



# **Core Strategy Submission**

Consultation Response Analysis by Topic

**BOURNEMOUTH AIRPORT AND BUSINESS PARK**



Prepared by Christchurch Borough Council and  
East Dorset District Council

**May 2013**



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## 1 Introduction

**1.1** This document sets out a consolidated summary and analysis of the Core Strategy responses received in relation to Bournemouth Airport and Business Park at Pre Submission stage (Consultation period 2nd April to 25th June 2012) and at the Schedule of Proposed Changes stage (consultation period of 5th November - 21st December 2012.).

**1.2** The Councils have set out responses to the representations received at the Pre Submission stage which also include where changes have been made to the Core Strategy as a result of representations received. Where changes have not been made to the Core Strategy as a result of representations the reasons for this are explained.

**1.3** In response to representations received to the Schedule of Proposed Changes to the Pre Submission Core Strategy, the Councils have set out their position following this consultation stage. No changes have been made to the Core Strategy following this consultation stage for the purposes of the Submission Core Strategy.

## 2 Analysis of Responses

### Bournemouth Airport and Business Park

#### Pre-Submission Core Strategy

##### The Core Strategy Vision

...The Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services....

**Consultation Response (for Vision as a whole)**

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
12	6	6	28	16	11	13	18	16	14	13	14	21

**Table 2.1**

**2.1 List of Consultee Reference Numbers**

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
220620	Miss S Thorpe	Gleeson Developments Ltd	CSPS902
359277	Mr Jamie Sullivan	Tetlow King	CSPS2655
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	CSPS1305
359478	Mr Rohan Torkildsen	English Heritage	CSPS2732
359529	Mrs Lisa Goodwin	Sixpenny Handley with Pentridge Parish Council	CSPS2467
359546	Mrs K. Bradbury	Vale of Allen Parish Council	CSPS391
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	CSPS1557
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3216
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3217
360949	Mr Stuart Goodwill	Barratt David Wilson Ltd	CSPS2706
510796	Mr Rollo Reid		CSPS2712
523531	Mr Tim Hoskinson	Savills	CSPS2109

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
524723	Mr John Worth	Wimborne Civic Society	CSPS1890
612430	Mr Nick Squirrel	Natural England, Dorset and Somerset Team	CSPS1909
653603	Mr Malcolm Edmund Parsons		CSPS573
653852	Mrs Susan Newman-Crane		CSPS716
654320	Mrs Meghann Downing	Highways Agency	CSPS747
654456	Mr Elliot Marx		CSPS957
654686	Mrs J E Francis		CSPS773
654688	Mr Paul Newman	Paul Newman Property Consultants Limited	CSPS826
654704	Mrs J E John		CSPS1047
655432	Mr Andy Davies		CSPS1017
655526	Mr Paul Morrison		CSPS1029
656228	Mr Adrian Dwyer		CSPS2466
656369	Mr Timothy Peter Cook	John Reid and Sons (Strucsteel) Ltd	CSPS2756
656493	Cllr Tony Gibb	Eastern Area DAPTC	CSPS1466
656567	Mr Michael D Chappell		CSPS2851
656650	Mrs Patricia Fear		CSPS2438
656664	Mr Glen Morrison		CSPS2452

## Summary of Responses

### 2.2 Bournemouth Airport

- The airport does not need to grow.
- There should be a clear vision for the airport including the business parks and the transport network around it.
- The Vision should refer to "Bournemouth" Airport.

**Councils' Response**

**2.3** Paragraph 10 will refer specifically to "Bournemouth" Airport for clarity. However the remaining wording is considered adequate and detailed policies for the future development of the airport are set out elsewhere in the Core Strategy.

**Proposed Changes to the Pre-Submission Core Strategy**

**The Core Strategy Vision**

...The Bournemouth Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services...

**Consultation Response (for Vision as a whole)**

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
14	25	2	39	33	37	36	35	6

Table 2.2

**Summary of Responses**

**2.4** No specific representations were made in relation to this part of the Vision.

## Councils' Position

**2.5** The Councils' position is as set out above following changes made to the Pre-Submission Core Strategy.

## Pre-Submission Core Strategy

### Policy BA 1

#### **2.6 Vision for Bournemouth Airport**

**2.7** Bournemouth Airport will develop as a flagship regional airport serving Christchurch and the South East Dorset sub-region. It will enhance its passenger facilities, provide new services for business and leisure travellers and develop as an aviation and local transport hub.

**2.8** The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local and sub-regional economy. This will include the potential to attract new business sectors in knowledge based industries and other growth sectors to increase opportunities for higher skilled employment and to stimulate economic growth. The business parks will utilise their extensive high quality airside access, to encourage further growth in the aviation and aviation related business sectors.

**2.9** Development of the airport and business park will incorporate low carbon and energy efficiency measures in accordance with national policy and Policy ME4 of the Core Strategy. New development will also utilise energy from decentralised, renewable and low carbon sources in accordance with Policy ME5.

**2.10** Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and adopting adequate mitigation and avoidance of environmental impacts if required in accordance with Policy ME1. Development of the airport and business park will be integrated within the high quality natural and water environment. In particular growth of the airport and business park will address the following issues:

**2.11 Floodrisk:** (As shown in the Level 2 Strategic Flood Risk Assessment (2009): Strategic measures will be put in place within the airport boundary including flood storage and associated watercourse improvements. Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site.

**2.12 Emissions from air traffic / road traffic:** In relation to airport and business park growth mitigation measures include implementation of the airport area wide travel plan, landscaping and strategic tree planting as required by the 2007 terminal consent.

**2.13 Environmental Designations:** The provision of off site infrastructure including junction improvements to facilitate growth of the airport and growth in the wider area will avoid adverse effects on designated sites of biodiversity and geological importance including European designated sites. Where harm is likely to result, measures will be provided to avoid or mitigate that harm.

**2.14 Highway Capacity / Sustainable Transport:** Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. These junction improvements and improvements in public transport and cycle access are set out in the Key Strategy Policy KS10 and in Local Transport Plan 3. Delivery of these improvements will be facilitated by appropriate contributions from airport development and development in the wider area. Successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park.

**Consultation Response**

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
13	0	2	13	3	3	5	3	5	2	1	5	10

Table 2.3

**2.15 List of Consultee Reference Numbers**

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359437	Ms Gill Smith	Dorset County Council	CSPS2023

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	CSPS1315
359492	Mr Stuart Jarvis	Hampshire County Council	CSPS2032
359571	Mr Renny Henderson	Royal Society for the Protection of Birds	CSPS3722
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	CSPS1563
499532		Bournemouth Borough Council	CSPS3250
507546	Mr Nigel Pugsley	BNP Paribas Real Estate	CSPS697
557299	Mr Peter Weatherhead	DTZ Planning	CSPS3169
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	CSPS2066
654026	Ms Bev Miller		CSPS629
655852	Mr Mark Ambler	Yellow Buses	CSPS2269
656746	Mr Barry Olorenshaw	New Forest Business Partnership	CSPS1458

## Summary of Responses

**2.16** The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are as follows:

### 2.17 Economy

**2.18** A number of positive comments were made in relation to the impact of the airport on the economy and that its growth is supported by national policy.

**2.19 Bournemouth Borough Council** – Concerns about the proposed strategy for the airport northern business parks in particular as the strategy is promoting particular types of office development more suited to town centre locations. Major office schemes should be resisted at the airport as such development, in particular the uses specified, could adversely impact on the vitality and viability of office development and the wider economy in Bournemouth town centre.

**2.20 The Malmesbury Estate** objects to Policy BA1 because it fails to realise the strategic opportunity offered by the Airport to provide employment and airport related development in the most logical location opposite the terminal buildings on Estate land identified in the plan DTZ1. The policy also fails to refer to the LTP3 policy requirements for a bus based strategic park and ride development.

## **2.21 Green Belt**

**2.22 Manchester Airports Group (MAG)** state that the proposed removal of the operational Airport site from the Green Belt will give certainty to future investment, reflect the position on the ground and be consistent with national policy. MAG also feel that it will strengthen the ability to resist airport development outside of the Master Plan area.

**2.23** Concern about loss of Green Belt was raised as a general issue.

## **2.24 Environment**

**2.25** A major concern is the adverse and harmful effect of aircraft noise, particularly at night.

**2.26** Aircraft sounds distract from the amenity of the New Forest – the beauty and peace of the Forest are all too often disturbed by aircraft noise.

**2.27** Any future development proposals to increase air traffic movements or passenger numbers at the Airport must consider impacts on the adjacent National Park, including increased overflying of valued tranquil areas.

**2.28** Development proposals for the Airport must consider impacts on the National Park in respect of the statutory Park purposes. The authority considers it important that reference is made to this statutory duty and requests that such a statement is reinserted into the document.

**2.29** The thrust of the AONB's comments relate to matters that they feel should be included in the Core Strategy to overcome the policy vacuum created by the loss of the higher level strategies and policies on which the whole concept of Core Strategies was predicated. In particular the AONB would wish to see clear policies that indicate the special character of the AONB, and proposed developments within it, would be handled in ways different from other, undesignated, areas of countryside within the District. Similarly we would like to commend the RSS suite of policies ENV1,2,3,4,5, and in particular ENV3 which relates to the setting of AONBs. We would wish to see priority given to conserving and enhancing natural beauty within the AONB and to priority being given to conserving and enhancing natural beauty where there is conflict with proposed development. The concerns of the AONB relate to the overflying of the AONB rather than the physical structure of the airport itself. Our concerns are that increased traffic using the airport will spill out into the AONB and additional flights will adversely impact on tranquillity and dark night skies within the AONB. We would, therefore, wish to see a robust policy that direct flights away from AONB airspace and the setting of the AONB.

**2.30 Natural England** – BA1 is heavily reliant on Policy ME1 on protection of the natural environment but Policy ME1 is not legally compliant or sound with regard to the requirements of the Habitats Regulations and those of the NPPF set out in paragraphs 113 to 117. These requirements include among others that plan policies should give protection commensurate with the status of wildlife sites and promote priority habitats, ecological networks, and protection and recovery of priority species. The matters on priority habitats, species and ecological networks are especially relevant to policy BA1 owing

to the large geographical area over which the policy applies and the position of this area within a wider area of high significance for importance for priority habitats, species and ecological networks. The policy is unsound in that it gives insufficient balance to the three roles of sustainable development – economic, social and environmental – set out in the NPPF in paragraphs 7-9. Notably the policy fails to seek positive improvements in the quality of the natural environment.

**2.31 Dorset Wildlife Trust** consider that this policy, whilst recognising the environmental constraints around the airport, does not give due consideration to the environmental constraints within the airport. This policy does not include any need for positive biodiversity enhancement. As this is a large site with much opportunity for enhancements to local biodiversity, we would expect it to comply with NPPF (9, 109, 114, 117, 118) by providing net biodiversity gains to satisfy the three strands of sustainability. We support the amended wording proposed by Natural England in their response to this policy, and seek similar changes.

**2.32 RSPB** – The Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.

**2.33** The projection of growth to 3 million passengers per year by 2030 is based on the wildly optimistic Air Transport White Paper 2003, which is now totally out of date.

**2.34** We find the text under “environmental designations” difficult to understand. We have not concluded at present whether sufficient safeguards exist within Policies BA1 and BA2 to ensure this, and will be raising the matter with Natural England. In the meantime we wish to object to Policy BA2, pending these discussions.

**2.35 Natural England** – Not clear what environmental constraints ‘around the airport’ refers to.

### **2.36 Transport**

**2.37** The expansion of the Airport and development of employment land will create additional cross-park traffic (e.g. A35, A31).

**2.38** Transport links to the airport are currently poor as the airport only accesses one road, which is currently already gridlocked at some times.

**2.39** The effects of both the Airport expansion and the creation of a major business park to the north thereof will be to place an unacceptable burden on, not only surrounding roads such as the B3073, but also on the sub-regional transport structure generally. In the absence of major infrastructure improvements to the A31 in particular and also the A338 then this policy will exacerbate those difficulties that already exist resulting in a potential decline in business activity in those areas affected.

**2.40 Hampshire County Council (HCC)** – BA1 evidence is lacking in three areas. 1 – lack of factual evidence relating to the airport’s area wide travel plan and how it will help facilitate sustainable access to the airport and business park . 2 – lack of information on the forecast impact of planned development at the Airport on Hampshire’s roads and possible mitigation measures. 3 – there is limited evidence as to the involvement of stakeholders like Hampshire County Council as a neighbouring authority .

**2.41** HCC is of the view that it should be regarded as a 'stakeholder' in the proposed development.

**2.42 Yellow Buses** – Insufficient emphasis and detail on developing and supporting public bus transport network improvements and infrastructure within the core strategy itself.

**2.43 Bournemouth Borough Council** – Currently cyclists attempting to commute from Bournemouth to the airport are presented with a long detour on busy roads which have no quality provision for cyclists. Policies BA1 and BA2 are unclear on this matter, and the policy should be amended to make greater emphasis of accessing the airport by sustainable modes of travel from Bournemouth.

**2.44 Flood Risk**

**2.45 Dorset County Council** – A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of flood risk management.

**2.46 Other / general**

**2.47** MAG – there are a number of policy tools that the Airport would like to see retained in relation to aerodrome safeguarding, control of development within public safety zones and the control of development susceptible to noise. It would be useful to mention these additional constraints to development in the vicinity of the Airport and point to where details of them may be found.

**2.48** MAG have a number of detailed points of amendment

## **Councils' Response**

**2.49 Economy**

**2.50** Consent has been granted for 42,000sqm (12 - 15ha) of new employment development in the North West business park which includes a 10% proportion of office. In view of the transport infrastructure constraints it is uncertain that this stage whether further development beyond 42,000sqm will come forward during the plan period. However, there is potential for in the region of 30ha of new employment development with transport infrastructure improvements identified in the Core Strategy. The modest proportion of office development set out in BA1 is unlikely to have a significant impact on Bournemouth town centre. A significant proportion of office development at the airport is currently related to advanced engineering and manufacturing which will not affect Bournemouth town centre. Additionally a number of employment units at the business park require an office component which is ancillary to the main industrial use. Although demand has been identified for financial and business services and ICT this is not envisaged to be of a scale to have a significant impact on Bournemouth town centre. The strategy for the operational airport includes the potential development of hotel accommodation to enhance the services offered by the operational airport and would not be of a scale to adversely affect Bournemouth town centre.

**2.51** Manchester Airport's have not identified this area of land as required for the operational airport or for employment development. Sufficient development can come forward at the North West business park to meet projected employment land requirements over the plan period (identified in the Bournemouth, Dorset and Poole Workspace study (2012) without the need to consider this proposed site within the Green Belt. On this basis there are no exceptional circumstances to permit development in the Green Belt in this location.

### **2.52 Green Belt**

**2.53** Exceptional circumstances exist for a change in the Green Belt at Bournemouth Airport which include the following:

**2.54** The Future of Air Transport White Paper (2003) as confirmed by the 2006 Progress Report sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the background of wider developments in air transport. The White Paper supports additional terminal capacity within the airport boundary at Bournemouth Airport, subject to action to minimise impacts on environmentally sensitive sites and improved access.

**2.55** In March 2011, the Government launched a scoping exercise towards developing a new sustainable policy framework for UK aviation. The scoping document showed that there was broad agreement that aviation does provide significant economic and other benefits. In July 2012 the Government published the Draft Aviation Policy Framework (for consultation). Following this consultation, it is intended to adopt the Framework by March 2013.

**2.56** The Bournemouth, Dorset and Poole Structure Plan (2001) forms part of the development plan and Economy Policy E identifies Bournemouth International Airport as a major growth point for employment. This site is identified as contributing to the objectives of the plan and the needs of the Dorset population beyond the Structure Plan period. The Structure Plan identifies the airport as offering 'the potential to be developed as a centre of aviation excellence, both as an operational airport and as an attractive environment for high technology firms.....' (4.30) 'The airport offers a unique opportunity for employment generation in South East Dorset and is expected to make a significant contribution to the area's economy during and beyond the plan period of the Structure Plan' (4.31). Transport policy T of the Structure Plan states that 'The facilities of Bournemouth International Airport should be Improved'. The Structure Plan identifies the importance of Bournemouth Airport as the only commercial airport in Dorset and that considerable improvement to the airport's facilities can occur without financial damage. It is stated that 'the strategic authorities strongly support the improvement of existing facilities, and particularly the development of a new replacement passenger terminal (8.65)'.

**2.57** The Structure Plan sets out clear policy support for further employment development at the airport business park and growth of the operational airport. The Core Strategy proposal to remove the operational airport from the Green Belt is consistent with the Structure Plan's emphasis on facilitating improvement of existing airport facilities.

**2.58** In conclusion there remains policy support for the growth of airport facilities which can be facilitated by removing land within the existing airport boundary from the Green Belt. Proposals for new development within the existing airport boundary and associated with the operational airport will need to consider impact on the openness of the Green Belt. Any new retail development to serve the operational airport will be airside for airport passengers and not have an impact on Christchurch and Bournemouth town centres. It is not proposed to remove land to the east of the Airport between Moors River SSSI and the village of Hurn from the Green Belt.

## 2.59 Environment

**2.60** Projected airport growth to 2030 is 3 million passengers per annum which is in line with the 2007 terminal consent. The impact of the increase in passenger aircraft movements has been assessed as part of this existing consent. The Airport has undertaken consultation on a draft Noise Action Plan for a period of 16 weeks which closed on the 21st October 2009. As part of this process the airport has undertaken extensive consultation with the local community. The consultation raised concerns about existing and future night flights and the night noise quota. The Airport has confirmed that night movements have been decreasing and that operations at the airport are currently well within the quota limit of 3,100 set within the S106 agreement for the 2007 terminal consent and that the situation would not change in the near future. It is also understood that the Government is supporting the airport's approach towards aircraft noise.

**2.61** The AONB has requested that the Core Strategy includes a policy restricting the direction of flights away from the AONB. This is not within the influence of the Core Strategy and is a matter for the Civil Aviation Authority.

**2.62** Policy BA1 has been amended in response to comments received from natural England and Dorset Wildlife Trust. Policy BA1 now refers to improvements in the extent and quality of priority habitats and species and the conservation of ecological network connections. This amended text has been agreed with Natural England and addresses the requirements of paragraphs 9 and 17 of the NPPF in terms of net gains in biodiversity and measures to conserve and enhance the natural environment. The following text will be added to BA1:

**2.63** *'Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for development outweighs policy for the protection of the natural environment, measures will be provided to mitigate or compensate any harm'.*

**2.64** Policy ME1 has also been revised in response to representations from Natural England and Dorset Wildlife Trust, amendments to this policy are discussed further in the Managing the Natural Environment response chapter.

**2.65** Projected airport growth to 2030 is now in line with the 2007 terminal consent at 3 million passengers per annum. Measures to mitigate any increase in emissions have been agreed as part of the S106 agreement. The Airport Ecological Study (2008), Sustainability Appraisal and Habitats Regulations Assessment (2012) set out detailed mitigation measures to accompany new development. This is also addressed in the Managing the Natural Environment Paper (Policy ME1).

**2.66** The Airport has recently adjusted its projected passenger projections downwards from 4 million to 3 million passengers per annum to 2030 which is permitted by the 2007 terminal consent. The Core Strategy reflect this change in paragraph 7.7.

**2.67** In response to representations received from the New Forest National Park Authority Policy BA1 has been amended to make reference to consideration of the impact of airport growth on the National Park and statutory park purposes.

### **2.68 Transport**

**2.69** Policy KS10 sets out a strategic package of transport improvements to accommodate wider growth across the South East Dorset sub region including further employment development at Bournemouth Airport and the Airport Business Park.

**2.70** The transport package for the B3073 has been amended following the outputs of the South East Dorset Multi Modal Study, LTP3 and the advice of Dorset County Council.(refer to Airport Background paper for details).

**2.71** Dorset County Council's Travel Plan Co-ordinator has an ongoing working relationship with the Airport Travel Plan Co-ordinator in terms of monitoring and improving sustainable access to the airport and business parks. Further improvements are required and will be delivered alongside development. Impact has been assessed through the South East Dorset Multi Modal Study SEDMMTS, transport studies undertaken by the airport and DCC and TAs which accompany planning applications.

**2.72** Hampshire County Council were consulted as part of the preparation of LTP3 and Core Strategy. They were also consulted as part of SEDMMTS. More regular cross border transport liaison meeting have been set up with DCC, NFDC, NFPA and HCC.

**2.73** The Core Strategy makes reference to improvements in public transport which includes Policy KS9. This is sufficient detail for the Core Strategy.

**2.74** A replacement river crossing at Throop is a joint aspiration of DCC and BBC and transport officers are currently working on a solution which will allow direct access from north Bournemouth to the airport.

### **2.75 Flood Risk**

**2.76** Paragraph 7.23 will be amended to reflect representations made by DCC.

### **2.77 Other / general**

**2.78** MAG have a number of detailed points of amendment which will be made in the Submission version of the Core Strategy.

### **2.79 Proposed Changes**

**2.80** Change to reflect the consideration of the National Park purposes within the policy. Change in response to representations from Natural England to reflect the need to seek habitat enhancements and provide clarification on mitigation and compensation measures. Added reference to also include Policy KS9 which sets out measures for improvements in public transport and cycle access.

**Proposed Changes to the Pre-Submission Core Strategy**

## Policy BA 1

### Vision for Bournemouth Airport

**2.81** Bournemouth Airport will develop as a flagship regional airport serving Christchurch and the South East Dorset sub-region. It will enhance its passenger facilities, provide new services for business and leisure travellers and develop as an aviation and local transport hub.

**2.82** The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local and sub-regional economy. This will include the potential to attract new business sectors in knowledge based industries and other growth sectors to increase opportunities for higher skilled employment and to stimulate economic growth. The business parks will utilise their extensive high quality airside access, to encourage further growth in the aviation and aviation related business sectors.

**2.83** Development of the airport and business park will incorporate low carbon and energy efficiency measures in accordance with national policy and Policy ME4 of the Core Strategy. New development will also utilise energy from decentralised, renewable and low carbon sources in accordance with Policy ME5.

**2.84** Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport **and in consideration of possible impacts on the New Forest National Park and statutory park purposes. , and adopting adequate mitigation and avoidance of environmental impacts if required in accordance with Policy ME1.**

**2.85** ~~Development of the airport and business park will be integrated within the high quality natural and water environment.~~

**2.86** In particular growth of the airport and business park will address the following issues:

**2.87** Floodrisk: (As shown in the Level 2 Strategic Flood Risk Assessment 2009): Strategic measures will be put in place within the airport boundary including flood storage and associated watercourse improvements. Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site.

**2.88** Emissions from air traffic / road traffic: In relation to airport and business park growth mitigation measures include implementation of the airport area wide travel plan, landscaping and strategic tree planting as required by the 2007 terminal consent.

**2.89** Environmental Designations: **Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for development outweighs policy protection of the natural environment,**

~~measures will be provided to mitigate or compensate any harm. The provision of off-site infrastructure including junction improvements to facilitate growth of the airport and growth in the wider area will avoid adverse effects on designated sites of biodiversity and geological importance including European designated sites. Where harm is likely to result, measures will be provided to avoid or mitigate that harm.~~

**2.90** Highway Capacity / Sustainable Transport: Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. **These junction improvements and improvements in public transport and cycle access are set out in the Key Strategy Policies KS9 and KS10 and in Local Transport Plan 3.** Delivery of these improvements will be facilitated by appropriate contributions from airport development and development in the wider area. Successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park.

## Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
3	0	2	2	2	3	3	3	1

Table 2.4

## 2.91 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
359461	Mrs Nicola Brunt	Urban & East Dorset Living Landscapes Manager Dorset Wildlife Trust	PCCS323
359571	Mr Renny Henderson	Conservation Officer Royal Society for the Protection of Birds	PCCS238
361028	Ms Helen Patton	Head of Policy and Plans New Forest National Park Authority	PCCS109
499532		Planning Policy Bournemouth Borough Council	PCCS304

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	PCCS250

## Summary of Responses

**2.92** The comments from key stakeholders and the general public in respect of this Proposed Change have been grouped together into various themes and are as follows:

### **2.93 National Park Purposes**

#### **2.94 New Forest National Park Authority**

- The New Forest National Park Authority is pleased to note and supports the proposed strengthening of wording to this policy. The additional wording reflects the consideration of the National Park purposes within the policy and is in line with the requirements of Section 62 (2) of the Environment Act 1995. Whilst the strengthening of this policy is welcomed, the Authority is however disappointed to note that no amendments for the inclusion of reference to the statutory duty are proposed for the introductory chapters to the documents as requested by the Authority in the comments submitted to the consultation on the Pre-Submission document.

#### **2.95 Natural Environment**

#### **2.96 RSPB**

- The RSPB support the amendments made to the Vision for Bournemouth Airport made in favour of the New Forest. We object to the revised text relating to the need for development outweighing policy protection of the natural environment. This infers that sole test is planning policy. There is as the Council is aware, a national and international legislative framework for assessing proposals that are likely to harm designated wildlife sites. This is enshrined in the Conservation of Habitats and Species Regulations 2010. We suggest the text needs to be amended to highlight that in addition to plan policy considerations there is a legislative framework that applies. Natural England can advise further as necessary.

#### **2.97 Dorset Wildlife Trust**

- Dorset Wildlife Trust support the amended wording under Environmental Designations as this seeks positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. We also support the the need for off site infrastructure to meet the requirements of ME1 (as revised in this alteration), seek to avoid fragmentation of priority habitats, priority species populations and ecological network connections and to provide mitigation or compensation for any harm where it is considered that the need for development outweighs policy protection of the natural environment.

#### **2.98 Natural England**

- Natural England support the policy modifications proposed in BA1 and BA3, regarding using Zones to protect the Moors River SSSI.

## **2.99 Transport & Accessibility**

### **2.100 Bournemouth Borough Council**

- The reference to enhanced accessibility to the airport, particularly cycle access, is welcomed however more certainty is sought in the policy wording. It is noted LTP3 is referred to as identifying the other improvements necessary and we would hope that this secures the much needed airport cycle link to north Bournemouth including a bridge over the River Stour. Currently cyclists attempting to commute from Bournemouth to the airport are presented with a long detour on busy roads which have no quality provision for cyclists. Policies BA1 and BA2 are unclear on this matter, and the policy should be amended to make greater emphasis of accessing the airport by sustainable modes of travel from Bournemouth.

### **Councils' Position**

**2.101** With regards to the references to the New Forest National Park and statutory park purposes the inclusion of reference within the policy itself provides substantial weight and therefore it is not necessary to repeat the wording in other chapters of the document.

**2.102** The text set out is a vision and the wording was agreed with Natural England and is consistent with the Habitats Regulations. The policy cross refers to all the requirements set out in Policy ME1 and as it is a vision it is not felt that detailed references to international legislative frameworks are required.

**2.103** As highlighted above, the text in BA1 is a vision and further detail relating to improving cycle access is set out in Policy KS9 and KS10.

**Pre-Submission Core Strategy**

## Policy BA 2

### Strategy for the Operational Airport

New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

- Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.
- Airside airport related retail and catering facilities.
- Public and staff car parking.
- Public transport facilities and enhanced services in accordance with airport travel plan.
- Other facilities for general aviation.
- Cargo facilities, including bonded warehousing and associated infrastructure.
- Connection to the mains foul sewer (Wessex Water).

Associated facilities to enhance the services offered by the airport will also be encouraged subject to consideration of their impact on other Core Strategy policies, including:

- Development of hotel accommodation.
- Training centres for airlines and related services.
- Petrol filling stations.
- Aviation maintenance facilities.

To enable development of these airport operational improvements, the Core Strategy will implement recommendations of national airports policy by removing sufficient further land within the airport boundary from the South East Dorset Green Belt (see Policy BA3 below).

The Council will work with the airport to support the development of new routes and services to business and leisure destinations which will meet the needs of local businesses and communities.

### **Strategy for the Airport Northern Business Parks**

The northern business parks comprising the north west and north east sectors contain 80ha of land of which approximately 60ha is available for development. The business parks are allocated primarily for employment uses (B1, B2 and B8). Non B class employment uses which create high quality employment opportunities and contribute to raising levels of economic productivity will also be supported.

Aviation uses which require airside access will have preference for airside locations, other employment uses including B1, B1c, B2 and B8 uses can be successfully co-located across the business parks.

Non employment uses ancillary to the core employment functions and sufficient to meet the needs of the working population of the northern business park may include:

- Convenience retail
- Restaurant
- Banking
- Amenity space
- Conference and leisure facilities.

The phasing of future employment development in the airport northern business parks will be in line with the necessary improvements required to the highway network to facilitate development. Over the plan period to 2028 it is envisaged that up to 30ha of new employment development may come forward across the north west and north east business parks.

Economic assessments identify the following sectors with significant requirements for land and premises at the airport.

- General manufacturing
- Advanced engineering
- Financial and business services
- ICT
- Distribution / Logistics

The following types of premises are required to support this sector activity:

- Small business units / industrial (B1c, B2 predominantly)
- Larger business units/ industrial
- Small purpose built office units
- Warehousing
- Start up incubator premises

**Consultation Response**

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
5	1	2	7	4	1	3	2	4	2	3	2	14

Table 2.5

**2.104 List of Consultee Reference Numbers**

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359437	Ms Gill Smith	Dorset County Council	CSPS1962
359514	Mr Edward Gerry	New Forest District Council	CSPS3464
359571	Mr Renny Henderson	Royal Society for the Protection of Birds	CSPS3723
360149	Mr John Urquhart		CSPS87
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	CSPS1565
499532		Bournemouth Borough Council	CSPS3260
510796	Mr Rollo Reid		CSPS2719
557299	Mr Peter Weatherhead	DTZ Planning	CSPS3170
647876	Mr Christopher Whitcher		CSPS122
647898	Mr Derek Beasley		CSPS113
654704	Mrs J E John		CSPS1058
654775	Mr David Monks		CSPS1013
654775	Mr David Monks		CSPS3475
655432	Mr Andy Davies		CSPS1024
655526	Mr Paul Morrison		CSPS1039
655852	Mr Mark Ambler	Yellow Buses	CSPS2270
656228	Mr Adrian Dwyer		CSPS2484
656369	Mr Timothy Peter Cook	John Reid and Sons (Strucsteel) Ltd	CSPS2771
656369	Mr Timothy Peter Cook	John Reid and Sons (Strucsteel) Ltd	CSPS2772
656567	Mr Michael D Chappell		CSPS2865

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
656664	Mr Glen Morrison		CSPS2460
656746	Mr Barry Olorenshaw	New Forest Business Partnership	CSPS1459

## Summary of Responses

**2.105** The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are as follows:

### 2.106 Economy

**2.107 Bournemouth Borough Council** – The identification of financial and business services and the ICT sectors as appropriate uses at the airport is objected to as these uses will be more appropriately and sustainably located in Bournemouth town centre. It is unclear where the evidence exists to support the assumption made in Policy BA2 that there is ‘significant requirements’ for financial and business services and ICT premises at the airport. The promotion of such sectors is contrary to national and local policy and in effect is unsound. The promotion of such land uses conflicts with the findings of the Christchurch and East Dorset Employment Land Review Stage 1 Report (ELR), therefore the policy fails the ‘justified’ test as it is not based on the evidence base. (wording amendments have been suggested).

**2.108** As stressed in policy BA2 hotel accommodation should only be deemed appropriate where it has an ‘associated’ function to the services offered by the airport. Similarly as stressed in BA2 conference and leisure facilities at the airport should be solely for, and be ancillary to, companies at the airport, the scale of these uses should reflect this. Many such facilities already exist in Bournemouth, we have concerns that the viability and vitality of similar uses in Bournemouth could be compromised. It is a more sustainable approach to concentrate uses such as these in the existing urban area .

### 2.109 Green Belt

**2.110** The proposal involves, without justification, the removal of a large part of the operational area of the airport from the Green Belt.

### 2.111 Housing

**2.112** Look here for housing. Do we need more business parks? More heavy traffic.

### 2.113 Transport

**2.114** All this development underlines the need for an ‘A’ class dual carriageway link road to the A338.

**2.115** In principle **New Forest District Council** supports the proposed employment development at Bournemouth Airport subject to a full Transport Assessment accompanying any possible future major planning application(s) and it being shown how the impacts on roads within the New Forest District will be satisfactorily dealt with.

### **2.116 Other**

**2.117 Dorset County Council** – In Policy BA2 (figure 7.1) incorporates the site at Bournemouth Airport which is identified in the Bournemouth, Dorset and Poole Waste Local Plan (June 2006) for the location of a Mechanical Biological Treatment Plant with Refuse Derived Fuel. The Core Strategy makes no reference to this fact either in the policy wording or supporting text. While the wording of the policy does not preclude the development of a waste treatment facility, this is not made clear. On this basis the Christchurch and East Dorset Core Strategy does not comply with the Bournemouth, Dorset and Poole Waste Local Plan 2006 and is therefore not sound. The supporting text and the policy should be amended to recognise this.

**2.118 The Malmesbury Estate** objects to Policy BA2. The policy takes a short term view based on the views of MAG rather than a proper assessment and fails to include the undeveloped Estate land although it proposes the removal of the existing Estate owned medium / long term car park from the Green Belt even though it is outside the ownership of Manchester Airports. A similar logic would suggest that the remaining land identified in DTZ1 should be removed from the Green Belt to meet employment needs, airport related development needs and park and ride needs for the plan period.

**2.119** The sentence – *'removal of the land within the operational airport boundary will provide flexibility for improvement in airport facilities in accordance with the adopted Airport Master Plan 2007'* requires urgent clarification.

### **Councils' Response**

#### **2.120 Economy**

**2.121** Although demand has been identified for financial and business services and ICT this is not envisaged to be of a scale to have a significant impact on Bournemouth town centre. The Airport Economic Study (2008) prepared by Nathaniel Lichfield and Partners identified the need for these uses at the airport. This is discussed further in background papers prepared for the Core Strategy at the 'Options for Consideration' stage (2010) and the Pre - Submission Stage (Feb 2012). This policy is not contrary to the Core Strategy evidence base and the economic study undertaken for the airport.

**2.122** BBC raised concerns about the possible range of non employment uses referred to in the policy. The policy states that these uses will be ancillary to the core employment functions of the business park, and sufficient to meet the needs of the working population of the northern business parks. In this respect, these uses are unlikely to have an adverse impact on the vitality and viability of Bournemouth town centre.

#### **2.123 Green Belt**

**2.124** There remains policy support for the growth of airport facilities which can be facilitated by removing land within the existing airport boundary from the Green Belt. Proposals for new development within the existing airport boundary and associated with the operational airport will need to consider impact on the openness of the Green Belt. Any new retail development to serve the operational airport will be airside for airport passengers and not have an impact on Christchurch and Bournemouth town centres. It is not proposed to remove land to the east of the Airport between Moors River SSSI and the village of Hurn from the Green Belt.

**2.125** Further discussion relating to the proposed change in the Green Belt is set out above in relation to BA1.

### **2.126 Housing**

**2.127** The land directly surrounding the airport and business parks is not appropriate for residential development due to a number of factors including current land uses, airport safeguarding zones, sustainability and environmental issues including proximity to heathlands. National policy also supports locating housing in existing urban areas and close to amenities. This is set out in the methodology for the Christchurch Strategic Housing Land Availability Assessment.

**2.128** The Structure Plan sets out clear policy support for further employment development at the airport business park and growth of the operational airport.

**2.129** The Bournemouth Dorset and Poole Workspace Study (2012) identifies the need for significant further employment development in this location and the business park is a key strategic site contributing to the wider employment land requirements of the South East Dorset sub region.

### **2.130 Transport**

**2.131** The A338 link road is identified in previous stages of the Core Strategy but this specific scheme is now financially undeliverable during the plan period. Also, this scheme would also require widening of the A338 north of Blackwater Junction which would involve loss of European habitat. On this basis, this scheme will not now be pursued further in the Core Strategy. This scheme is not in the Local Transport Plan 3.

**2.132** Any planning application submitted would need a transport assessment undertaken as part of the application. This was recently undertaken as part of the business park application for 42,000sqm of new development.

### **2.133 Other**

**2.134** In response to representations made by Malmesbury Estates, Manchester Airports Group has not identified this area of land as required for the operational airport or for employment development. Sufficient development can come forward at the North West business park to meet projected employment land requirements over the plan period (identified in the Bournemouth, Dorset and Poole Workspace study (2012) without the need to consider this proposed site within the Green Belt. On this basis there are no exceptional circumstances to permit development in the Green Belt in this location.

**2.135** Policy BA2 does not preclude an MBT plant coming forward within the Northern business park and therefore, there is not a conflict with the Bournemouth, Dorset and Poole Waste Local Plan 2006. The supporting chapter text will be amended to make reference to the MBT plant with refuse derived fuel.

**2.136 Proposed Pre-Submission Change**

**2.137** Reference to connection to the mains foul sewer has been deleted as improvements in capacity are planned to the sewage works adjacent to the site which subject to agreement with the Environment Agency is anticipated to fulfil the condition to the airport terminal consent (2007).

**2.138** In relation to the associated facilities for the operational airport the policy text has been amended to provide a change in emphasis to state that these uses may be permitted depending on their impact on other Core Strategy policies.

**Proposed Changes to the Pre-Submission Core Strategy**

## Policy BA 2

### Strategy for the Operational Airport

New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

- Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.
- Airside airport related retail and catering facilities.
- Public and staff car parking.
- Public transport facilities and enhanced services in accordance with airport travel plan.
- Other facilities for general aviation.
- Cargo facilities, including bonded warehousing and associated infrastructure.
- ~~Connection to the mains foul sewer (Wessex Water).~~

Associated facilities to enhance the services offered by the airport ~~may also be permitted will also be encouraged~~ subject to consideration of their impact on other Core Strategy policies, including:

- Development of hotel accommodation.
- Training centres for airlines and related services.
- Petrol filling stations.
- Aviation maintenance facilities.

To enable development of these airport operational improvements, the Core Strategy will implement recommendations of national airports policy by removing sufficient further land within the airport boundary from the South East Dorset Green Belt (see Policy BA3 below).

The Council will work with the airport to support the development of new routes and services to business and leisure destinations which will meet the needs of local businesses and communities.

### **Strategy for the Airport Northern Business Parks**

The northern business parks comprising the north west and north east sectors contain 80ha of land of which approximately 60ha is available for development. The business parks are allocated primarily for employment uses (B1, B2 and B8). Non B class employment uses which create high quality employment opportunities and contribute to raising levels of economic productivity will also be supported.

Aviation uses which require airside access will have preference for airside locations, other employment uses including B1, B1c, B2 and B8 uses can be successfully co-located across the business parks.

Non employment uses ancillary to the core employment functions and sufficient to meet the needs of the working population of the northern business park may include:

- Convenience retail
- Restaurant
- Banking
- Amenity space
- Conference and leisure facilities

The phasing of future employment development in the airport northern business parks will be in line with the necessary improvements required to the highway network to facilitate development. Over the plan period to 2028 it is envisaged that up to 30ha of new employment development may come forward across the north west and north east business parks.

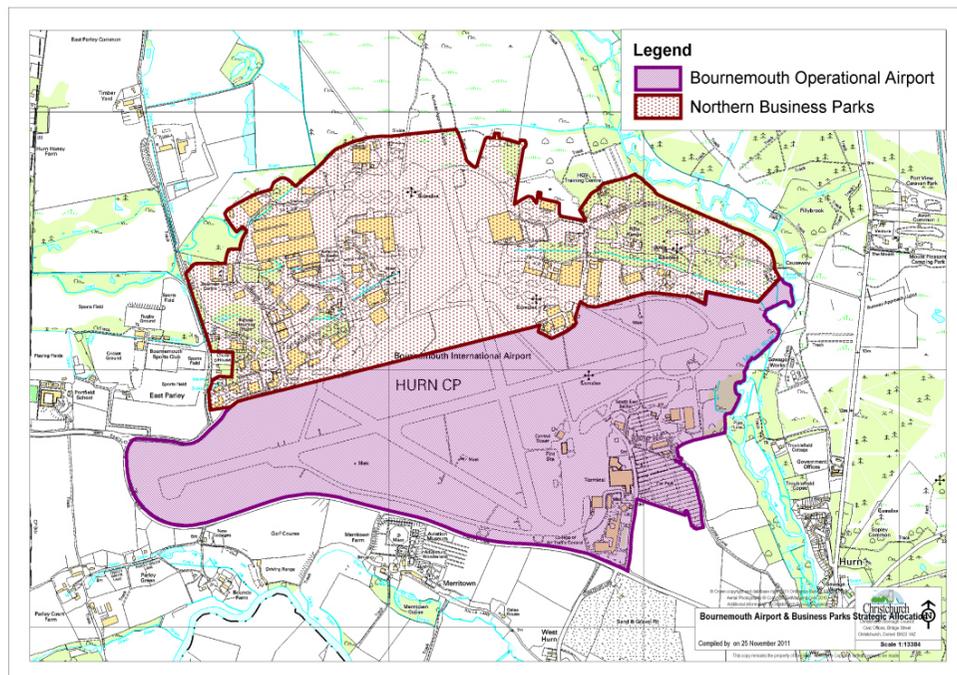
Economic assessments identify the following sectors with significant requirements for land and premises at the airport.

- General manufacturing
- Advanced engineering
- Financial and business services
- ICT

Distribution / Logistics

The following types of premises are required to support this sector activity:

- Small business units / industrial (B1c, B2 predominantly)
- Larger business units/ industrial
- Small purpose built office units
- Warehousing
- Start up incubator premises



Map 7.1 Bournemouth Airport & Business Parks Strategic Allocation

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
0	0	0	1	1	1	0	0	0

Table 2.6

### 2.139 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
559634	Mr Mark Luken	Director Luken Beck Ltd	PCCS439

### Summary of Responses

#### 2.140 Strategy for the Operational Airport

**2.141** NATS objects to the phrase '*may*' because the policy wording should be consistent throughout the policy, which earlier states that associated infrastructure will be developed. Also, the word '*may*' creates uncertainty on what the plan aims to effectively deliver. To replace the word '*may*' with the word '*will*'. Also include the words '*and B1 office development*' as an appropriate use to Zone B policy in order to reflect the character of the existing buildings on site.

#### Councils' Position

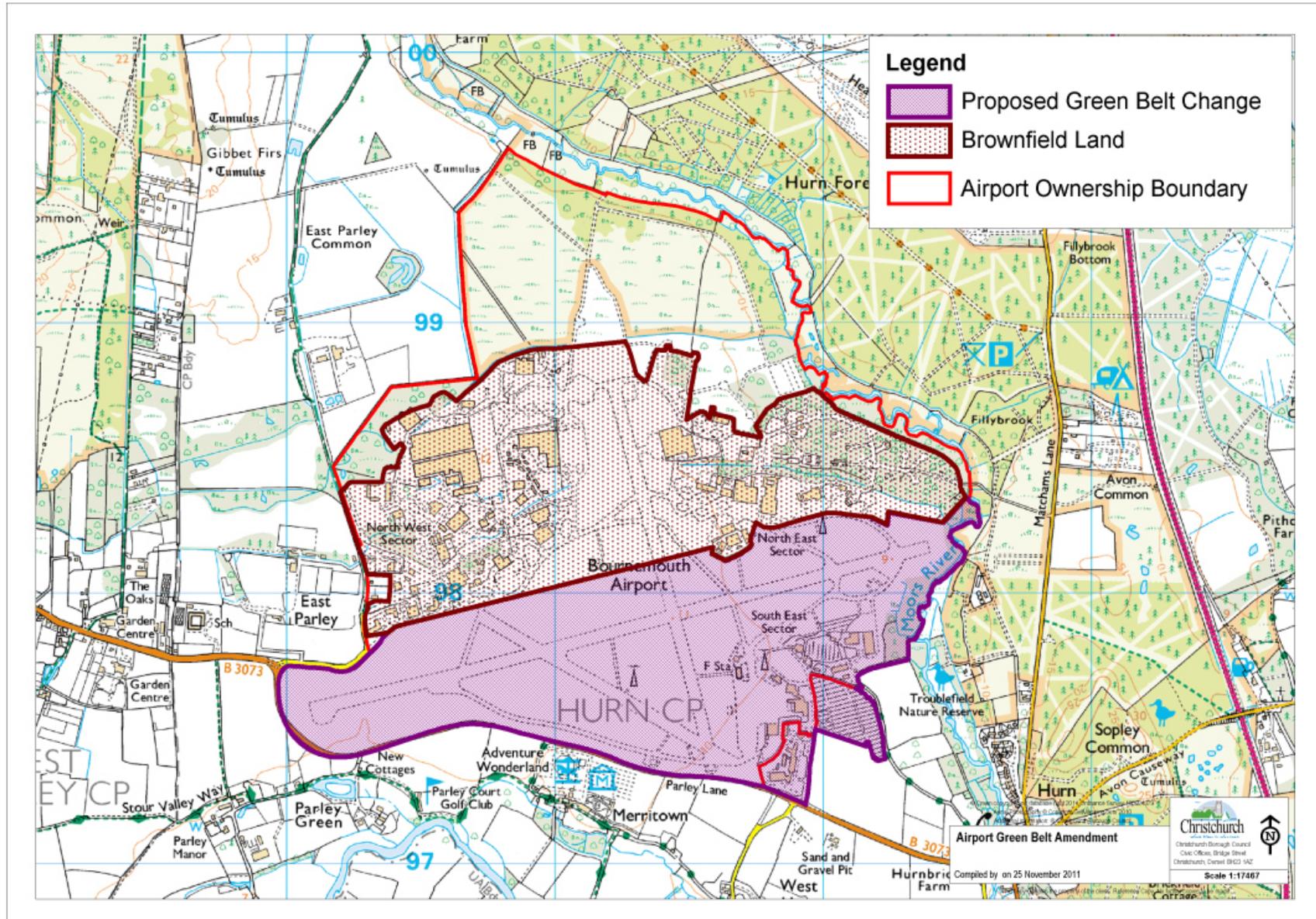
**2.142** As set out in the schedule of proposed changes the reason for the change in the emphasis of the text is because these uses may be appropriate, it is not felt that this creates any uncertainty on what the plan aims to effectively deliver. B1 office development is not consistent with the strategy for the operational airport.

#### Pre-Submission Core Strategy

##### Policy BA 3

##### Green Belt at Bournemouth Airport

Land required to meet the operational needs of the Airport will be removed from the Green Belt as identified in the plan below.



Proposed Green Belt Amendment

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
0	5	0	7	2	4	3	4	2	4	2	4	4

Table 2.7

2.143 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	CSPS1317
496919	Mrs Nicola Shaw	Hurn Parish Council	CSPS3654
524338	Mr Kenneth Brooks		CSPS247
557299	Mr Peter Weatherhead	DTZ Planning	CSPS3171
612430	Mr Nick Squirrel	Natural England, Dorset and Somerset Team	CSPS2067
654962	Mr Christopher Chope		CSPS920
663588	Mr Roger Street	Christchurch Conservation Trust	CSPS3738

Summary of Responses

2.144 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are as follows:

**2.145 Green Belt**

**2.146 Hurn Parish Council** – A separate map of the southern sector land which is suggested for removal from the green belt, should be added. This map should identify land use zones. For example the runway should be shown with prescribed areas around it which cannot be developed; land which will remain as operational open space with no building development, such as car parks, should be outlined; and areas which can be developed with buildings for operational use and facilities should be identified. A zoning map would ensure that the strategy is effective by being able to be monitored.

**2.147 The Malmesbury Estate** objects to Policy BA3. This policy should be amended to include the land identified in DTZ1 and should be reworded “Land required to meet the operational needs of the Airport and the employment and airport related development needs of the region in order to reach the full potential of this strategic asset”.

**2.148 The Christchurch Conservation Trust** opposes BA3. In proposing a new green belt local authorities must demonstrate why normal planning and development policies would not be adequate.

**2.149 Dorset Wildlife Trust** – map 7.2 shows the proposed Green Belt change right up to the Moors River north of the Dorset Wildlife Trust’s reserve. If land here in the Moors River floodplain was developed as part of the operational part of the airport it would result in considerable loss of biodiversity and loss of open land. We do not consider this is consistent with the text in para 7.29 or complies with NPPF (109,114, 117). Amend map 7.2 to retain land within the Moors River floodplain and woodland areas within the Green Belt to provide an open area between the airport and the river. See Natural England proposed boundary amendments too.

**Councils' Response****2.150 Justification for Amendment to the Green Belt**

**2.151** The justification for amending the Green Belt boundary at the Airport is set out above for Policy BA1.

**2.152 Zoning Approach**

**2.153** In response to representations received from Hurn Parish Council a zoning approach has been applied to the areas of the airport proposed for removal from the Green Belt which provides an added restriction on the type of development that will be permitted to ensure no adverse impact on the adjoining Green Belt areas. In particular the policy approach maintains a gap between the Airport and the Moors river and also maintains the openness of the adjoining Green Belt.

**2.154 Malmesbury Estate Land**

**2.155** The Malmesbury Estate comments have been addressed above in relation to BA2.

**2.156 Green Belt Boundary Change**

**2.157** The area proposed for removal from the Green Belt includes the land within the Airport's ownership. There is no requirement to alter this boundary for removal from the Green Belt as the controls imposed by the airport's operating licence, combined with the zoning approach and existing policy in relation to SSSIs will ensure that a buffer zone is maintained between the Moors River and the airport runways and taxiways. In particular the zoning approach states that **'Zone C shall remain free from development other than that permitted by the Airport's operating license or that which is essential to the future operation of the airport in order to concentrate built development in the existing built core of the South East Sector'**.

#### Proposed Changes to the Pre-Submission Core Strategy

**2.158** Paragraph 7.27 text change:

**2.159** Policy BA3 proposes to remove the operational airport from the Green Belt in order to facilitate growth of airport facilities which can be achieved within environmental limits. ~~Changes to the Green Belt can be made through the Core Strategy since the abolition of the South West Regional Spatial Strategy and now that the Structure Plan will not be updated. The National Planning Policy Framework~~ states that Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. ~~Planning Policy Guidance Note 2 states that the Green Belt can be amended in exceptional circumstances.~~ Exceptional Circumstances remain for changes to the Green Belt at the Airport which are as follows:.....

**2.160** Reason: proposed amendments to ensure text is in accordance with the NPPF.

**2.161** The policy has been amended and a zoning approach applied in order to address representations concerning the need to avoid possible adverse impacts on the openness of the adjoining Green Belt areas and to avoid possible adverse impacts on the Hurn Conservation Area.

### Policy BA 3

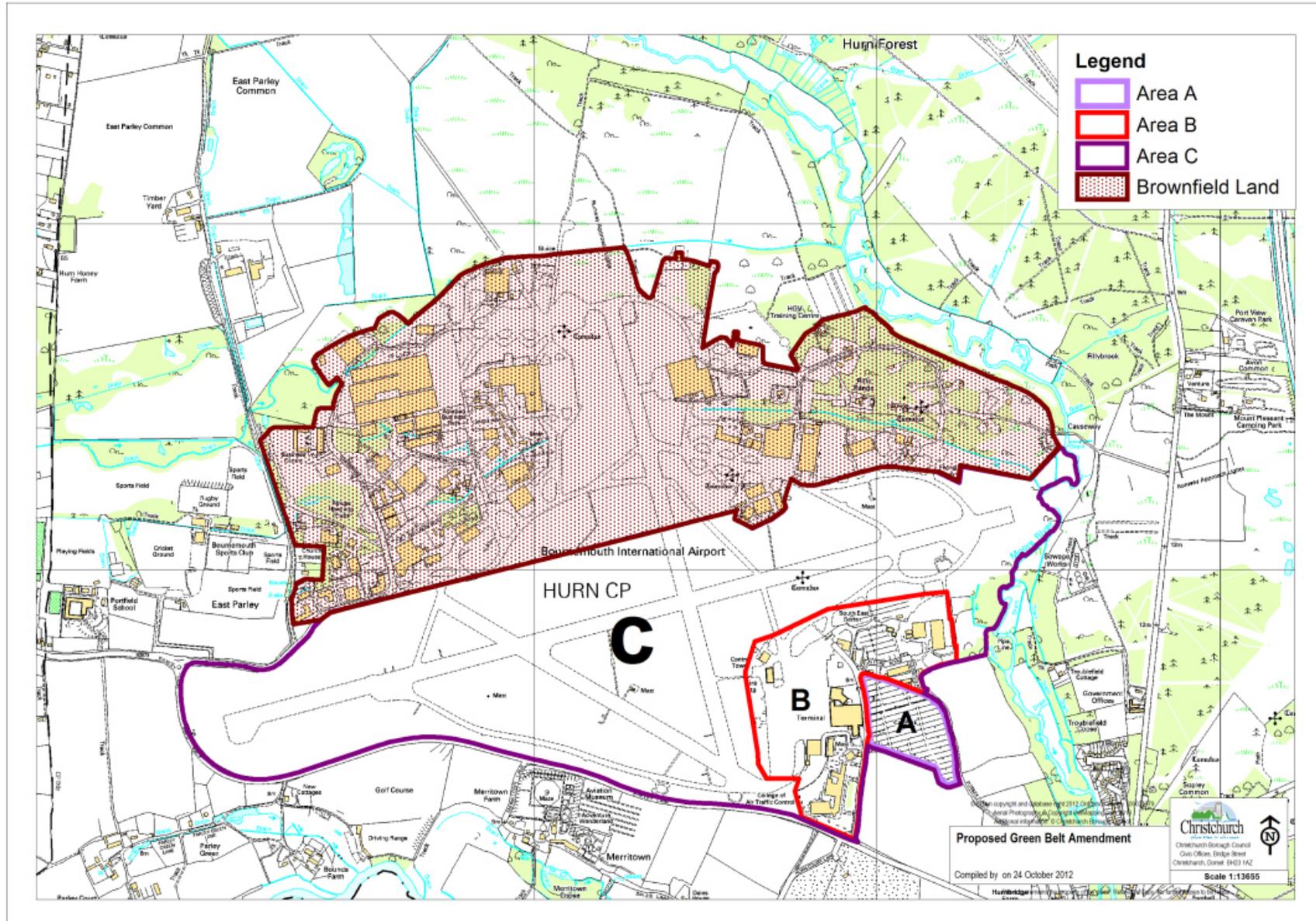
#### Green Belt at Bournemouth Airport

Land required to meet the operational needs of the Airport will be removed from the Green Belt as identified in the plan below.

Within the area to be removed from the Green belt a zoning approach has been applied in order to avoid any adverse impact on the openness of the Green Belt as follows.

- **Zone A will be restricted to uses that retain the predominantly open aspect of this area of land, such as car parking;**
- **Zone B applies to the airport South East Sector and will be restricted to uses as set out in Policy BA2 with respect to the Strategy for the operational Airport;**
- **Zone C shall remain free from development other than that permitted by the Airport's operating license or that which is essential to the future operation of the airport in order to concentrate built development in the existing built core of the South East Sector.**

**This restriction will also maintain a buffer zone between the Moors River and the airport runways and taxiways where development will not take place.**



Proposed Green Belt Amendment and Zoning

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
3	0	2	2	3	3	2	2	1

Table 2.8

2.162 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
359461	Mrs Nicola Brunt	Urban & East Dorset Living Landscapes Manager Dorset Wildlife Trust	PCCS324
557299	Mr Peter Weatherhead	DTZ Planning	PCCS54
559634	Mr Mark Luken	Director Luken Beck Ltd	PCCS437
559634	Mr Mark Luken	Director Luken Beck Ltd	PCCS438
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	PCCS251

Summary of Responses

2.163 Green Belt / Airport Zoning

2.164 The Malmesbury Estate

- The Malmesbury Estate objects to the proposed changes to the text at paragraph 7.27 and to the reworded policy BA3 relating to the release of Green Belt land to facilitate the growth of airport facilities. This also applies to map 7.2. The Estate contends that the designation of zoning of the Green Belt land proposed for release is unnecessary and contrary to national planning policy. In particular, the Estate strongly objects to the

designation of its land opposite the main airport entrance and currently used for airport car parking as zone A where uses will be restricted **"to uses that retain the predominantly open aspect of this area of land, such as car parking"**. The Estate believes that this proposed change is directly in conflict with policy advice to local authorities when defining Green Belt boundaries.

- The Malmesbury Estate has already supported the case that there are exceptional circumstances for amendment to the Green Belt boundary in the vicinity of Bournemouth Airport in order to capitalise on the locations potential for employment and airport related development and as an economic driver for growth. The proposed imposition of restrictions through zoning is entirely contrary to achieving that potential and is in conflict with the broad thrust of advice in the NPPF. The Estate contends that the proposed restriction is misconceived because the land is already used for car parking and consists of extensive hard standings and tall lighting columns that clearly suggest that it is developed brownfield land rather than open land of any merit. When viewed from the B3073 the land is screened only by a low hedge, is readily visible and has lost any qualities that merit protection to retain openness. Similar circumstances also apply to proposed zone B where airport related development is to be permitted, which suggests an inconsistency of approach.
- The removal of the proposed zoning amendments to policy will enable the Plan to be more consistent with national planning policy by not placing unnecessary and unjustified restrictions on potential employment and airport related development, including the proposed park and ride transport hub.

### 2.165 Natural England

- Natural England support the policy modifications proposed in BA1 and BA3, regarding using Zones to protect the Moors River SSSI.

### 2.166 NATS

- NATS support the inclusion of the Hurn Training Centre site within Zone B of the operational airport, subject to the policy enabling the appropriate and viable redevelopment of the site.
- NATS objects to the phrase **'restricted to'** because the list of proposed uses in policy BA2 is not exclusive and so may include other airport related uses and services subject to other Core Strategy policies.
- NATS support the removal of the former Hurn Training Centre site from the Green Belt. In addition to the justification offered by the Local Planning Authority for the site to be included within the boundaries of the operational airport, the land should be excluded from the Green Belt because it does not fulfill the purposes listed in the National Planning Policy Framework, and the Local Plan is the appropriate vehicle to redefine Green Belt boundaries considering the criteria in the NPPF.

**Councils' Position**

**2.167** A zoning approach has been applied to the areas of the airport proposed for removal from the Green Belt which provides an added restriction on the type of development that will be permitted to ensure no adverse impact on the adjoining Green Belt areas. In particular the policy approach maintains a gap between the Airport and the Moors river and also maintains the openness of the adjoining Green Belt.

**2.168** The zoning approach addresses the need to avoid possible adverse impacts on the openness of the adjoining Green Belt areas and to avoid possible adverse impacts on the Hurn Conservation Area.

**2.169** The list of uses referred to in BA2 is in line with the Airport Masterplan and are uses which will meet the operational needs of the Airport. These uses were set out in previous consultations and no change to them has been made in this schedule. The 'exceptional circumstances' for making an amendment to the Green Belt at the Airport relate to meeting the operational needs of the airport and this translates into the uses set out in the zoning policy.

**2.170** The list of proposed uses set out in BA2 and related to this policy are consistent with the Airport's master plan and the future operational needs of the Airport and have been established with the involvement of MAG and the Airport Advisory Group. In this respect, the proposed zoning approach is not contrary to the NPPF as it is assisting the growth of uses associated with the operational airport.

**Pre Submission Core Strategy**

**Omissions**

**Consultation Response**

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
18	3	1	28	19	6	15	12	15	12	14	14	29

Table 2.9

**2.171 List of Consultee Reference Numbers**

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359264	Mr Peter Atfield	Goadsby Ltd	CSPS3535
359264	Mr Peter Atfield	Goadsby Ltd	CSPS3555
359264	Mr Peter Atfield	Goadsby Ltd	CSPS3565
359264	Mr Peter Atfield	Goadsby Ltd	CSPS3526
359277	Mr Jamie Sullivan	Tetlow King	CSPS2727
359291	Mr Jeremy Woolf	Woolf Bond Planning	CSPS3811
359291	Mr Jeremy Woolf	Woolf Bond Planning	CSPS3813
359585	Mr Robert Finn		CSPS3902
360320	Mrs J Tripp	Friends Of Victoria Hospital Wimborne	CSPS3923
360692	Mrs Wendy Britton		CSPS3920
498034	Mr Richard Cutler	Green Park Land Company Ltd	CSPS3174
498554	Mr Paul Davenport	Stour Valley Properties Ltd	CSPS3913
498554	Mr Paul Davenport	Stour Valley Properties Ltd	CSPS3914
498554	Mr Paul Davenport	Stour Valley Properties Ltd	CSPS3915
498554	Mr Paul Davenport	Stour Valley Properties Ltd	CSPS3916
515406	Mr Christopher Undery	Christopher Undery	CSPS3912
521499	Mr Colin York		CSPS3165
521508	Ms Lisa Jackson	Jackson Planning Ltd	CSPS3808
521508	Ms Lisa Jackson	Jackson Planning Ltd	CSPS3992
523319	Mr Ryan Johnson	Turley Associates	CSPS3296
523531	Mr Tim Hoskinson	Savills	CSPS3196

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSPS3894
557299	Mr Peter Weatherhead	DTZ Planning	CSPS3899
646370	Mr Craig Baker	Dorset Fire & Rescue Service	CSPS3995
646370	Mr Craig Baker	Dorset Fire & Rescue Service	CSPS3996
653402	Mr Anthony Sherman	Wimborne Cemetery	CSPS3929
654688	Mr Paul Newman	Paul Newman Property Consultants Limited	CSPS3928
654871	Mr Martin Miller	Terence O'Rourke Ltd	CSPS3922
654876	Mr Frank Phillips	Eaglebeam Ltd & Matchams Leisure Ltd	CSPS3200
656249	Ms Gemma Care	Barton Willmore LLP	CSPS3917
656562	Mr Andrew Robinson	Symonds & Sampson	CSPS3911
656643	Mr Tom Whild	Terence O'Rourke Ltd	CSPS3901
656678	Mr James Cleary	Pro Vision Planning and Design	CSPS3918
656684	Mr Ed Denham	Dorset County Council	CSPS3619
656684	Mr Ed Denham	Dorset County Council	CSPS3620
656692	Mr Robin Henderson	Ken Parke Planning Consultants	CSPS3919
657138	Mr Mike Hirsh	Intelligent Land	CSPS3212
657462	Ms Carla Fulgoni	The Planning Bureau Limited	CSPS4003
669847	Mrs Christine McNulty	Ken Parke Planning Consultants	CSPS3993

### Summary of Responses

**2.172** The comments from key stakeholders and the general public in respect of this Option have been grouped together into various themes and are as follows:

#### **2.173 Alternative Sites**

#### **2.174 Malmesbury Estates**

**2.175** Bournemouth airport-Policies BA1 and BA2 take a short term view and fail to include undeveloped land. Land shown on the objector's map should be removed from the Green Belt to meet employment needs, airport related development needs and park and ride needs.

### Councils' Position

**2.176** Manchester Airport's Group have not identified this area of land as required for the operational airport or for employment development. Sufficient development can come forward at the North West business park to meet projected employment land requirements over the plan period (identified in the Bournemouth, Dorset and Poole Workspace study (2012) without the need to consider this proposed site within the Green Belt. On this basis there are no exceptional circumstances to permit development in the Green Belt in this location.