similar size to the Broadstone store, indicates that M&S are continuing to reposition that grocery store estate. As a consequence, the trading performance and location of the Broadstone store do not raise significant concerns about the future of this store, nevertheless we consider it unwise of the Council to completely rule out its closure.”*
46. To conclude, the LPA consider that a likely significant adverse impact has not been identified in relation to the impact on the Broadstone district centre.

Waitrose, Upper Parkstone

47. This store is expected to experience an impact of circa 19% on its 2030 trading level; equivalent to 18% of the proposed M&S convenience goods turnover. This reduction is a sizeable level of trade loss. The objection from Waitrose suggested an impact of 10% although it was not clear on what level of current turnover this was based upon. Nexus suggest the current Waitrose store is trading at, or slightly below company average, therefore with the forecasted loss of trade it is likely to trade noticeably below the company average sales density levels. This doesn't automatically result in store closure and is not suggested by Waitrose to be the case but would be an adverse impact as a result of the proposed development.
48. The objection from Waitrose considered that the linked trips had not been considered sufficiently in relation to the impact on the Ashley Road Local centre as Nexus reported 44-50% of main food shoppers undertake a linked trip and due to the physical distance and car dominated design of the proposed M&S store it is unlikely that linked trips would be continued in a similar manner to the local centre from the proposed out-of-centre store.
49. Nexus, have concluded in Section 2.61 of their March Advice Report 3, that the available evidence does not suggest that the scale of impact on the local centre is likely to be significantly adverse owing to various factors to include; the evidence suggesting that the local centre is currently healthy, including a range of uses and lower than average vacancy rates. The LPA agrees with the conclusion that the likely impact would not be significantly adverse to warrant refusal.

M&S Westbourne

50. Nexus suggests that a higher level of trade diversion and trading impact would result on the existing M&S in Westbourne due to the proximity of the existing store to the proposal and the likely transfer of customers to the undertake their main and/or top-up food shopping trips to the new store instead; as a result of improved car parking and a wider stock/offer. The suggested trading impact is a reduction in 24% by 2030 being a likely result, although the store would continue to trade well above company average.
51. The Westbourne Store currently has a lease until 2031 and the applicant has confirmed that there is no intention to close this store and that it is trading well. However, due to the limited lease period remaining and that the site has been submitted in the new Local Plan 'call for sites' for redevelopment by the freeholder to provide residential development and a smaller retail offering in this location raises concerns regarding the future of this M&S in Westbourne. Due to this, M&S are not in position to confirm their future in Westbourne past 2031 as they do not have control over whether the landowner chooses to renew their lease or bring forward redevelopment proposals.

52. To conclude, the evidence provided by the Applicant and reviewed by Nexus confirms that following the opening of the proposed M&S Foodhall, the Westbourne store is estimated to continue trading at a very strong level. There is insufficient evidence and grounds before the LPA to insist on the retention of the M&S store in Westbourne to justify the acceptability of this scheme following the end of the lease in 2031 and therefore the proposed development is not considered to have a likely significant adverse impact.

Summary

53. The proposal satisfies the sequential test and there would not be a likely significant adverse impact as a result of the development on any centres as a whole. Subject to a condition restricting the goods for sale at Unit 2 to retain the DIY/bulky goods use in accordance with PP22 (4)(c), this proposal would not prejudice the retail strategy as set out in Policy PP22 (1). The proposed development would contribute to the vitality and viability of the retail park as it would utilise a vacant building and as demonstrated by the level of support received by members of the public there is demand for its proposed use.

Character/Appearance

54. The NPPF states, inter alia, that planning decisions should ensure developments will function well and add to the overall quality of the area over the lifetime of the development; they are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history including the surrounding built environment and landscape setting; establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live and visit; and 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).
55. The NPPF policy principles are echoed in the Poole Local Plan 2018. Policy PP27 requires a good standard of design in all new developments. PP27 (1) Sets out that development should reflect or enhance local patterns of development and neighbouring buildings in terms of; (i) layout and siting, including building line and built site coverage; (ii) height and scale; (iii) bulk and massing, including that of the roof; (iv) materials and detailing; (v) landscaping; and (vi) visual impact.
56. The proposed alterations to the appearance of the building include the introduction of white cladding to the upper sections of the exterior with black fenestration and retention of existing brickwork to the lower sections of the wall. The design would be consistent with the branding for M&S Foodhall's; and is considered to be visually subservient to the Retail Park and would not result in any undue prominence or dominance which would be considered detrimental to the appearance of the site or the character of the area. The removal of the existing wave features to the elevations has already been approved. The introduction of an additional unit to the northern section of the building by way of subdivision would not be out of character as there are a number of units of varying scales and layouts within the retail park. The signage for the units will be subject to a separate advertisement consent.
57. The proposed new acoustic fence panels to the western boundary of the site would replace an existing permeable fence where views into the garden centre area were possible. The proposed acoustic panels would replace the existing fence as plant equipment is proposed in this area of the site and the acoustic panels are designed to protect neighbouring properties from noise disturbance. As this part of the site is for plant and deliveries and currently is covered by hardstanding and built form it is not considered to be visually detrimental to views from outside of the site to introduce solid fencing in this location.

Furthermore, additional landscaping is proposed to the south western section of the site and views into this area will be enhanced as you approach the site from Alder Road and on balance this is considered acceptable in terms of the appearance and visual impact of the proposal. The landscaping areas to the south and east within the car park will be retained as existing. The proposal is therefore considered to be in accordance with PP27 of the Poole Local Plan (2018) and the provisions of the NPPF.

Residential Amenity

58. Paragraph 135 (f) of the NPPF requires decision makers to “create places that are safe, inclusive and accessible which promote health and well-being, with a high standard of amenity for existing and future users...”. Policy PP27 1(c) requires development to ensure there is no harmful impact on amenity for both local residents and future occupiers considering levels of sunlight and daylight, privacy, noise and vibration, emissions, artificial light intrusion and whether the development is overbearing or oppressive in nature.
59. The proposed subdivision of the existing unit, due to the existing building and relationship to neighbouring properties; its scale, design and siting would not result in overlooking, overshadowing or be overbearing to any adjacent residential properties.

Noise

60. The development would introduce additional car parking along the southern and south western boundaries of the site where previously the garden centre sales area was situated. Due to the separation distances between the proposed parking areas and the houses along Alder Road in addition to the intervening highway it is not considered that any amenity harm will arise from the new parking areas by way of noise disturbances.
61. The application initially proposed a 40ft refrigerated container for peak stock periods which would include condenser units operating continuously and in close proximity to the western boundary, which due to its location close to residential properties could result in a noise nuisance; this temporary plant has been omitted from the proposed development.
62. The application is supported by an amended Environmental Noise Impact Assessment (Revision E) by Sharps Acoustics received on 09/01/2026 which concludes that; “*The BS4142 assessment has shown that when accounting for context, noise emanating from servicing and mechanical plant would have a low impact when assessed in accordance with BS4142:2014 and would also be in line with Local Plan Policy PP27.*” The Environmental Health Officer supports this conclusion subject to conditions.
63. The submitted plans provide acoustic screen panels along the western side boundary to form an acoustic barrier and an acoustic louvred fence is also proposed around the western projection of the building adjacent to the new service bay. The proposed acoustic mitigation is considered acceptable to retain suitable noise exposure to the neighbouring developments and in accordance with the submitted Noise Impact Assessment conditions are attached to preserve the amenity of the neighbouring properties.
64. A neighbour has raised concerns that the introduction of the acoustic barrier will reflect the sounds of the road towards the neighbouring properties opposite on this part of Alder Road. The Agent’s acoustic consultant has clarified that; “A perfectly reflecting plane can increase noise by up to 3dB, however, 3dB is the smallest change in noise level the human ear can detect. Given the acoustic fence will be wooden and not be perfectly smooth, diffusion and also some absorption will take place which would reduce this to less than 3dB and any increase is unlikely to be noticeable. The Institute of Environmental Management and Assessment (IEMA) describes changes in noise level of less than 2.9dB as ‘None/ Not

significant'. This is the lowest impact IEMA describes. Considering the site was previously used for servicing of a Homebase store, this acoustic fence would improve noise levels emanating from the site compared to the existing Homebase scenario and would be of benefit to the residents."

65. The BCP Environmental Health Officer is of the opinion that any slight increase in anonymous noise (road traffic) as a result of the acoustic fencing would be less harmful than any potential noise that would be experienced from new specific (identifiable) noise sources if the acoustic fencing did not exist, which would likely be more disruptive and lead to complaints. Therefore the proposed acoustic fencing is supported and a condition is secured for its implementation in accordance with PP27.
66. The lighting strategy provides sufficient restrictions to ensure that the lighting within the site does not harm neighbouring amenity and this is secured by condition. The proposal is therefore considered to respect and preserve neighbouring privacy and amenity in accordance with PP27 of the Poole Local Plan (2018).

Highway Safety and Parking Provision

67. Local Plan Policies PP34, PP35 and PP36 set out a number of requirements that new development should achieve with regards to highway, pedestrian and other sustainable transport matters. Among other aspects, they seek to ensure a satisfactory means of access and provision for parking, servicing and manoeuvring in accordance with adopted standards. The BCP Parking Standards SPD provides further requirements and guidance.
68. The application includes a comprehensive Transport Assessment (TA) which concludes that the proposal will not have a severe traffic impact on the surrounding highway network. The material considerations which inform this conclusion are;
 - That there is an existing use that can generate traffic
 - Only one of the proposed units will be food retail
 - Peak traffic generation to the units will not be at peak weekday traffic times and some of the trips to the units would already be on the existing network (pass-by trips)
 - Some customers will already be visiting the retail park (linked trips, not specific trips to the units)
 - The food retail use may reduce longer distance vehicle trips to other food retail operators further afield
 - The food retail unit will provide a local offering to which people may walk or cycle from the local community
69. Overall, the Highway Authority agrees with the conclusions within the TA. The Highways Officer requested improvements to encourage safe and sustainable travel routes to the site to dissuade car use especially as the TA emphasises sustainable travel in its analysis and an increased amount of car parking is proposed on site. Some of the existing pedestrian routes to the new food retail unit are currently not safe due to a lack of pedestrian crossings and therefore the proposed alterations would enhance sustainable travel links in the area.

Parking

70. The proposal rearranges the site layout to provide an additional 38 car parking spaces. This additional capacity is not objected to; however improvements to the pedestrian, cycle links and public transport facilities in the area are required to demonstrate sustainable travel commitment to dissuade car use, especially from customers living locally. The revised site plan introduces 58 cycle parking spaces where the existing provision is 12;

resulting in an increase of 46 cycle spaces to include secure cycle parking for staff along the northern boundary in the service yard and customer cycle parking areas close to the entrances to the proposed units. With regards to the 195 car parking bays proposed; it comprises of 8x disabled parking bays, where there is currently 3. 8x Parent and child spaces where there is currently 4, 4x electric vehicle charging bays and 7 bays for staff parking where there is currently no provision. An additional two trolley bays are also proposed within the car park where there are currently only 4.

Pedestrian/cycle routes

71. The proposed site layout retains a similar pedestrian link into the car park which currently runs from the retail park access road zebra crossing to the current Homebase store entrance. The retention of a similar sited link will encourage pedestrians to cross using the safer zebra crossing.
72. The new food retail store for M&S, as confirmed by the applicant's analysis, is likely to attract more customer trips than the bulky goods unit. At present there are very few pedestrian route facilities at the north end of the existing unit and in the car park in this area as there is/was no store entrance at that point for the previous Homebase use. The revised car park layout provides improved pedestrian routes to both the proposed new food store entrance from the south (Ashley Road) and to the new unit to the north of the site by extending the pavement from the roundabout to the east within the Retail Park.
73. Both the TA and Planning & Retail Statement refer and emphasize in parts that the food store will attract customers from the local area. This will include pedestrians from the residential areas located to the west/north west of the site and there is currently no pedestrian crossing facility on Alder Road in the vicinity of the site to accommodate this increase in pedestrian main road crossing movements. Without such a facility the proposal would not be meeting policy obligations to provide safe pedestrians or cycle routes to the food store. Providing a new crossing would also meet aims of encouraging sustainable modes of transport, particularly for local trips. There is currently a public pedestrian path from Alder Road to Douglas Road and this would provide a popular route from a sizeable residential area for local residents to access the food store. There is therefore scope on Alder Road to provide a formal crossing in this location, either a parallel crossing or signal toucan crossing, to facilitate the safe crossing of pedestrians and cyclists in this location. The crossing Highway works will require a S278 Highway Works agreement and will be secured by condition.

Sustainable Travel

74. The Transport Assessment in its analysis of traffic impacts outlines that there are good bus services in the area which can be utilised by customers (and staff). However, the southbound bus stop on Alder Road is not of a high standard and lacks Real Time Information. Improvements to this bus stop to provide a replacement shelter to modern standards with Real time Information (RTI) available would represent another encouragement of sustainable travel to reduce traffic impact from the proposal and offset the proposed increase in car parking provision and this improvement should be secured by legal agreement.
75. A revised Site Plan and Transport Response Note was submitted to address the issues and has provided improved pedestrian links within the site as requested by the Highways Officer. The Transport Response Note also confirms the Applicant's agreement to provide a new pedestrian crossing on Alder Road and a new replacement bus shelter on Alder Road.

76. The proposed cycle shelter for the staff is acceptable as it is lockable and 'weatherproof' and will be secured by condition for its implementation.
77. A comment was received by a local resident requesting parking provision for mobility scooters. To confirm, the Parking Standards SPD does not require parking provision for mobility scooters for retail uses and therefore provision for this cannot be insisted upon without Policy support.
78. To conclude on the highway matters; the proposed layout, pedestrian links, parking and cycle parking provision will be secured by condition. The proposed pedestrian crossing; due to the works on the Highway will require a S278 Highways agreement and will be secured by condition. The bus shelter improvements will be secured by legal agreement and will be at the applicant's cost. The proposal is therefore considered to support sustainable travel and reduce traffic impacts and be in accordance with Policy PP34, PP35 and PP36 of the Poole Local Plan November 2018 and the BCP Parking Standards SPD.

Trees/Landscaping

79. PP27 (1)(b) requires that development; *'responds to natural features on the site and does not result in the loss of trees that make a significant contribution, either individually or cumulatively, to the character and local climate of the area. Any scheme that requires the removal of trees should, where appropriate, include replacement trees to mitigate their loss.'*
80. The proposal retains the majority of the existing building footprint, layout and scale whilst increasing the parking areas. There are semi mature trees on the southern and western boundaries that will not be directly impacted by the development as demonstrated by the submitted Arboricultural Method Statement and these trees will be protected from construction activities by protective fencing.
81. Landscaping areas have been introduced to the south western corner of the site around the parking areas, which will improve the visual amenity of the site. A Landscape scheme and Maintenance Plan have been submitted and will be secured by condition for implementation. Although the proposal does result in the loss of one silver birch tree, this is considered acceptable as it is a low quality specimen and is damaging the existing fence line. The additional planting areas will include shrubs and hedgerow and seven new trees along the south western boundary which is supported and considered to be in accordance with PP27.

Biodiversity

82. 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 at Policy PP33 – biodiversity and geodiversity, sets out policy requirements for the protection and where possible, a net gain in biodiversity.
83. In addition, a 10% biodiversity net gain (BNG) is required as per the Environment Act 2021 and paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ensures that approved permissions 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.

84. A Biodiversity Metric has been submitted with the application. The metric demonstrates that though one moderate condition tree will be lost to facilitate the development, through the retention and creation of additional habitats (as referenced in paragraph 82) the development will achieve 13.93% net gain and the proposal is therefore compliant with the relevant legislation.
85. The baseline habitats include a total of 0.49 biodiversity units comprising:
- 0.033ha urban trees (8 x small) in moderate condition (0.26 units)
 - 0.0041ha urban trees (1 x small) in poor condition (0.02 units)
 - 0.0096ha modified grassland in poor condition (0.02 units)
 - 0.0966ha introduced shrub (0.19 units)
86. The submitted lighting strategy ensures that the light pollution from the proposed lighting within the site is acceptable and would not harm the natural environment. The Biodiversity Officer supports this approach and the lighting strategy is secured by condition for implementation. The proposal is therefore in accordance with PP33 of the Poole Local Plan (2018).

Flooding/Drainage

87. NPPF paragraph 170 requires development in areas at risk of flooding to be avoided by directing development away from areas at highest risk (whether existing or future). PP38 (3) states that Sustainable Drainage Systems will be required for all major development, unless the relevant Surface Water Management Plan (SWMP) indicates otherwise or they are demonstrated to be impractical. Proposals should be appropriate to the location and designed to manage surface water run-off in accordance with the appropriate technical standards.
88. The technical note received 13/1/2026 confirms the risk of surface water flooding associated with the existing drainage system, quantifies the volume of that flood risk and maps the extent of that potential flooding with proposed flood mitigation measures. The surface water flooding is an existing issue within the site and the proposal will not worsen the situation. Therefore, the proposed flood mitigation measures are acceptable and will be secured by condition in addition to a condition requiring the maintenance and management of the existing surface water drainage system to prevent any increased risk of flooding in accordance with PP38 and the NPPF.

Waste

89. The BCP Waste Officer has confirmed that as this is for commercial development, the developer will determine the bin size and collection frequency in consultation with their chosen waste provider.

Contaminated Land

90. The National Planning Policy Framework (NPPF) has an objective of preventing both new and existing development from contributing to or being put at risk from, or being adversely affected by unacceptable levels of soil, air or water pollution. Furthermore, the NPPF requires that potential contaminated land should be subject to adequate site investigation undertaken by a competent person and that where appropriate sites should be subject to remediation to make suitable for the proposed use.

91. The proposed site is located on the site of a former Pottery with kilns, tanks, chimneys etc. Site investigations in the surrounding area have indicated the presence of ground gases, with ground gas remedial measures installed on another site in the retail park. The former land use may have resulted in the potential presence of soil contaminants. Consequently, there is the potential for contamination to exist which could affect future users of the proposed development site.
92. The updated Phase 1 Desktop Study & Preliminary Risk Assessment has been provided which considers all potential contamination linkages within the Conceptual Site Model (CSM). Although the Executive Summary and Section 4 of the report have not been updated to reflect the updates to the CSM, the environmental Health Officer is content that all potential contaminant linkages have been identified and considered under Section 3 of the report which should be used to inform the design of the ground investigation (which should also include vapour monitoring). Therefore, part 1 of the standard contaminated land condition has been met and the remainder of the standard condition will be secured relating to the site investigation, remediation scheme and reporting of unexpected contamination.

Sustainability

93. Policy PP37 (1) of the Poole Local Plan identifies that proposals for new commercial development must contribute to tackling climate change through their design and materials and they would also be required to meet the latest Building Regulations, therefore achieving a high level of energy efficiency and sustainability.
94. PP37 (2) Renewable energy (a) requires; *"where appropriate, new development should incorporate a proportion of future energy use from renewable energy sources with: (i) a minimum of 10% for proposals... under 1,000 sq.m (net) commercial floor space; and (ii) a minimum of 20% for proposals of ... over 1,000 sq.m commercial floor space."*
95. The proposal is for the subdivision of an existing vacant building and this includes the loss of 785sq m floorspace as part of the sections previously approved to be demolished. The resultant building will therefore have a reduction in total gross new internal floorspace being 4,683 sqm. Policy PP37 refers to "new development" not new buildings. The proposals meet the definition of "development" in planning law and evidently falls within the scope of new development.
96. Therefore, there is a requirement for the application to provide 20% of its future energy use through renewable energy sources in accordance with PP37 (2) and a condition is attached to secure this.
97. PP37 (3), requires major scale proposals for new commercial development would also be required to meet an 'Excellent' BREEAM rating. However, the proposed conversion and refurbishment has limited opportunity to alter standards of the buildings fabric, design, layout and materials and in addition to this, is the consideration of the carbon already captured by the construction of the original building and therefore by refurbishing and retaining the majority of the original structure; the scheme will retain as much of the embodied carbon as is practical. Therefore, it is not considered reasonable to attach a condition requiring such stringent compliance.

CIL/S106 Contributions

98. Mitigation of the impact of the proposed development on recreational facilities; Dorset Heathlands and Poole Harbour Special Protection Areas; and strategic transport infrastructure is provided for by the Community Infrastructure Levy (CIL) Charging Schedule

adopted by the Council in February 2019. In accordance with CIL Regulation 28 (1) this confirms that Retail is CIL liable development and applicants are required to pay CIL in accordance with the rates set out in the Council's Charging Schedule. This scheme is not liable for CIL contributions due to no extra floor space being proposed as part of the development.

Financial contributions

99. **£30,000** contribution towards replacing the bus shelter on Alder Road to be secured by legal agreement.

Planning Balance / Conclusion

100. The proposed subdivision of the unit' introducing a M&S foodhall would offer the benefits of additional jobs, occupation of a vacant building within an area allocated for retail albeit not food. There is public support for the scheme and the development would provide highways improvements through a new pedestrian crossing to Alder Road, a replacement bus stop and improved cycle connections and cycle parking within the site. The proposal would also improve the visual amenity of the site through the introduction of additional landscaping.
101. The negatives associated with the scheme include the adverse impact on neighbouring district and local centres; Upper Parkstone, Westbourne and Broadstone. However, Nexus planning have concluded that there is not sufficient justification to demonstrate that the proposal would result in likely significant adverse impacts to these centres due to varying reasons and assumptions discussed within this report.
102. The LPA agree with the conclusions of Nexus Planning with regards to retail impact and consider that the benefits of this scheme outweigh the potential harm identified and recommend that the application is approved subject to the conditions and legal agreement.

Recommendation

RECOMMENDATION I - That delegated authority be granted to the Head of Planning Operations to Grant Conditional Permission subject to satisfactory completion of a Legal Agreement to secure the payment of financial contributions and conditions (below).

RECOMMENDATION II – That delegated authority be granted to the Head of Planning Operations to add/ amend conditions where necessary.

RECOMMENDATION III – 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, unless a longer period is agreed by officers on behalf of the Head of Planning Operations and confirmed in writing by the Local Planning Authority.

Conditions/Reasons:

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

- Site Location Plan, Drg No. 7636 WOS001 A PL 100 P01 received 21/08/2025
- Proposed Site Plan, Drg No. 636 WOS001 A PL 201 P05 received 05/01/2026
- Proposed Ground Floor Plan, Drg No. 636 WOS001 A PL 202 P02 received 19/11/2025
- Proposed Roof Plans, Drg No. 636 WOS001 A PL 203 P02 received 19/11/2025
- Proposed Elevations, Drg No. 636 WOS001 A PL 204 P02 received 19/11/2025
- Proposed Building Sections, Drg No. 636 WOS001 A PL 205 P02 received 19/11/2025
- Proposed Mezzanine Level Plan, Drg No. 636 WOS001 A PL 206 P02 received 19/11/2025
- Proposed Cycle Parking Details, Drg No. PL208 P02 received 15/04/2026
- Hard Landscape Proposals, Drg No. 22695-RPS-XX-EX-DR-L-9101_ P04 received 07/01/2026
- Detail Soft Landscape, Drg No. 22695-RPS-XX-EX-DR-L-9106 P05 received 07/01/2026
- Plant Schedule, Drg No. 22695-RPS-XX-EX-DR-L-9108 P02 received 25/11/2025
- Landscape Areas, Drg No. 22695-RPS-XX-EX-DR-L-9109 P02 received 07/01/2026
- Proposed Works To Service Yard Fence, Drg No. 7636 WOS001 A 90100 C01 received 28/04/2026
- Typical Tree Pit Drawing Detail, Drg No. 22695-RPS-XX-EX-DR-L-9107 P01 received 07/01/2026
- Arboricultural Impact Assessment Ref: 22695-RPS-XX-EX-RP-AR-9105 P03 received 07/01/2026
- Lighting Statement Ref: 794-ENV-EM-HYD-22695 P01 received 21/08/2025
- Landscape Management and Maintenance Plan Ref:794-RPS-XX-EX-DR-L-9103 LMMP P01received 25/11/2025
- Noise Impact Assessment Rev E by Sharps Acoustics received 09/01/2026

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

3. Unless otherwise agreed by the Local Planning Authority, development shall not commence until sections A and B below have been complied with. The risk assessments shall be undertaken by competent and suitably qualified persons to assess the nature and extent of contamination at the site in accordance with 'Land Contamination Risk Management' published by the Environment Agency.

A. Site Investigation

- a) 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.
- b) A proposed site investigation plan shall be submitted to the Local Planning Authority for review and written approval prior to the investigation works taking place. The site investigations shall be designed to appropriately assess the risk to human health, the built development, sensitive ecology and controlled waters.
- c) A Phase II report will be submitted and approved in writing by the Local Planning Authority prior to development works. 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:

- i. 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).
- ii. 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.
- iii. If the risk assessment identifies any unacceptable risks, a further remediation strategy / plan will be submitted to and approved in writing by the Local Planning Authority and shall be implemented as approved.

B. Remediation Scheme

- a) Remediation will be required if the Phase II establishes the presence of a significant pollutant linkage. If required, a remediation strategy and verification plan will be submitted to and approved in writing by the Local Planning Authority prior to development works. 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 Local Planning Authority.
- b) 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 Local Planning Authority. The Local 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.
- c) 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 Local Planning Authority.

C. Reporting of Unexpected Contamination

- a) 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 in writing by the Local Planning Authority prior to re-commencement works in the affected area. The approved details shall be implemented as approved.
- b) Following completion of the above remediation works a Verification Report must be submitted to and approved in writing by the Local Planning Authority demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason: To safeguard the health, well-being and amenities of users of the site and the locality and avoid the migration of contaminants in general.

4. No part of the development hereby permitted shall be commenced, including clearance of vegetation, unless there has first been submitted to and approved in writing by the local planning authority a Landscape and Ecology Management Plan ("LEMP"). The LEMP shall accord with all biodiversity related plans and documents required to be approved in the other conditions forming part of this permission and in particular include:

1. details of all habitat, ecological matters (incorporating all species enhancements) and landscaping associated with the development including identification of what is to be retained as well as all proposed creation and enhancement;
2. details of all proposed related works including any proposed hard landscaping and all boundary treatments;
3. a timetable for the provision of all identified habitat, ecological matters and landscaping; and
4. details and arrangements as to future on-going retention, management and maintenance, including provision for the replacement of any plant or tree associated with the habitat provision found damaged, removed, dead or dying.

The approved LEMP shall at all times be accorded with and the identified habitat, ecological matters and landscaping at all times retained, managed and maintained in accordance with the approved LEMP.

Reason: to ensure there is adequate protection for the existing habitats and provide suitable external amenity space for future occupiers 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.

5. Within 4 months of the granting of planning permission the following shall have been submitted to and agreed with the Local Planning Authority:
 - i. details of a scheme to deliver a new signalised pedestrian crossing facility on Alder Road including a programme of works for implementation.
 - ii. details of a scheme to deliver the provision of a new bus shelter with associated Real Time Information (Landmark Bow Stainless Steel shelter specification) to replace the existing bus shelter on Alder Road located adjacent to the north west boundary of the site.

The agreed schemes shall be complied with unless otherwise varied with the written consent of the Local Planning Authority.

Reason: In order to provide safe and useable access and to encourage sustainable modes of transport in accordance with Poole Local Plan Policy PP35

6. Prior to occupation, plans for the maintenance and management of the existing surface water drainage system must be submitted to and approved in writing by the local planning authority. The system shall thereafter be managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, 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 in accordance with PP38 of the Poole Local Plan (2018) and para. 170 of NPPF.

7. Prior to first occupation of the building details of measures to provide on-site renewable energy sources to meet a minimum of 20% of the predicted energy use of the non-residential development, shall be submitted to and approved in writing by the Local Planning Authority. These measures must then be implemented before any non-residential occupation is brought into use and maintained thereafter. Documents required by the Local Authority include: The Simplified Building Energy Model (SBEM) calculation documents. These should be the same documents issued to Building Control to address the Building Regulations Part L, and

The corresponding Energy Performance Certificate (EPC), and
A statement, summary or covering letter outlining how the data specified in the above documents demonstrates that a minimum of 20% of energy use is provided by the renewable energy technology.

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

8. Prior to occupation, flood mitigation measures must be installed and operational as identified in Technical Report, Tetra Tech Consulting Ltd13/1/26.

Reason: To make the building safe from flood risk for its lifetime in accordance with PP38 of the Poole Local Plan (2018) and para. 170 of NPPF.

9. Prior to the first use of the development hereby approved, a Delivery management plan shall be submitted to and approved in writing by the Local Planning Authority. The delivery management plan shall detail the control measures proposed to minimise noise impacts associated with early morning deliveries. Prior to the first occupation of the development, the approved DMP shall be implemented in full and shall be maintained in accordance with the approved details for all deliveries between 05:00 and 07:00 hours for the lifetime of the development.

General – In discharging this condition the DMP should include, but not limited to;

- i) Operational restrictions – No use of audible reversing alarms other than broadband (white noise) alarms and no use of forklifts or palletised deliveries during the restricted hours
- ii) Noise mitigation measures – No engine idling outside the site, gates/barriers to be opened prior to vehicles arriving, no radios or amplified sound during unloading, use of low noise roll cages and rubber matting to reduce impact noise, avoid dropping cages/containers
- iii) Staff training and compliance – training in quiet delivery practices, noise checks and monitoring procedures, complaints handling and corrective action protocols
- iv) Physical measures – acoustic fencing around the service yard, scheduling deliveries, ensuring all equipment in good working order, keeping all other doors closed during unloading, no shouting between staff.

Reason: to protect neighbouring amenity in accordance with PP27 of the Poole Local Plan (2018).

10. Prior to the first use of the development hereby permitted, details of the visitor cycle parking within the site (not including the staff cycle store) shall be submitted and approved in writing by the local planning authority and implemented. Thereafter, the approved bicycle parking facilities (including the staff cycle store) shall at all times be retained, kept available for use as bicycle parking and maintained in a manner such that the facilities shall at all times remain so available.

Reason: In the interests of promoting alternative sustainable modes of transport.

11. Prior to the first use of the development hereby permitted, the acoustic fencing along the western boundary shall be installed in accordance with the approved plan C01 and maintained for the lifetime of the development.

Reason: to protect residential amenity in accordance with PP27 of the Poole Local Plan (2018).

12. Prior to the first use of development hereby permitted the cycle and vehicle parking, associated access and the pedestrian access pathways shown on the approved plans shall have first been fully constructed and laid out in accordance with the approved plans. Thereafter such parking and accesses shall be permanently retained and kept available for that purpose.

Reason: In order to provide parking in accordance with the Council Parking Standards SPD (2021) and to provide safe and useable access in accordance with Poole Local Plan Policy PP35.

13. Prior to the first use of the development hereby permitted a Travel Plan that contains objectives and measures to encourage sustainable modes of travel amongst employees and visitors to the units shall be submitted to and have been agreed in writing with, the Local Planning Authority. The development shall thereafter only be carried out in accordance with approved Travel Plan and the approved Travel Plan shall at all times be accorded with.

Reason: In order to mitigate the impact of the development upon the local highway network and to encourage sustainable modes of transport in accordance with Poole Local Plan policies PP35 and PP36.

14. Prior to the first use of the development hereby permitted, detailed design and specification of all lighting units shall be submitted to and approved in writing by the Local Planning Authority. The details shall be in accordance with the recommendations set out in the Lighting Assessment Report carried out by RPS Group, reference 794-ENV-EM-HYD-22695, dated 25th July 2025. The approved lighting scheme shall be implemented in full prior to first use of the development and maintained thereafter for the lifetime of the development.

Reason: to protect neighbouring amenity and nature in accordance with PP27 and PP33 of the Poole Local Plan (2018).

15. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification the subdivided unit known as Unit 2 shall only be used for the sale of the following goods;

- a. DIY, home improvement and garden goods;
- b. Furniture, carpets and floor coverings;
- c. Camping, boating and caravanning goods;
- d. Electrical goods and gas appliances;
- e. Car accessories and bicycles and accessories;
- f. Kitchens, bathrooms and accessories;
- g. Homewares including home office goods;
- h. Soft furnishings;
- i. Handicraft materials and associated equipment and sundries;
- j. Books and magazines;
- k. Ancillary and seasonal goods which do not form part of the main product range;
- l. Snacks, beverages and soft drinks for consumption on the premises;
- m. No other goods unless otherwise approved by the Local Planning Authority.

Reason: To protect the vitality and viability of the Retail Centre in accordance with PP22 of the Poole Local Plan 2018.

16. All building services plant and associated equipment to be installed as part of the development shall be sited, designed, and operated to ensure that the rating level, as defined in BS

4142:2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound, does not exceed the typical background level at the nearest noise-sensitive receptor during the hours the plant operates.

Reason: to protect neighbouring amenity in accordance with PP27 of the Poole Local Plan (2018).

17. No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 05.00 nor after 23.00.

Reason: to protect neighbouring amenity in accordance with PP27 of the Poole Local Plan (2018).

18. All construction work shall be limited to 08.00 to 18.00hrs Monday to Friday, 08.00 to 13.00hrs Saturday and no working on Sundays and Bank Holidays.

Reason: to protect neighbouring amenity in accordance with PP27 of the Poole Local Plan (2018).

19. All noise mitigation measures as detailed in Section 4 and Appendix D of the Noise Impact Assessment (Rev E) by Sharps Acoustics dated 09/01/2026 shall be implemented in full and maintained for the lifetime of the development.

Reason: to protect neighbouring amenity in accordance with PP27 of the Poole Local Plan (2018).

20. 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 Assessment Ref: 22695-RPS-XX-EX-RP-AR-9105 P03 by RPS received 07/01/2026.

Reason: To ensure that trees and their rooting environments are afforded adequate physical protection during construction in accordance with PP27 of the Poole Local Plan (2018).

21. The development shall be carried out in accordance with the approved Landscape Management and Maintenance Plan Ref: 794-RPS-XX-EX-DR-L-9103 LMMP P01 received 25/11/2025 and thereafter retained in accordance with the approved details.

Reason: In the interests of securing the on-going amenity and the appearance of the development and locality in accordance with PP27 of the Poole Local Plan (2018).

22. The approved landscaping scheme shall be carried out in the first planting season following substantial completion of the development or the first occupation of any part of it, whichever is the sooner. Any tree or plants found damaged, removed, dead or dying in the first 5 years following its planting shall be replaced with a tree/plant of the same species and similar size or such other species and size as has otherwise been submitted to and approved in writing by the local planning authority.

Reason: In the interests of securing the amenity and the appearance of the development and the locality in accordance with PP27 of the Poole Local Plan (2018).

23. Notwithstanding the provisions of Part 2, Class B of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any order revoking and

re-enacting that order with or without modification no access either vehicular, cycle or pedestrian shall be formed at anytime other than those shown on approved plan.

Reason: To prevent access to the highway at a location that is considered to be inappropriate and/or unsafe to across with Poole Local Plan Policy PP35.

Informative Notes:

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.

2. 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.
3. Works associated with delivery of the new pedestrian crossing will be required to be subject to appropriate agreements for works on the Highway. This will include a S278 Highways Agreement (under the current Highways Act). Enquiries regarding the appropriate required licences, including the S278 process, can be directed to the New Development Team at HighwayAgreements@bcpcouncil.gov.uk.
 4. Prior to construction commencing on site, the applicant/site developer is strongly advised to contact the Streetworks Team on 01202 128369 or streetworks@bcpcouncil.gov.uk to discuss how the highway network in the vicinity of the site is to be safely and lawfully managed during works affecting the Public Highway. This team is responsible for managing the highway network and must be consulted prior to you commencing any work that you are undertaking that may impact on the operation of the public highway. They will also be able to advise on any Permits, Licences, Temporary Traffic Regulation Orders (TTROs), traffic signal or ITS changes and signing requirements, together with co-ordination of your work in relation to the planned work of other parties on the public highway. Some procedures require significant lead in times and therefore early engagement is essential. Therefore, to avoid any delay in starting work it is strongly recommended that you make contact at least 3 months before you plan to commence work. Failure to do so may result in a delay in starting work.

Background Documents:

P/25/03190/FUL

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: Shelly Edwards

Date: 01/05/2026

Agreed by: Katie Herrington

Date: 01/05/2026

Comment:

