

Christchurch and East Dorset Core Strategy Examination Draft **Statement of Common Ground 4 Bournemouth Airport**

POLICY BA1 - VISION FOR BOURNEMOUTH AIRPORT
POLICY BA2 – STRATEGY FOR THE OPERATIONAL AIRPORT /
STRATEGY FOR THE NORTHERN BUSINESS PARKS
POLICY BA3 – GREEN BELT AT BOURNEMOUTH AIRPORT

1 GENERAL

- 1.1 This Statement of Common Ground (SO CG) has been produced by Christchurch Borough Council to assist the Inspector at the Christchurch and East Dorset Core Strategy Examination.
- 1.2 This SO CG is intended to set out factual information and background which has led to the development of the Vision and strategic allocation for the Airport.
- 1.3 The Council has circulated to this SO CG to the following parties for comments, and information on the extent to which agreement has been reached on each part of the SO CG is set out:
- Bournemouth Borough Council
 - Dorset County Council (Transport Planning)
 - Borough of Poole
 - New Forest National Park Authority
 - New Forest District Council
 - Natural England
 - Dorset Wildlife Trust
 - Environment Agency
 - Highways Agency
 - Hurn Parish Council
 - Manchester Airports Group
 - Malmesbury Estate
 - NATS
 - Yellow Buses
 - Wilts and Dorset Buses

2 ECONOMIC AND POLICY CONTEXT

- 2.1 Bournemouth Airport and Business Park is a key asset for Dorset with the operational airport projected to grow to a capacity of 3 million passengers per annum. It is anticipated that the expansion of Bournemouth Airport to this capacity will create over 1900 full-time jobs, generate inward investment of £57 million and provide new training and career opportunities for local people.
- 2.2 The Airport site incorporates a major employment site of strategic significance for Bournemouth, Dorset and Poole which comprises 80ha of employment land with approximately 60ha potentially available for development.

Development of the remaining 60ha for a range of aviation, industrial and office uses will create in the region of 8,100 jobs and an additional 4,370 jobs generated elsewhere in the economy. The close linkages between the Airport and the Business Park enable the growth of business activity which requires an airport / airside location, such as aviation related industries.

- 2.3 The Airport Business Park contains some 200 firms with a mix of office / industrial premises and hangars. A number of the existing premises are outworn and not fit for purpose. In spite of this, the Business Park performs strongly with a high occupancy rate of 98%, which is substantially higher than the national average. The Airport and Business Park has the potential to attract major new investment and create a range of new employment opportunities which could influence a step change in the South East Dorset economy. This has been demonstrated the Council's Airport Economic Study (2008, NLP).
- 2.4 This site is critical in meeting projected employment land requirements for the Bournemouth and Poole Strategically Significant City and Town (SSCT) as identified in the Bournemouth, Dorset and Poole Workspace Strategy (2008) and Workspace Study (2012).
- 2.5 The strategic status of the Airport and Business Park is recognised and well established in local policy and evidence studies through the Bournemouth, Dorset and Poole Structure Plan (2001), The Christchurch and East Dorset Core Strategy (Submission, 2013), the Bournemouth and Poole City Region – City Deal (2013), Bournemouth, Dorset and Poole Workspace Strategy (2008) and Bournemouth, Dorset and Poole Workspace Study Update (2012).
- 2.6 The plan area of Christchurch and East Dorset is significantly constrained by international environmental designations and Green Belt which limit options for development. Within the existing urban area of Christchurch, business parks have a high occupancy level of circa 95% with very limited land availability for new development. Therefore, the Airport Business Park performs a very significant role for Bournemouth, Dorset and Poole.
- 2.7 A City Deal - Expression of Interest was jointly submitted by the local authorities of Bournemouth, Dorset and Poole and the Dorset Local Enterprise Partnership. Bournemouth Airport Business Park and the Port of Poole are the focus of the Expression of Interest and key drivers for delivering economic growth and new jobs in South East Dorset. The Bournemouth and Poole City Region Deal expression of interest was approved by government on the 19th February 2012.
- 2.8 South East Dorset has significant employment growth potential which is constrained by a lack of sufficient available sites and existing sites are oversubscribed (Circa 95% occupancy). In this respect the area is not reaching its full potential for delivering economic growth and new jobs. The Bournemouth Airport Business Park is a large site which performs an important strategic role in delivering future growth for South East Dorset.

3 CONSULTATION AND ENGAGEMENT

- 3.1 Submission document SD5 sets out the process of extensive consultation that has been undertaken by the Council from Issues and Options to the Submission stage of the Core Strategy.
- 3.2 The consultation process has included focus groups concerning Bournemouth Airport from Issues and Options to the Pre Submission consultation. The community has also been extensively engaged and consultation has included the production of bespoke consultation leaflets for the Airport.
- 3.3 An Airport Advisory Group was established in 2007 in order to inform policy development for the Airport and Business Park through production of the Core Strategy and other related documents produced as part of the Local Plan. Members of the advisory group include key stakeholders that will be directly affected by airport policy and or involved in its implementation. The advisory group has met on a regular basis from the Issues and Options stage of the Core Strategy to the Pre Submission stage.
- 3.4 **Members of the Advisory Group include the following:**
Christchurch Borough Council, Bournemouth Borough Council, Dorset County Council, East Dorset District Council, Borough of Poole, Natural England, Manchester Airports Group, Environment Agency, Highways Agency, New Forest District Council, New Forest National Park Authority, Malmesbury Estate, Hurn Parish Council.
- 3.5 Manchester Airports Group has been actively engaged through every step in the preparation of the Core Strategy from the commencement of the Advisory Group in 2007 to the Submission of the Core Strategy.

4 POLICY BA2 STRATEGY FOR THE OPERATIONAL AIRPORT / STRATEGY FOR THE NORTHERN BUSINESS PARKS

The Airport Master Plan (2007) and Emerging Master Plan (2013)

- 4.1 Policy BA2 sets out the strategy for the operational airport and is consistent with the Airport's Master Plan (2007).
- 4.2 The 2007 Master Plan suggested that the Airport would be operating at 3 million passengers per annum by 2014/15. Following severe economic downturn projections have been substantially reduced. The current projection is for 700,000 passengers per annum by 2013/14. On this basis, the Airport is not currently planning to accelerate growth to a level which will undermine the principles set out in the 2007 Master Plan or the level of growth identified for the airport in the Core Strategy.
- 4.3 The Strategy for the Operational Airport set out in Policy BA2 and the Zoning approach in Policy BA3 is consistent with the Airport Master Plan and the future operational needs of the airport over the plan period.

The Emerging Airport Master Plan

- 4.4 Bournemouth Airport is currently in the process of preparing an updated master plan which will apply to the operational airport and the Airport Business Parks. Manchester Airports Group has confirmed that the revised master plan will not conflict with Policy BA2 of the Core Strategy in terms of the strategy for the Airport and Business Parks.
- 4.5 Consultation on the updated master plan is currently scheduled for the autumn of 2013.
- 4.6 MAG consider that the current Green Belt designation which applies to the operational airport is a business risk to achieving the strategy for the airport set out in Policy BA2 of the Core Strategy and the current airport master plan. The position of the Airport within the Green Belt places both the Airport and the Business Park at a competitive disadvantage. This is when compared to other UK airports which have had Green Belt boundaries amended to reflect the inherent dichotomy between promoting their growth and the purposes of Green Belt.

Deliverability of Strategic Transport Improvements

- 4.7 Dorset has received an allocation of £12.2M through the Local Growth Fund (Local Majors) which has been prioritised by the Dorset Local Transport Body. Of the transport improvements identified in Policy KS10 only the Bournemouth Airport Access (Chapel Gate and Hurn Roundabouts) is included in the LTB's top 6 priorities (in third place). But the LTB funding is not sufficient to fund it and the other top priorities. The other transport improvements identified in Policy KS10 are among the LTBs long term priorities post 2020, subject to future funding levels. Other sources of funding which have been secured for the delivery of transport improvements are set out below.
- **Dorset County Council Corporate Funding:**
£2.5M has been allocated towards B3073 improvements.
 - **Existing Developer Contributions:**
£900,000 has been secured to mitigate the impact of the new terminal building built to accommodate a forecast increase in passenger numbers (£100k has already been contributed.) The funding will be put towards the improvement of the B3073.
 - An agreement to pay £1.1M for the development of 42,000sqm of employment land at Aviation Business Park has been secured. The payment will be made in phases of £275,000 when certain development triggers are reached. This will contribute towards the improvement of the B3073 between Parley Cross and the A338.

Bournemouth and Poole City Deal

- 4.8 City Deal provides a good opportunity to provide all the B3073 and A338 improvements identified in KS10 and bring forward development over a much shorter timescale than currently set out in the Core Strategy. A successful City Deal bid provides urban areas with a condensed 10 year allocation of major scheme funding within the next 5 years. Christchurch and East Dorset Councils, Borough of Poole, Bournemouth Borough Council and Dorset County Council have worked together to draw up a City Deal bid for Bournemouth to bring forward economic growth through the provision of employment at Bournemouth Airport & Business Park and at the Port of Poole. The case has been made that delivery of the employment land requires funding for transport infrastructure to come forward along the A338 and B3073 and around Poole Bridge. The bid has been accepted and the government will now work closely with the authorities to develop the proposals in more detail and to negotiate a final deal. The government aims to complete deals with the selected twenty cities over the next year.

Government Maintenance Funding

- 4.9 The government has recently announced that a new maintenance funding pot is likely to be created. The A338 maintenance scheme funding could be bid for through this process which would free up LTB funding to be redirected towards other transport schemes.

Site Specific Agreements and Transport Improvements

- 4.10 Developers of employment land at the airport and business park will deliver those transport improvements required for the development to go ahead under Section 38 and Section 278 agreements. They will pay Section 106 towards other improvements such as B3073 and A338 junctions which the development will impact upon. The phasing of development will determine the delivery of infrastructure or the payment of contributions towards its delivery. Christchurch Borough Council will work closely with the Highway Authority and developer to create a delivery and payment programme.

Future funding from other development across Christchurch

- 4.11 Direct impacts will be mitigated through site specific agreements and wider cumulative impacts for example along the B3073 and A338 corridors, will be mitigated in the short term through the South East Dorset Transport Contributions Scheme and once adopted, through the payment of CIL. Developers of employment land at the airport will not pay CIL, however other CIL paying development across Christchurch will pay towards B3073 and A338 improvements. Christchurch and East Dorset Councils have a draft CIL regulation 123 list which contains the B3073 and A338 improvement schemes. This list will contain schemes or scheme elements not being paid for through site specific agreements to avoid double counting.

Land Ownership and Delivery of Transport Improvements

- 4.12 Some of the land needed for the delivery of the identified highways improvements is third party land and a good proportion of it is owned by the Malmesbury Estate. Discussions have taken place with Dorset County Council, Christchurch Borough Council and Malmesbury Estate regarding the delivery of transport improvements that affect land within the Estate's ownership. Dorset County Council and Christchurch Borough Council met with Malmesbury Estate on the 17th January 2013 to discuss detailed proposals for Hurn Roundabout and held broad discussions concerning other proposals for the B3073. The DCC legal executive met with Anthony Fortescue on the 25th January 2013 regarding acquisition of Malmesbury Estate land. Consultation events have also been run regarding proposals for Hurn Roundabout on the 29th and 30th January. Further discussions regarding land acquisition will be undertaken as appropriate regarding detailed schemes.

Local Transport Plan 3 – Local Transport Hub

- 4.13 Local Transport Plan 3 sets out provision for a transport hub / interchange at Bournemouth Airport. Dorset County Council envisage that this is likely to comprise two or three high quality bus shelters and improved information for passengers within terminals concerning bus departure times to a wide range of destinations. This would include provision of Real Time Passenger Information within the terminals and at bus shelters. It will also allow for improved cycle and pedestrian facilities to access the business parks. Dorset County Council has confirmed that this can be provided within the current airport boundary.
- 4.14 The highway authority, bus operators and the airport will need to work together to improve passenger waiting facilities and increase the range of destinations and frequency of bus services serving the site. Policies BA1, BA2 and paragraph 7.17 of the Core Strategy confirm the support of the Councils for the delivery of this type of transport improvement identified in the LTP.

Environmental Impact

- 4.15 The Core Strategy Habitats Regulations Assessment identified uncertain impact for the transport improvements in KS9 and KS10. However, it is acknowledged that The Core Strategy sets out that the strategic improvements identified in Policy KS10 and the proposals for new walking and cycling routes set out in Policy KS9 will not involve the loss of European designated habitats. In particular improvements to Blackwater Junction should be designed to avoid encroaching onto Town Common SSSI and new walking and cycle paths should be routed to avoid any fragments of the heathland sites and the River Avon sites.
- 4.16 It is also stated in the Habitats Regulations Assessment that the Core Strategy is able to provide mitigation through Strategic Objective and Policies ME1 and ME2.

- 4.17 At its closest point the New Forest National Park lies less than 3km to the east of the Airport. The Core Strategy (Policy BA1) acknowledges that growth of the operational airport and the business park must include the consideration of possible impacts on the adjacent National Park and the delivery of the two statutory National Park purposes.

Floodrisk

- 4.18 Christchurch Borough Council has undertaken a Level 2 Strategic Flood Risk Assessment (2009) which covers the Airport and Business Park. Areas of the Business Park are affected by flood zones 2 and 3a which takes into account the impact of climate change to 2086. A site wide flood management strategy has been prepared by Manchester Airports Group in consultation with the Environment Agency as part of the recent outline consent for 42,000sqm of employment development at the airport business park. This enables the quantum of development identified in the outline consent to come forward sustainably. Further work will be required to extend that mitigation to allow for a greater quantum of development to come forward.

Economic Evidence

- 4.19 The Economic Study of Development Land at Bournemouth Airport (2008, NLP) has informed the strategy for the Airport Business Park in Policy BA2 and provides a robust and market facing assessment of future investment potential. This study is supported by Manchester Airports Group.
- 4.20 The Workspace Study (2012) has informed the quantum of development to come forward in the Airport Business Park identified in Policy BA2 and Policy KS5 of the Core Strategy. This study was jointly prepared by the authorities of Bournemouth, Dorset and Poole and is supported by the Dorset Local Enterprise Partnership. The study has been endorsed by all the Dorset authorities with the exception of Bournemouth Borough Council.

Employment Land Requirements and Airport Land

- 4.21 There is no requirement for additional employment land for B1, B2 and B8 uses that are not consistent with Policy BA2 to be provided opposite the terminal buildings or outside the airport business park boundary.
- 4.22 Policy KS5 of the Core Strategy identifies 80ha of employment land to contribute towards the overall projected need for the Bournemouth and Poole SSCT identified in the Bournemouth, Dorset and Poole Workspace Study (2012). This level of provision far exceeds the amount that would be required for Christchurch and East Dorset on a district level. Employment sites identified in Christchurch and East Dorset as part of Policy KS5 exceed the 80ha that is required by the policy.
- 4.23 Thirty hectares of employment land has been identified to come forward at the Airport Business Park over the plan period. There is potential for a further development (over and above the Core Strategy 30ha) to come forward at the

Airport Business Park during the plan period in connection with the City Deal proposals for Bournemouth and Poole. This assists with comprehensively addressing projected employment land requirements for the Bournemouth and Poole SSCT as set out in the Workspace Study (2012).

5 REMOVAL OF THE OPERATIONAL AIRPORT FROM THE GREEN BELT

- 5.1 Policy BA2 and Policy BA3 of the Core Strategy set out the policy framework for removal of the operational airport from the Green Belt.
- 5.2 There are exceptional circumstances for the removal of the Airport from the Green Belt which include, in no order of priority:
1. The Green Belt designation is a constraint to the sustainable growth of the airport and an amendment will help facilitate the delivery of Core Strategy Policies BA1, BA2 and the Airport Master plan.
 2. The proposal will facilitate the implementation of Aviation Policy Framework.
 3. Bournemouth Airport will be in a more flexible position to respond positively to the conclusions of the Davies Commission making the best use of runway capacity and contributing towards the national strategy for meeting the UKs international connectivity needs and achieving sustainable economic growth.
 4. The need to amend the Green Belt boundary at Bournemouth Airport was established through the evidence and debate established through the preparation of the South West Regional Spatial Strategy and the Future of Air Transport White Paper. This evidence remains valid even though these documents now have no formal status.
 5. The Bournemouth, Dorset and Poole Structure Plan confirms the strategic status of the airport and supports long term employment growth at the airport.
 6. The strategic role of Bournemouth Airport in contributing towards growth of the sub region and improving international connectivity is identified by the Dorset Local Enterprise Partnership.
 7. The Bournemouth and Poole City Deal expression of interest has been approved by government. The City Deal proposals seek to unlock the growth potential of Bournemouth Airport and Business Park.
 8. A precedent has been set on a national basis whereby a number of airports have been taken out of the Green Belt in facilitating growth and the implementation of national policy.

Impact of Policy BA2 / BA3 on the Green Belt

- 5.3 Policy BA3 sets out a zoning approach to limit the extent of built development and the operational airport to specific areas identified for uses that will preserve a sense of openness from adjoining Green Belt. The proposed amendment to the Green Belt boundary also makes provision to maintain a buffer between the airport boundary and the Moors River SSSI and avoids potential adverse impacts on Hurn Village and Conservation Area.
- 5.4 Manchester Airports Group, Dorset Wildlife Trust and Hurn Parish Council are supportive of the zoning approach set out in Policy BA3. At Pre Submission stage Hurn Parish Council objected to the proposed amendment to the Green

Belt boundary at the Airport. However, should the policy be approved, the Parish Council is supportive of the zoning approach set out in Policy BA3 that will preserve a sense of openness from adjoining Green Belt. Manchester Airports Group and NATS supportive of the proposed boundary change. Natural England and Dorset Wildlife Trust have not raised objections to the proposed boundary change. Natural England, Dorset Wildlife Trust and Hurn Parish Council support the maintenance of the existing buffer zone to the Moors River SSSI.

THE NATS SITE

- 5.5 The NATS site is included within the land (Area B) identified for removal from the Green Belt in Policy BA2 and BA3. The site provides a major redevelopment opportunity for uses that are consistent with Core Strategy Policy BA2 and the future operational requirements of the airport.

6 MANCHESTER AIRPORTS GROUP AND MALMESBURY ESTATE POSITION

- 6.1 A small number of meetings have been held over a number of years between M.A.G and the Malmesbury Estate as neighbouring landowners to discuss matters relating to both Airport development and Master Planning and The Estate's (and assorted promoters') development aspirations. These meetings have not resulted in any specific agreements regarding shared development goals or approaches between the parties. The Airport Company has consistently stated that it has sufficient land to be able to cater for the long term development of the operational airport and the business parks.

Appendix A: Schedule of Proposed Changes not Agreed

The Malmesbury Estate (Represented by Peter Weatherhead, DTZ).

Proposed Change:

- 3.3 The Malmesbury Estate has been afforded very limited involvement in this group. DTZ has stated that they are the only advisor to represent the Estate during the Core Strategy process. DTZ request that reference to Turley Associates and Williams Lester Rchitects should be deleted because they represented a company called Sutton Overseas Holdings and not Malmesbury Estates and were not involved in the Core Strategy process.

Council Response:

The Malmesbury Estate has attended the Airport Advisory Group since it was formed and has been afforded the same opportunity for involvement as any other stakeholder on the group. Focus Groups have been run for the airport as part of consultation on the Core Strategy. (Examination Document SD5 sets consultation undertaken for the airport at each stage which has included one to one meetings with Malmesbury Estates). Malmesbury Estates has been invited to the Advisory Group since 2007 and the following individuals attended on behalf of Malmesbury Estates:

- Stephen Johnson (Williams Lester Architects on behalf of Malmesbury Estates)
- Stuart Irvine (Turley Associates on behalf of Malmesbury Estates)
- Peter Weatherhead (DTZ, on behalf of Malmesbury Estate)
- Gerald Alliison (DTZ on behalf of Malmesbury Estate)

Proposed Change:

- 4.12 No discussions have taken place with the Estate over acquisition of the land and therefore there can be no certainty over implementation of the proposed works. Indeed, compulsory purchase may ultimately be required although the Council has not sought authority for use of CPOs.

Council Response:

Dorset County Council and Christchurch Borough Council met with Malmesbury Estate on the 17th January 2013 to discuss detailed proposals for Hurn Roundabout and broad discussions concerning other proposals for the B3073. The DCC legal executive met with Anthony Fortescue on the 25th January 2013 regarding acquisition of Malmesbury Estate land. Consultation events have also been run regarding proposals for Hurn Roundabout on the 29th and 30th January. Further discussions regarding land acquisition will be undertaken as appropriate regarding detailed schemes.

Proposed Change:

- 4.13 This suggestion would need to be rationalised as it is not consistent with policy LTP-H4 which refers to the proposed facility as strategic infrastructure provision incorporating park and ride.

Council Response:

The description of the Local Transport Hub has been provided by Dorset County Council. The LTP policy does not state that a park and ride facility will be provided at the airport.

Proposed Change:

- ~~4.21 There is no requirement for additional employment land for B1, B2 and B8 uses that are not consistent with Policy BA2 to be provided opposite the terminal buildings or outside the airport business park boundary.~~

Council Response:

The Council disagrees with this proposed amendment. The NATS site is currently located within the Green Belt and outside of Bournemouth Airport's master planning area. This site is not required to meet the employment land requirements identified in Policy KS5 of the Core Strategy which have been informed by the Bournemouth, Dorset and Poole Workspace Study (2012, ED43). The site is included within Policy BA3 (Zone B) as suitable for uses set out in the Strategy for the Airport in Policy BA2.

Land outside of the existing airport boundary identified by Malmesbury Estate is not required to meet projected employment land requirements identified in Core Strategy Policy KS5. Manchester Airports Group has also confirmed that this land is not required in relation to airport operational requirements. On this basis, there is no need or exceptional circumstances to consider land outside the Airport's master planning boundary for employment development.

Proposed Change:

- 4.22 This level of provision ~~far~~ exceeds the amount that would be required for Christchurch and East Dorset on a district level. However, the employment land at Bournemouth Airport is strategically important and is needed to fulfil a sub-regional need.

Council Response:

The new sentence is not required as it repeats paragraph 2.4 and 4.23.

Proposed Change:

- 5.4 Manchester Airports Group, Natural England and Hurn Parish Council are supportive of the zoning approach set out in Policy BA3. The Malmesbury

Estate strongly opposes this approach as being unjustified and inconsistent with the NPPF. Natural England and DWT is supportive of the proposed boundary change and the maintenance of an appropriate buffer zone to the Moors River SSSI.

Council Response:

A zoning approach has been applied to the areas of the airport proposed for removal from the Green Belt which provides an added clarification 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.

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.

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. 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.

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.

Proposed Change:

~~MANCHESTER AIRPORTS GROUP AND MALMESBURY ESTATE POSITION~~

~~6.1—Meetings between Manchester Airports Group and Malmesbury Estate have taken place but the Council has not been party to these. The Council anticipates that a record of these meetings can be agreed as an annex to this statement.~~

Council Response:

The SOCG has been amended to reflect the outcomes of meetings and correspondence between Manchester Airports Group and Malmesbury Estate as confirmed by MAG. However, Malmesbury Estate has stated that there has only been one meeting with MAG and that MAG did not respond to other requests to meet.

NATS (Represented by Luken Beck)

Proposed Change:

Para 4.10/4.11 that any development of employment land at the airport or business park (and outside) will pay S106/CIL obligations towards the improvement highways and junctions because the redevelopment of the NATS site is unlikely to materially affect those issues beyond the established level of development and use of the site. The NATS site should only be subject to such obligations to the extent that future redevelopment might exceed current floorspace.

Council's Response:

Paragraphs 4.10 – 4.11 are still appropriate with regard to the requirement for site specific agreements necessary to enable development to go ahead and S106 contributions towards B3073 and A338 junctions which development will have an impact upon. This is appropriate to apply to the Airport and Business Park site as a whole.

Proposed Change:

Paras 4.19 – 4.23 concerning the economic assessment and employment land requirements; the Statement does not recognise that the redevelopment of this brownfield site for employment purposes is in accordance with NPPF policy and the national (and local) economic growth agenda and may take place in advance of other airport proposals due to the fact that the building is vacant and on the market. The NATS site provides an immediate redevelopment opportunity for uses now included in draft policy BA2. However, in addition, the NPPF framework encourages the sustainable redevelopment of brownfield land for a viable package of appropriate uses, which in this case would be considered to include wider employment uses given the existing constraint on economic growth in south east Dorset caused by the lack of sufficient available employment sites (Common Ground para 2.8).

Council's Response:

The NATS site is currently located within the Green Belt and outside of Bournemouth Airport's master planning area. This site is not required to meet the employment land requirements identified in Policy KS5 of the Core Strategy which have been informed by the Bournemouth, Dorset and Poole Workspace Study (2012, ED43). The site is included within Policy BA3 (Zone B) as suitable for uses set out in the Strategy for the Airport in Policy BA2. There is no need or exceptional circumstances to consider land outside the Airport's master planning boundary for employment development that is not consistent with Policy BA2.

Bournemouth Borough Council and the Borough of Poole

Proposed Change:

- 2.2 The Airport site incorporates a major employment site of strategic significance for Bournemouth, Dorset and Poole which comprises 80ha of employment land with approximately 60ha remaining for development. Development of the remaining 60ha for ~~office and industrial uses~~ will create in the region of 8,100 jobs and an additional 4,370 jobs generated elsewhere in the economy. The close linkages between the Airport and the Business Park enable the growth of business activity which requires an airport / airside location, such as aviation related industries.

Council Response:

The Councils object to this proposed change as the existing wording reflects the uses set out in Policy BA2.

Proposed Change:

- 4.20 However Bournemouth Borough Council and the Borough of Poole have objected to Policy BA2 particularly to the promotion of 'significant' land for the 'financial and business services and the ICT sectors'. Such development could adversely impact on the vitality and viability of office development and the wider economy in Bournemouth and Poole town centres. In accordance with the adopted Core Strategies for Bournemouth and Poole such uses will be more appropriately and sustainability located in the town centres.

Council Response:

The Council disagrees with this proposed amendment. 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 or Poole town centres.

Proposed Change:

- 4.23 Thirty hectares of employment land has been identified to come forward at the Airport Business Park over the plan period. There is potential for a further development (over and above the Core Strategy 30ha) to come forward at the Airport Business Park during the plan period in connection with the City Deal proposals for Bournemouth and Poole. This assists with comprehensively addressing projected employment land requirements for the Bournemouth and Poole SSCT as set out in the Workspace Study (2012) although Bournemouth and Poole Borough Councils have expressed concern about the types of office uses being promoted at the airport, considering these being better located in town centres.

Councils Response:

The Council objects to this proposed change. The modest proportion of office development set out in Policy BA2 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.