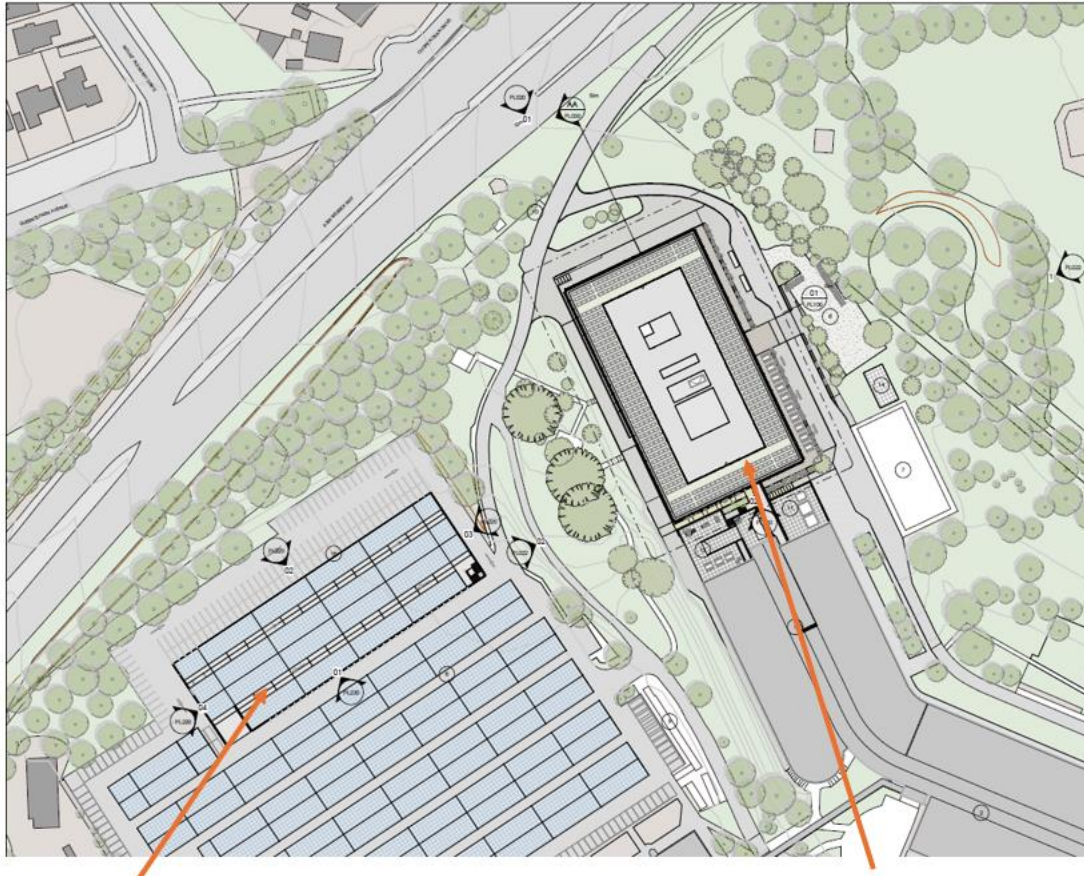


Application Address	JP Morgan Chase Bank 1 Chaseside Bournemouth BH7 7DA
Proposal	Development of a 5-storey office building (Use Class E(g) and a two-storey decked parking structure on part of existing surface car park, with associated infrastructure and hard and soft landscaping. Construction of pedestrian link bridge between proposed office building and existing adjacent office building.
Application Number	P/25/04768/FUL
Applicant	JP Morgan Chase Bank
Agent	Mrs Cat White Turley
Ward and Ward Member(s)	Littledown & Iford Councillor Bobbie Dove and Councillor Lawrence Williams
Report status	Public
Meeting date	6 July 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	<u>Cllr Keddie (neighbouring Ward Councillor):</u> Residents have expressed concerns around long-term parking and traffic impacts on surrounding residential streets, including High Trees Avenue, and the lack of a sufficiently robust local assessment of those impacts: • The proposal represents a significant intensification of the campus, including accommodation for approximately 1,600 employees and a net increase in on-site parking spaces, alongside an explicit intention to increase on-site attendance. • Parking surveys relied upon within the Transport Statement were undertaken during school holiday periods, when workforce attendance is typically reduced, and therefore do not appear representative of peak or worst-case conditions.

	• There is no street-specific parking assessment for High Trees Avenue or nearby residential roads, despite existing overspill parking associated with the campus already affecting residents. • Parking management measures are largely framework-based, with limited detail on long-term monitoring, mitigation or enforceability. • In addition, no Construction Management or Construction Logistics Plan has been submitted, despite the scale and likely duration of the construction phase. <u>Cllr Carr-Brown (neighbouring Ward Councillor):</u> There are significant Highway issues as a result of this application which are not adequately answered by the Transport Plan provided. Overspill parking and the increased traffic that would result are not properly addressed. Both Councillors were satisfied that the application could be delegated if recommended for refusal.
Case Officer	Peter Walters
Is the Proposal EIA Development?	No

Description of Proposal

1. Development of a 5-storey office building (Use Class E(g) and a two-storey decked parking structure on part of existing surface car park, with associated infrastructure and hard and soft landscaping. Construction of pedestrian link bridge between proposed office building and existing adjacent office building.
2. The proposed office block is intended to replace the previously demolished Wiltshire Building, in order to provide office accommodation allowing all employees to return to the office from working from home. The building would also contain additional facilities for staff as well as meeting rooms. The proposed decked parking structure will increase parking capacity by 104 parking spaces within the existing car park area. This would be constructed as a single deck across part of the existing car park to the northern end. The car park deck would be clad with perforate car park cladding. At present the existing car park features a frame supporting solar PV panels above it. The proposed development would reintroduce the solar PV panels above the new deck of the car park. An additional car park will be constructed as part of the development, replacing an increasing the number of spaces including disabled spaces, with a total net increase of 115 spaces.
3. In addition, the proposed development includes a glazed link to the main office campus. This will enter the proposed office building at the first floor of the new office building from the ground floor of the existing office block.



Location of car park deck

Location of office building

Figure 1: Proposed Development; source: Application Submission Proposed Site Plan

Description of Site and Surroundings

4. The site forms part of the larger Chaseside Campus which includes the offices for JP Morgan Chase, as well as the Grade II listed Littledown House. On the south and western side trees surround the site and contribute to significant screening of the site from public vantage points. Within the site is further mature screening as indicated on the above site plan. While the trees are not the subject of a Tree Preservation Order, a number are considered to be veteran trees.
5. The site is accessed either from Chaseside or from a slip road off the Cooper Dean Roundabout. Exiting the site is achieved solely from Chaseside and leads to Castle Lane East. The surrounding area is characterised by residential development to the south and east of the application site. To the west and north west is the A338 Wessex Way, and residential development is situated beyond. To the north is Cooper Dean roundabout and junction. To the north east is Littledown Park and Littledown Leisure Centre. Beyond this is Castle Lane East and the Royal Bournemouth Hospital.
6. The surrounding area, particularly the junction with Chaseside and Castle Lane East is highlighted by the Local Highways Authority as being prone to congestion. It is noted that the roads surrounding the application site in Littledown are the subject of Traffic Regulation Orders (TRO), restricting parking. There is also a TRO covering some roads on the western and north western side of the A338.

Relevant Planning History

7. P/25/03714/PAP – Pre-application advice on erection of office building – Generally supportive, however late addition of car park not supported – Response issued 11th December 2025
- 7-2024-13929-DA Alterations and erection of a single storey external enclosure to house new above ground bulk fuel storage tanks to serve adjacent generator plant – Granted on 8th July 2025
- 7-2019-13929-CQ Renewal of planning consent (7-2017-13929-CN) for temporary 2 storey offices and single storey ancillary buildings (Wiltshire Building) – Granted on 23rd December 2019
- 7-2018-13929-CP Installation of PV solar panels on fixed steel carport frames in the external car park area and on fixed support frames to the roof-tops of the Hampshire, Dorset, Solent and Satellite 2 buildings, together with a new containerised switch room and associated containerised battery energy storage systems – Granted on 30th September 2019
- 7-2017-13929-CO Erection of two additional cycle shelters – Granted on 31st March 2017
- 7-2017-13929-CN Renewal of planning consent 7-2014-13929-CH for temporary 2 storey offices and single storey ancillary buildings (Wiltshire Building) – Granted on 21st March 2017
- 7-2014-13929 – CH Erection of temporary 2 storey offices and single storey ancillary building (Wiltshire Building) Renewal of 7-2011-13929-CE – Granted on 29th April 2014
- 7-2011-13929-CE Erection of temporary 2 storey offices and single storey ancillary building (Wiltshire Building) Renewal of 7-2008-13929-CA – Granted on 16th May 2011
- 7-2009-13929-CB Alterations and erection of single storey structure to house new generator plant – Granted on 9th October 2009
- 7-2008-13929-CA Temporary siting of 2 portacabins – Renewal of planning application 7-2003-13929-BE – Granted on 27th June 2008
- 7-2004-13929-BQ Temporary consent for siting of two storey modular office building (3 years) – Refused on 2nd February 2005
- 7-2004-13929-BK Formation of car park (44 spaces) – Renewal (Reconsideration) – Granted on 9th March 2004
- 7-2003-13929-BJ Formation of car park (44 spaces) – Renewal – Refused on 18th December 2003
- 7-2003-13929-BF Erection of a covered way – Renewal of Application 7-2000-13929-AX – Granted on 31st October 2003
- 7-2003-13929-BG Erection of a temporary two storey portakabin and two external staircases – Renewal of 7-99-13929-AO – Granted on 22nd December 2003
- 7-2003-13929-BE Erection of two temporary two storey offices and single storey Ancillary facilities building and erection of a temporary two storey portakabin and two external

staircases. Renewal of Application Nos: 7/1998/13929/AP and 7/99/13929/AO – Granted on 13th May 2003

7-2000-13929-AX Erection of a covered walkway – Granted on 11th December 2000

7-1999-13929-AR Erection of temporary two storey office accommodation - Renewal of 7/97/13929/AN & 7/97/13929/AO – Granted on 23rd August 1999

Constraints

8. In considering whether to grant planning permission or permission in principle for development which affects a listed building special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest - section 66 - Planning (Listed Buildings and Conservation Areas) Act 1990.
9. With respect to any buildings or other land in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area – section 72 - Planning (Listed Buildings and Conservation Areas) Act 1990.
10. Following constraints apply to the application site:
 - Tipsites (Buffered)
 - Airport Safeguarding zone
 - Higher Potential Ecological Networks
 - Existing Ecological Networks
 - Dorset Habitats
 - Flood Risk Zone 1 and low risk of surface water flooding
 - Veteran Trees within the site

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. 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.

14. For the purposes of section 40 Natural Environment and Rural Communities Act 2006, in assessing this application, consideration has been given as to any appropriate action to further the “general biodiversity objective”.
15. For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area.
16. 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

17. Active Travel England

Comments received 18th December 2025

- Refer to national standing advice

BCP Ecology

Comments received 18th January 2026

- No objection subject to conditions

BCP Greenspaces

None received

BCP Highways – Major Dev

Comments received 29th January 2026

- Objection
- Collision clusters around Cooper Dean Roundabout as well as Chaseside and Castle Lane East junction. Castle Lane East transport corridor is one of the council’s key focal points to reduce traffic collisions. This development is increasing the number of car parking spaces on site, which will increase the number of vehicles in an already congested environment where there are known collision clusters. There is therefore the potential for increased instances and likelihood of accidents.
- It is not clear why the TS has chosen to review the existing parking pressures on roads that have robust parking restrictions. Should have been done in roads such as Cowell Drive and Sevenoaks Drive
- Parking standards for Zone C of Parking Standards SPD is 1 space per 50sqm. The proposal will increase spaces to 1 space per 39sqm, demonstrating an overprovision of car parking
- Parking occupancy peak demonstrates existing parking is not at capacity, undermining need for further spaces
- Transport Survey demonstrates the site is well served by sustainable transport modes and employees should be encouraged to make use of them through the travel plan
- Proposal will increase future trips particularly at the core 5-6pm peak hour

- Vehicle movements will be increased by 7.8% which will have a harmful impact on upon Castle Lane East

Comments received 10th June 2026

- Objection retained
- SPD sets a benchmark for car parking levels, but not maximum standards
- No justification or supporting evidence given demonstrating need for additional car parking as no increase in staffing levels
- Highway Authority consider that offsite parking should be included in overall parking conditions
- Concerns that Castle Lane East corridor is highly congested already
- Consider that a marginal increase can have a disproportionate impact on the network performance
- The Highway Authority does not accept that there will no negative impact from the proposed increase in traffic particularly given the disparity been modelled behaviour of the junctions and observed behaviour.
- At the Deansleigh Road signals, Chaseside operates as the third priority arm and is therefore susceptible to queuing. The additional trips, particularly in the PM peak will add to this queuing. The TN suggests the introduction of 'keep clear' markings at the roundabout; however, a yellow box junction would be more appropriate as it would be enforceable. This would help ensure that access into Littledown Centre is maintained when queues extend back from the Deansleigh Road junction.
- Technical note provides more details regarding Travel Plan
- Travel plan includes investment in delivering additional cycle parking, staff lockers and additional showers to help support target of 14% mode share for cycling which is welcomed
- Funding proposed for bus stop infrastructure improvements within site
- Travel Note off-site parking beat survey did not identify significant commuter parking impacts, but TN acknowledges further mitigation could include a contribution towards a CPZ extension study and potential implementation
- If LPA minded to recommend approval, a S106 is required to secure a Travel Plan monitoring fee and a S278 for the bus stop upgrade for Cooper Dean (SW bound) and yellow box markings. A condition is required for bus stop upgrades within the applicants land and a CPZ extension study. TRO fees to be covered by the applicant, if the study confirms a further extension to the CPZ is required.

BCP Lead Flood Authority/ Drainage

Comments received on 15th June 2026

- Satisfied with the submitted drainage strategy and FRA.
- No objection subject to conditions

BCP Urban Design

Comments received 6th January 2026

- Office building proposal does not fully address previous design concerns
- Could appear as an isolated monolithic addition to the campus
- Suggest amendments to the design breaking the building into varied volumes, introducing deeper recesses, and reinstating vertical elements such as fins would help reduce perceived bulk and create a more dynamic façade.
- Also suggest more material and colour variation
- Car park considered to be acceptable due to limited glimpsed views

Bournemouth Airport Safeguarding

Comments received 1st January 2026

- Consideration needs to be given to Instrument Flight Procedure Safeguarding Criteria
- Consideration also required in terms of glint and glare to safeguard aircraft using Bournemouth Airport
- Both matters can be resolved by means of a planning condition

Dorset & Wilts Fire & Rescue

Comments received 19th December 2025

- Development will need to comply with Building Regulations

Dorset Police Crime Prevention Design Advisor

Comments received 12th January 2026

- No objection
- A number of suggestions for designing out crime including in relation to the use of planters, CCTV, access to building and car park, lighting, anti-suicide measures

Dorset Wildlife Trust

None received

Network Rail

None received

Public Health Dorset

None received

Wessex Water

None received

Dorset Council Archaeologist

Comments received 16th December 2025

- Footprint of the proposed works within ground that will have been disturbed already by previous development.
- Therefore no objection

BCP Public Health

Comments received 12th January 2026

- Objection
- Concerns regarding transport and parking implications of the proposal
- Parking assessment taken place in areas with existing restrictions, which calls validity of assessment into question
- Concern regarding overspill of parking into neighbouring communities
- Low uptake of cycling facilities
- Recommend a review of parking assessment methodology, including timing and location of surveys, a more robust transport plan with clear actions to promote sustainable travel and reduce car dependency

BCP Environmental Health

Air Quality:

- Detailed assessment of operational air quality not required
- The AQTN advises that operational traffic flow impacts are expected to be negligible and therefore not significant
- Expectation that there will be consideration of cumulative impacts in the context of other local development
- Require submission of an assessment of the air quality/dust impacts of construction to support the application, undertaken by a competent person and in accordance with a suitable methodology such as the IAQM Guidance on the assessment of dust from demolition and construction to be submitted.

Contaminated Land:

- No objection subject to conditions regarding land contamination risk assessment, remediation scheme and reporting of unexpected contamination

Noise, Dust, Lighting, Glint and Glare:

- Details have not been provided re details of plant proposed at roof level or submission of noise data. However, it is accepted that there is significant noise from the Wessex Way already therefore a condition would be acceptable
- Lighting of the car park has the potential to impact neighbouring residents therefore a condition is required to ensure that the lightspill doesn't impact neighbouring residents.
- The proposed solar panels require a glint and glare assessment to ensure that they do not negatively impact the neighbouring residents. This will be the subject of a condition

BCP Economic Development

Comments received on 19th June 2026

- No objection
- Proposed development would support long-term employment, inclusive growth and continued investment in the financial services sector

BCP Trees Team

Comments received on 26th February 2026

- No objection subject to conditions

BCP BNG

Comments received on 21st May 2026

- No objection subject to conditions
- Baseline appears acceptable

Representations

18. 26 comments have been received from members of the public, 18 objecting, 3 supporting and 5 making general comments.
19. A summary of the concerns raised in the objection letters are:
 - Increased pressure on nearby residential streets that have no current parking restrictions resulting in harm to neighbouring amenity

- Concerns regarding the timing of the traffic surveys that they may not be representative of the true situation.
- Insufficient detail regarding parking management
- Impact on residents during the construction phase
- Impact on traffic at Cooper Dean roundabout
- Surveys were carried out in roads around Littledown and did not consider impact on Queen's Park Ward
- Private buses more expensive than parking permits, discouraging their use
- Concerns regarding highway safety resulting from additional parked cars
- Concerns that construction vehicles waiting to enter the site and parked in a layby (on Chaseside) will affect the residents of Beauchamps Gardens due to exhaust fumes
- Repairs to Cowell Drive are required to prevent excessive noise as construction vehicles cross them

20. Members of public expressing support for the scheme have commented:

- Investment in town
- Increased car parking is a pragmatic approach
- Economic benefits for the town

21. The Council have also received a legal opinion from Lord Banner KC on behalf of the applicant, in response to concerns raised by the Local Highway Authority. A summary of his comments are as follows:

- The Bournemouth Local Plan Core Strategy and the Parking Standards SPD were not examined for consistency against paragraph 112 of the NPPF (the need to provide a clear and compelling justification for maximum parking standards) and therefore considers both to be out of date
- Offsite parking spaces at the Littledown Centre should not be taken into account when considering overall parking provision
- Interprets Policy CS16 and Parking SPD regulate on-site parking provision
- Highways Officer made an error in treating standards in section 4.2 of Parking Standards SPD as rigid rules
- No new collision points or accident hotspots are said to be introduced by proposal
- Considers that the increase in traffic would not be materially sufficient to increase the risk of an accident to the point at which the impact would be unacceptable (the threshold in the NPPF for refusing development on Highways Safety grounds)

Key Issue(s)

22. The key issue(s) involved with this proposal are:

- Presumption in favour of sustainable development
- Principle of development
- The impact on the character and appearance of the area
- Impact on highway safety and parking
- Impact on designated heritage assets
- Impact on the amenity of neighbouring residential properties
- The impact on trees
- Impact upon Bournemouth Airport

- Biodiversity
- Drainage

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 Bournemouth Local Plan Core Strategy (2012) and saved policies from the Bournemouth District Wide Local Plan (2002). The following policies are considered to be relevant:

Core Strategy (2012)

- CS1 – Presumption in Favour of Sustainable Development
- CS2 – Sustainable Homes and Premises
- CS4 – Surface Water Flooding
- CS13 – Key Transport Routes
- CS15 – Green Travel Plan and Transport Assessments
- CS16 - Parking Standards
- CS18 – Increasing Opportunities for Cycling and Walking
- CS26 – Protecting Allocated Employment Sites
- CS35 – Nature and Geological Conservation Interests
- CS39 – Designated Heritage Assets
- CS41 – Quality Design

Bournemouth District Wide Local Plan (2002):

- 3.28 – Flooding
- 4.25 - Landscaping
- 8.1 – Development on Primary & County Distributor Roads
- 8.3 – Highway Improvements

Other relevant Local documents:

- Parking Standards SPD
- Sustainable Urban Drainage Systems (SuDS) 2003 guidance

25. National:

- National Planning Policy Framework ("NPPF" / "Framework")

Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 –

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

For decision-taking this means:

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

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.

Principle of Development

27. The site is situated within the settlement boundary of Bournemouth and is allocated for employment purposes in the Bournemouth Local Plan Core Strategy (2012) Policy CS26. The proposed office block, as well as the extension to the car park would serve to complement the existing employment purposes. Policy CS26 requires new developments on the allocated employment sites to provide a use for office, storage or industrial use. In this instance, the proposal is for additional office floorspace, which is compliant with the requirements of the policy CS26. Therefore, subject to other material planning considerations, the proposals would be acceptable in principle.

Impact on the character and appearance of the area

Proposed Office Building and Link:

28. The site is verdant in nature however the area in which the proposed office block would be situated is currently formed of hard standing, and formerly was the location of a temporary office block. The built form in the area is characterised largely by the existing office blocks that were constructed in the 1980s. The main blocks (Dorset and Hampshire) are largely functional, with the central core atrium providing some visual interest, running through the spine of the building. A covered link connects the main blocks with a separate block, known as the Solent Building, which is of differing architectural style, but equally functional. The proposed building departs from the design approach seen in the Dorset and Hampshire

buildings in favour of a more contemporary design. The proposed building does not include a central atrium.

29. The proposed building comprises a five storey development with plant equipment above, with a height of approximately 25.5m. The form of the building features elements to break up the elevation with the exception of the ground floor and a recess for the entrance on the north east elevation. As a result, the proposed building appears visually dominant, characterised by a pronounced horizontal emphasis. It is noted that there is limited modulation as a result of the repeating of windows. It is noted that the proposal has been developed from the initial pre-application proposals and this is welcomed, however it is noted that the design these changes are minimal. The cited measures, including recessed window head details, breaks in horizontality at parapet and colonnade levels, and subtle colour differentiation, do not sufficiently mitigate the excessive mass and box-like character of the building. The overall impression remains heavy and monolithic.
30. The proposed link building would connect the office building with the existing complex (known as the Dorset building). Due to the change in land levels, the link would enter the new building on the first floor. A pathway would be maintained underneath the link to allow access towards the car park. In terms of materials, the link would be constructed of glazed panels with metallic vertical fins, to complement the main building. This will contribute to the visual impact of the building, particularly when viewed from the north of the site.
31. In terms of wider views of the proposed office building it is noted that it will be visible above the tree canopy line in certain locations. This is particularly the case on Mount Pleasant Drive, to the north west of the application site that at present, enjoys open, verdant views across the Chaseside campus, framed by mature trees and the more articulated Dorset office building in the distance. Google Street View imagery demonstrates that this was the case prior to the previous Wiltshire Building being demolished. As such, the proposed development represents a change to the views appreciated by Mount Pleasant Drive, particularly in the more elevated sections of the street.
32. There will also be pronounced views on Cooper Dean Drive and may also be visible from Leydene Avenue, which is situated to the west of Cooper Dean Drive. As these streets are closer to the application site, the views will be more pronounced, particularly notable on 1 and 3 Cooper Dean Drive, where the orientation of the Wessex Way to Cooper Dean Drive means that there is no vegetation providing screening between the two roads. It is also noted that there will also be transient views of the building while travelling along the A338 Wessex Way. It is considered that given the link building is only one storey in height and situated between the proposed and existing office block, there will not be a significant impact of this element of the development upon wider views.
33. Taking into account the above, it is accepted that the office building would have a noticeable visual presence in the immediate area and within some wider views. However, it is also noted that the building would be situated in the context of office buildings. While there will be a degree of prominence from the viewpoints listed above, it is considered that these will not be unduly harmful to the overall character of the area, warranting refusal.

Proposed car park:

34. The proposed car park will provide an additional deck on top of part of the existing car park structure. There is well established vegetation screening the car park from wider views. There are glimpsed views from the A338 Wessex Way towards the car park and these will

be increased slightly. However, it is considered that the marginal increase in visibility of the car park will not be harmful to the character and appearance of the area.

35. Taking into account the above, the proposal is considered to be acceptable in its overall impact on the character and appearance of the area and is therefore considered to be compliant with Policy CS41 Quality Design of the Bournemouth Local Plan Core Strategy 2012.

Impact on Highway Safety and Parking Provision

36. The proposed office building is anticipated to support a return to work for staff following Covid and the demolition of the former Wiltshire Building. The intention is for staff to be on site 5 days a week. It is noted that the present parking provision was in place when the former Wiltshire Building was in place.
37. The proposal is to construct an additional 136 parking spaces, the majority of which will be delivered on an additional deck above the existing car park. Due to the alterations to the existing car park this will result in the net increase of parking spaces within the car park by 104 spaces. In addition to this, a small additional car park will provide 7 new blue badge spaces, 5 standard parking spaces and 2 bays with EV charging facilities. This will be located to the north east of the proposed office building. Therefore, the overall number of parking spaces will be increased by 115, providing a total number of spaces across the site of 1021 spaces. In addition, the 257 off-site leased spaces at Littledown will also be retained, providing a total overall parking provision of 1278 spaces.
38. The site is in Zone C of the Parking Standards SPD which means that 1 space per 50 sqm of office use is required. The floor area of the combined existing and proposed development will be 50,587 sqm. The Travel Survey provided by the applicant notes that the provision of 1021 spaces is equivalent to 1 space per 50sqm and is therefore compliant with the SPD. However, the survey does not take into account the 257 parking spaces provided at Littledown, which are reserved for use by the applicant. When taking this into account, the provision of parking is noted as being 1 space per 39sqm. This indicates an overprovision of parking according to the Parking Standards SPD.
39. The applicant has provided a spot count of the staff car parking occupancy, taken both at the car park on the application site (at 11am) and the one at Littledown (at 12pm). This indicates that on an average weekday period, during term time (March 3rd – 14th 2025), approximately 84% of the available parking spaces were occupied. The busiest recorded period on 4th March saw 93% of parking spaces occupied and when considering the core office working days of Tuesday to Thursday, on average across the two car parks the occupancy levels are 89% (1020 spaces).
40. The spot counts indicate that the car parks are not at capacity at present. The applicant has indicated that the proposed development will not result in an increase in the number of staff employed at their Bournemouth office, therefore the Highways Officer considers that the demand for additional car parking has not been demonstrated. In addition, as set out above, the provision of car parking would exceed the requirements set out the SPD. The Highways officer considers that this has an impact on the neighbouring highways network.
41. Planning Officers note that concerns have been raised by the Local Highway Authority that there is no need for additional parking provision on the basis that staff numbers are not increasing. While it is noted that the number of members of staff would not be increased by the proposal, the Council's Parking Standards SPD calculates parking provision need

based on the floorspace of the development and not users of a building. Therefore, if the parking at the Littledown Centre is excluded, the additional parking provision would ensure that the proposed office development provides policy compliant parking provision.

42. It is accepted that considering the additional parking at the Littledown Centre results in an overprovision of car parking to the site. However, these parking spaces are subject to an agreement between the applicant and the owner of the car park (BH Live). The applicant does not have control over the spaces, and therefore no guarantees that any lease would be renewed in future. In the scenario that the lease was not renewed, there would be insufficient car parking to meet the standards set out in the SPD if the additional parking spaces that are included in this proposal are not provided. Planning Officers therefore consider that as the parking at Littledown Centre is outside of the control of the applicant (and not within the application boundary of the planning application) it cannot justify a recommendation of refusal on these grounds. Moreover, Policy CS 16 and the Parking SPD relate to parking provisions for new developments. Parking spaces at Littledown Centre are existing and hence, CS26 and Parking SPD would not be directly applicable to that use.
43. It is also acknowledged that the additional parking provision will likely lead to further congestion on the junction between Castle Lane West and Chaseside. However, in the scenario that the lease of the parking spaces at the Littledown Centre ended, the spaces would be available for use by visitors to the Littledown Centre. The number of physical parking spaces available would not be reduced. As acknowledged above, the parking provision on the Chaseside Campus would be in accordance with the Parking Standards SPD, therefore again officers do not consider that the impact of the existing parking provision at the Littledown Centre should be taken into account when considering the overall impact on highway safety.
44. Officers note that the applicant has sought opinion from counsel regarding the proposals and they have questioned the Local Plan policy and Parking SPD, in so far as whether it is appropriate to set maximum parking standards, and whether this would be contrary to paragraph 113 of the NPPF. Officers note that section 4.3 of the Parking Standards SPD does allow for variation from the parking standards where this has been fully justified. However, in this instance, officers consider that the Littledown Centre should not be considered in terms of parking provision for the reasons set out above. This being the case, the proposal would therefore be compliant with the SPD and not conflict with it.
45. The Local Highways Authority have stated in their comments that if officers are minded to approve the application, they advise that a S106 legal agreement would be required to secure a Travel Plan monitoring fee, a Section 278 agreement for upgrading the bus stop at Cooper Dean (SW bound) and yellow box markings. A Controlled Parking Zone extension study would be required and Traffic Regulation Order fees would need to be covered by the applicant in the event that the study concluded that there was a need for the TRO. In addition, a condition would be required for bus stop upgrades within the applicant's land.

Deliveries and Servicing vehicles

46. It is noted that the proposal anticipates an additional 12-15 LGV deliveries per day. These will generally be outside of peak periods. Swept path analysis demonstrates the safe operation for refuse and delivery vehicles on site. Therefore, no objections are raised regarding the service and delivery trips.
47. Taking into account the above, although the concerns of the Local Highway Authority are understood, based on the assessment above the proposal is considered to be acceptable

in terms of Highway Safety and is considered to be compliant with Policies CS13, CS14 and CS16 of the Bournemouth Local Plan Core Strategy (2012), saved policies 8.1 and 8.3 of the Bournemouth District Wide Local Plan (2002) and the Parking Standards SPD.

Impact on Designated Heritage Assets

48. Within the site is Littledown House, which is a Grade II listed building, and to the south west of the site is the Grade II listed Lodge. The proposed building is situated behind the existing building and Littledown House and as such there are no views between the buildings. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on local planning authorities give “special regard” to the desirability of preserving a listed building, its setting, or any special architectural or historic features it possesses.
49. In this instance, the setting of the listed building has been largely altered by the previously constructed campus and therefore it is considered that the proposal would not significantly further impact the setting. The Lodge is set on a higher ground level than the proposed building and is separated by mature tree screening as well as the existing car park. As such, the setting of this listed building is not considered to be impacted by the proposal.
50. The proposed car park would be situated sufficiently far away from Littledown House and is once again screened by existing buildings and vegetation. Therefore there is considered to be no harmful impact of the proposal on this listed building.
51. The Lodge is significantly closer to the proposed car park extension (approximately 115m away). However, it is once again heavily screened by existing mature trees, as well as a compound of outbuildings. This being the case, it is considered that the car park would not harmfully impact the setting of this listed building.
52. The Dorset Archaeologist has advised that given the development would take place on ground that has been disturbed by previous development there are no concerns in relation to potential archaeology.
53. Taking into account the above, the proposal is considered not to have a harmful impact on the setting of the designated heritage assets or archaeology and is therefore considered to be compliant with Policy CS 39 – Designated Heritage Assets of the Bournemouth Local Plan Core Strategy 2012.

Impact on the amenity of neighbouring residential properties

54. As noted above, the site is bounded on the south and east sides by residential development. The proposed office building is situated on the north east side of the site and therefore well removed from neighbouring residential properties. As set out above, the building will be visible from certain wider viewpoints however this is not considered to be harmful to their amenity. The building is situated away from the nearest residential properties to the site and therefore is not considered to have an impact on their amenity.
55. The proposed car park extension is situated closer to the residential properties, notably Countess Gardens and Springbank Road. The car park extension is considered to be of a sufficient distance from these properties to not be overbearing on the residential properties. The additional car parking will require additional lighting and given the higher level of the

car park there is an increased risk of lightspill onto neighbouring residential properties. An exterior lighting strategy has been supplied with the application. The lighting scheme submitted details that the ground level car park will be illuminated to 75 lux average and level 1 deck parking will be illuminated to 10 lux. It is considered that the siting and positioning of the lights will be critical to ensure that the amenity of the neighbouring residents will be protected. This could be achieved by means of a planning condition.

56. The proposed office building includes an all-electric system utilising air source heat pumps located at roof level to provide heating and cooling to the building. It is assumed that the kitchens will also require extraction systems. No information has been provided to detail the exact number and type of plant proposed at roof level, or submission of noise data. Therefore, at this stage the Council has limited information to demonstrate that neighbouring residents will not be affected by noise from the continuous operation of building services plant.
57. It is noted that the office building is situated away from residential properties to the south of the site and therefore are unlikely to be impacted by this. Properties to the north west on Cooper Dean Drive are significantly closer to the office building (approximately 105m away). However, it is noted that the Wessex Way intersects this relationship and generates significant noise levels for these receptors during the day. Depending on the combined total noise level from the plant installed and operational times, noise could be perceptible during the nighttime hours when traffic noise decreases. Therefore a planning condition would be required control noise emitted from the plant and equipment installed to ensure it does not exceed background noise levels at times it is operating.
58. Given the relative proximity of the neighbouring properties, it would also be reasonable for a planning condition to be provided to ensure a Construction Management Plan is provided to ensure that the amenity of neighbouring residents is protected during the construction process.
59. At present, there is no air quality monitoring being undertaken by the Council within close proximity to the application site. However, there are no monitoring locations where current air quality exceeds the current limit values and none that are within 10% of those values for NO₂. Therefore, baseline air quality is likely to be acceptable for the proposed development. Notwithstanding this, there is the potential for cumulative impacts of the proposed development alongside other developments. Mitigation measures have been built into the design, notably the use of solar PV panels and air source heat pumps which will reduce the impact. The measures proposed in the travel plan will also assist in this. There is likely to be a degree of impact on air quality from the construction process and therefore a construction management plan would need to be the subject of a condition.
60. Taking into account the above, it is considered that the proposed development would not have a harmful impact on the amenity of neighbouring residents, subject to planning conditions and is therefore acceptable in accordance with Policy CS41 of the Bournemouth Local Plan Core Strategy 2012.

Impact on trees

61. The site has an extensive number of trees on it which contribute significantly to the character of the area. The trees are not the subject of a protection order but some are considered to be veteran trees and they contribute as a group to providing high levels of

amenity to the area. In addition, they provide significant levels of screening to the site, reducing its visibility in wider views of the area.

62. The proposed office building will be constructed on the hardstanding area that was formerly covered by the Wiltshire Building. The extension to the car park will be constructed on top of part of the existing car park. The applicant has provided an arboricultural implications assessment which states that there will be no incursion into the root protection area of retained trees. It confirms that areas of existing hard surfacing within tree's root protection areas will be removed with arboricultural care to ensure harm does not occur.
63. In addition, the arboricultural assessment confirms that it will not be necessary to prune any of the existing trees in order for the development to be constructed. Given the role that the trees will play in screening the development from a greater number of views than that which is detailed above, this is considered to be significant.
64. The Council's Tree Officer is satisfied that subject to a detailed arboricultural method statement and tree protection plan the sites trees can be retained without harm. Information on new services will be required however they consider there are suitable locations outside of retained trees' root protection areas for these.
65. No trees are proposed to be lost as part of the scheme, however in order to improve the visual amenity of the area a soft landscaping scheme will be necessary. Suitable tree planting should be included in this scheme.
66. Taking into account the above, and subject to planning conditions it is considered that the proposed development would not have a harmful impact on the trees on site and therefore it is in accordance with Policy CS35 Nature and Geological Conservation Interests of the Bournemouth Local Plan Core Strategy 2012.

Impact upon Bournemouth Airport

67. Due to the relative proximity of the site to Bournemouth Airport and the height of the office building projecting above 15m, the Airport Safeguarding Authority have been consulted on the proposal. They advised that as a consequence an Instrument Flight Procedure (IFP) assessment will be required. They are satisfied that this can be resolved by means of a planning condition.
68. The car park is currently under a shelter that includes solar panels and the new car park extension also includes solar panels. Given the proximity to the airport, there is a potential for the solar panels to impact aircraft arriving and departing the airport. As such, a glint and glare assessment is required to ensure that the positioning of the solar panels will not undermine aircraft safety. This can be resolved by means of a planning condition.
69. Taking into account the above the proposal is considered not to have a harmful impact on Bournemouth Airport and is therefore compliant with Policy CS41 Quality Design of the Bournemouth Local Plan Core Strategy (2012).

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 CS35 Nature and Geological Conservation Interests, sets out policy requirements for the protection and where possible, a net gain in biodiversity.

71. 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.
72. A Biodiversity Metric has been submitted with the application. The metric demonstrates that 10% BNG can be achieved.
73. As the 10% biodiversity net gain has been demonstrated as being achievable, through a mix of retention of existing habitats and creation of onsite habitats the proposal is compliant with the relevant legislation and Policy CS35 in the Local Plan. The baseline habitats include the following:
 - Introduced shrub
 - Modified Grassland
 - Urban Tree
74. In terms of species enhancements, Paragraph 193 of the NPPF requires significant harm to biodiversity as a result of development to be avoided. Where it can't be avoided it should be adequately mitigated or as a last resort, compensated for. In addition, improvements to biodiversity in and around the site should be integrated into the design to secure measurable net gains for biodiversity. Accordingly, a condition requiring a Landscape and Ecological Management Plan to be submitted will be required to ensure that the Biodiversity Net Gain is secured.
75. Taking into account the above, the proposal is considered to be acceptable in terms of BNG and complies with Policy CS35 of the Bournemouth Local Plan Core Strategy (2012).

Flooding and Drainage

76. The site is in Flood Risk Zone 1 and is at low risk of surface water flooding. Both the proposed office and car park would be constructed on previously developed land. Although the previous office building was demolished, the land remains as a hard surface. Given the size of the proposal, a Flood Risk Assessment has been submitted. The Council's Lead Local Flood Authority have raised no objections to the proposals, subject to conditions securing detailed proposals of surface water management and its ongoing maintenance and management.

Planning Balance / Conclusion

77. The Council's Economic Development Team has noted that the development would contribute to continued investment into the area, and secure ongoing employment opportunities. Additionally, there will be further employment opportunities during the construction phase of the development. This is considered to carry significant weight in the planning balance. Further, the site is allocated for employment use in the Local Plan, and therefore development to support the continued use of the site for these purposes is also ascribed significant weight in the planning balance. In addition, the applicant's Economic

and Social Value Statement states that the proposed development will provide some capacity for additional employees should JPMC wish to expand the on-site workforce in the future. This is also ascribed significant weight.

78. The new office building will include improved building design to reduce carbon footprint and improve the environmental performance. This benefit will carry moderate weight. The proposal will provide additional disabled parking spaces, thus contributing to the inclusive and accessible development which will have social benefits and is given moderate weight.
79. It is noted that the proposal would have a degree of impact on wider views within the area, although no views are immediate and therefore this is considered to carry moderate weight in the planning balance. Further, the Local Highway Authority concludes that there will be harm to the highway network. As set out above, the harm arises due to the existing parking provision at the Littledown Centre, and therefore they consider that this results in an overprovision of parking, leading to the harm caused by the increased traffic movements. However, as planning officers consider that existing spaces should not form part of the, assessment for the current scheme for reasons explained above, the comments from the Local Highway Authority are given moderate weight. This needs to be balanced against the benefits of the scheme which include economic, environmental and social. These benefits include providing office capacity for staff on site, which in turn indicates a longer term commitment from the applicant to continuing to be the largest private sector employer in Bournemouth.
80. When considering the impacts of the proposed development against the benefits, officers consider that the benefits would outweigh the harm caused and therefore consider that the proposal should be recommended for approval.
81. In reaching this decision the Council has had due regard to the statutory duty in Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which states that "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

Recommendation

RECOMMENDATION I - That delegated authority be granted to the Head of Planning Operations to Grant Conditional Permission subject to the satisfactory completion of a Legal Agreement necessary to secure the mitigation of the impact of the proposed development on highways.

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 sufficient progress on concluding the Legal Agreement has not been made within six months of the date of this resolution.

Heads of Terms for S106 Agreement

- Travel Plan Monitoring Fee of £10,095
- CPZ extension study and TRO fees if the study confirms the CPZ extension is required

- Additional yellow box markings

Conditions

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:

EM06286 AHMM XX Zz Dr A Pl310	Proposed Landscape Sections
7762-12-25-TPP	Tree Protection Plan
EM06286-AHMM-AA-00-DR-A-PL100	P00 Proposed Ground Floor Level 00
EM06286-AHMM-AA-01-DR-A-PL101	P00 Proposed Plan Level 01
EM06286-AHMM-AA-02-DR-A-PL102	P00 Proposed Plan Level 02
EM06286-AHMM-AA-03-DR-A-PL103	P00 Proposed Plan Level 03
EM06286-AHMM-AA-04-DR-A-PL104	P00 Proposed Plan Level 04
EM06286-AHMM-AA-05-DR-A-PL105	P00 Proposed Plan Roof level 05
EM06286-AHMM-AA-ZZ-DR-A-PL200	P00 Proposed Elevation Sheet 01
EM06286-AHMM-AA-ZZ-DR-A-PL201	P00 Proposed Elevation Sheet 02
EM06286-AHMM-AA-ZZ-DR-A-PL300	P00 Proposed Sections
EM06286-AHMM-AA-ZZ-DR-A-PL602	P00 Proposed Bay Study 02 North West Facade
EM06286-AHMM-AA-ZZ-DR-A-PL603	P00 Proposed Bay Study 03 South West Corner
EM06286-AHMM-AA-ZZ-DR-A-PL604	P00 Proposed Bay Study 04 South East Façade & Bridge Link
EM06286-AHMM-AA-ZZ-DR-A-PL605	P00 Proposed Bay Study 05 Bridge Link
EM06286-AHMM-AA-ZZ-DR-A-PL601	P00 Proposed Bay Study Main Entrance
EM06286-AHMM-BB-01-DR-A-PL121	P01 Proposed Plan Car Park Level 01
EM06286-AHMM-BB-00-DR-A-PL120	P01 Proposed Plan Car Park Level 00
EM06286-AHMM-BB-ZZ-DR-A-PL220	P01 Proposed Car Park Elevations
EM06286-AHMM-XX-00-DR-A-PL110	P00 Proposed Landscape plan
EM06286-AHMM-BB-ZZ-DR-A-PL320	P01 Proposed Car Park Sections
EM06286-AHMM-XX-ZZ-DR-A-PL001	P00 Site Location Plan
EM06286-AHMM-XX-ZZ-DR-A-PL007	P00 Demolition Plan
EM06286-AHMM-XX-ZZ-DR-A-PL010	P01 Proposed Site Plan
EM06286-AHMM-XX-ZZ-DR-A-PL020	P01 Proposed Site Elevations Sheet 01
EM06286-AHMM-XX-ZZ-DR-A-PL021	P01 Proposed Site Elevations Sheet 02
EM06286-AHMM-XX-ZZ-DR-A-PL022	P00 Proposed Site Elevations Sheet 03
EM06286-AHMM-XX-ZZ-DR-A-PL030	P01 Proposed Site Sections
EM06286-AHMM-BB-02-DR-A-PL122	P00 Proposed Plan Car Park – Roof Level
EM062886-RAM-XX-SW-DR-E-630001	P02 Lighting Strategy

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

3. 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.

4. Development shall not commence until an Instrument Flight Procedure (IFP) assessment has been completed and no impact is shown to the aerodrome.

Reason: In brief IFP Safeguarding is a process of checking proposed developments so as to protect blocks of air through which aircraft fly, by preventing penetration of surfaces created to identify their lower limits.

5. Development shall not commence until a Glint and Glare assessment has been completed, and no impact is shown to the aerodrome.

Reason: It is necessary to prove no impact to the safety of aircraft operating within the area from glint and glare produced from solar panels.

6. No part of the development hereby permitted shall be commenced, including any site clearance, the digging of any trenches and the bringing on to the application site of any equipment, materials and machinery for use in connection with the implementation of the development, unless details of:

(a) The location, size and materials of all barriers and ground protection measures that will be provided for trees that are to be retained on site together with the location of all such retained trees; and

(b) A timetable for the provision of the specified measures, all in accordance with BS5837:2012 "Trees in relation to design, demolition and construction - Recommendations" (or an equivalent British Standard if replaced) have first been submitted to and approved in writing by the local planning authority ("the Approved Tree Protection Measures"). The development shall only be carried out in accordance with the Approved Tree Protection Measures and all the approved barriers and measures shall be retained until both the development has been completed and all equipment, machinery and surplus materials relating to the construction of the development has been removed from the site, unless an alternative time is provided for in the approved details.

Until such time as the Approved Tree Protection Measures have all been removed, nothing shall be stored or placed in any area secured by any part of the Tree Protection Measures nor shall the ground levels within those areas be altered or any excavation made without the written consent of the local planning authority.

Reason: To ensure that retained trees and their rooting environments are afforded adequate physical protection and this is a pre-commencement condition to prevent any harm being caused to those trees that might result from any other work being carried out in relation to the development.

7. No part of the development hereby permitted shall be commenced, including any site clearance, the digging of any trenches and the bringing on to the application site of any equipment, materials or machinery for use in connection with the implementation of the development, unless details including the specific location [and depth] of all foul sewers, surface water drains, land drains, soakaways and all other underground services associated with the development have first been submitted to and approved in writing by the local planning authority ("the Approved Underground Services"). No part of the development shall be used unless the Approved Underground Services have all first been provided as approved and thereafter the Approved Underground Services shall at all times be retained in the approved locations and no services to which the Approved Underground Services relate shall be provided in any other location on any part of the application site.

Reason: In the interests of tree protection and this is a pre-commencement condition to ensure that the location of the underground services is compatible with on-site trees.

8. No development shall take place until a Construction and Demolition Environmental and Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate the implementation of best practicable means to reduce the impacts of noise, vibration and dust. The plan shall include details of the following relevant measures, but not limited to;
- An introduction consisting of demolition and construction phase management plan, definitions and abbreviations and project description and location
 - A description of the demolition and construction programme
 - A description of management responsibilities
 - Site working hours and a named person for residents to contact
 - Detailed site logistics arrangements
 - Details regarding parking, deliveries and storage
 - Details regarding dust and noise mitigation
 - Where piling is required this must be Continuous flight auger piling wherever practicable to minimise impacts
 - Details of the house of works and other measures to mitigate the impact of demolition and construction works on the amenity of the area and safety of the highway network; and
 - Communication procedures with the LPA and local community regarding key construction issues
 - Details of mitigation for badgers and hedgehogs

There shall be no burning undertaken on site at any time.

Construction and demolition hours 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 ensure the development does not create local environmental impacts and pollution during the implementation of the development and this is a pre-commencement condition to ensure adequate development management plans are in place at the outset.

9. Unless otherwise agreed by the Local Planning Authority, development shall not commence until parts 1 - 3 have been complied with. The risk assessments should 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.

1. Preliminary Contamination Risk Assessment (Phase I)

- a. A Preliminary Contamination Risk Assessment (Phase I) shall be submitted in writing to the Local Planning Authority for written approval. The Phase I shall be produced in accordance with 'Land Contamination Risk Management' published by the Environment Agency. The report shall develop a preliminary Conceptual Site Model (CSM) and include a comprehensive risk 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 consideration of the proposed development. If the risk assessment identifies any unacceptable risks, further assessment comprising intrusive investigations will be required.

2. 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. A Phase II report will be submitted and approved in writing by the Planning Authority prior to development works commencing. The Phase II report will comprise an assessment of the risks from contamination to all receptors such as human health, controlled waters, the built environment and sensitive ecology from the site condition in the context of the proposed development. The report shall be prepared by a suitably qualified and competent person and shall include :
- 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.

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

3. Remediation Scheme

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

Authority shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-Site.

- 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 Planning Authority.

Reason: To ensure that any contaminants present on the site are suitably remediated.

10. No development (including demolition) shall take place until detailed proposals for the management of surface water (including provision of final and substantiated drainage designs), which strictly accord with the approved flood risk assessment and drainage strategy (2240271-EWP-ZZ-XX-RP-C-00001-S2-P3 and addendum), has been submitted to and approved in writing by the local planning authority. The surface water scheme must be completed in accordance with the approved details and fully functional, prior to occupation of the development.

Reason: To prevent the increased risk of flooding and to protect available receiving systems.

11. Before the development commences a written scheme shall be submitted to and agreed in writing by the local planning authority that specifies the provisions to be made for the level of illumination on and off the site, and the controls to prevent the light impacting on the amenity of neighbouring residents.

The submission should include including the siting, height, design and position of lighting. It should also detail how external lights will be aligned so there is no direct line-of-sight from neighbouring residential premises. The scheme shall be implemented and maintained for the lifetime of the approved development.

Reason: To ensure that the lighting in the car park does not overspill into neighbouring residential properties, thereby impacting their amenity.

12. No part of the development hereby permitted shall be constructed above damp proof course level unless a scheme of soft landscaping including all planting has first been submitted to and approved in writing by the local planning authority. The scheme shall include indications of all existing tree] and hedges and other planting on the land, identify those to be retained and set out measures for their protection throughout the course of development. The approved landscaping scheme shall be carried out in the first planting season following substantial completion of the development or the first use 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.

13. No part of the development hereby permitted shall be constructed above damp proof course level unless details of the materials to be used in the construction of the external surfaces including any roof have first been submitted to and approved in writing by the local planning authority. The submitted details shall include samples of all such materials unless otherwise agreed in writing by the local planning authority. The development shall only be carried out in

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

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

14. Prior to development above the damp proof course, details of biodiversity recommendations as outlined in section 7.13.5 for bats and 7.15.5 for birds of 'Proposed Office Building and Car Parking, Chaseside Campus, Bournemouth Ecological Assessment by Red Ecology to be supplied and once agreed must be implemented in full and maintained.

Reason: To ensure compliance with National Planning Policy Framework (2024) paragraph 187 "Planning policies and decisions should contribute to and enhance the natural and local environment: by minimising impacts on and providing net gains for biodiversity" and policy CS30 "enriches biodiversity and wildlife habitat"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).

15. No part of the development hereby permitted shall be used unless a landscape management plan that includes long term design objectives, management responsibilities and maintenance schedules (including replacement of dead or dying plants) for all landscape areas as shown on the approved plan together with a time period for the operation of the plan [not being less than 5 years from the date of first landscape planting] has first been submitted to and approved in writing by the local planning authority. The landscape management plan shall thereafter be carried out as approved.

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

16. Prior to occupation, a scheme for maintenance and management of the Surface Water Management system required via planning condition 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 scheme. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

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

17. No vegetation clearance shall occur on any part of the application site to which this permission relates unless either:

(a) It is carried out outside the bird breeding season of 1st March to 31st August inclusive; or

(b) Details have been submitted to and approved in writing by the local planning authority which are designed to seek to ensure that no nesting birds are present during the period of vegetation clearance, such details to include methods and timings of supervision and inspection by an identified ecologist for this purpose. In the event of such details being submitted and approved vegetation clearance shall only take place on the application site in accordance with those approved details.

Reason: In order to help conserve and enhance the biodiversity and habitats in the locality.

18. The rating level of any noise generated by plant & equipment as part of the development shall be below the pre-existing background level as determined by BS 4142:2014+A1:2019 - "Method of rating industrial noise affecting mixed residential and industrial areas" at the nearest sensitive receptor, when the plant is intended to operate.

Reason: To protect the amenity of neighbouring residential properties

19. 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 by the 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 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.

20. No part of the development hereby permitted shall be used unless details of bus stop upgrades on site has first been submitted to and approved in writing by the local planning authority. Thereafter, the upgrades shall at all times be retained, kept free from obstruction and available for use for buses and maintained in a manner such that the areas remain so available.

Reason: In the interests of highway safety.

21. No part of the development hereby permitted shall be used unless a "Landmark Bow" bus shelter fitted with Real Time Passenger Information and CCTV at 'Cooper Dean (SW Bound) bus stop, which is referred in Table 5.1 of the TS 'Bus Service Summary, has been fully constructed and laid out in accordance with a specification that has first been submitted to and approved in writing by the local planning authority. Thereafter, the Highway Works shall at all times be retained, kept free from obstruction and available for use and maintained in a manner such that the areas remain so available.

Reason: In the interests of highway safety and promoting sustainable methods of transport.

22. Unless otherwise agreed in writing with the Local Planning Authority, the development hereby permitted shall achieve a minimum BREEAM "Very Good" rating. Within six months of occupation of the building, the Post-Construction Review Certificate shall be submitted to the Local Planning Authority verifying that the BREEAM rating has been met.

Reason – In the interests of delivering a sustainable and energy efficient scheme.

Informatives

1. The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to this development. The Council will shortly be issuing a CIL Liability Notice

following the grant of this permission which will provide information on the applicant's obligations.

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. 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 pre-application advice,

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

Background Documents:

P/25/04768/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.