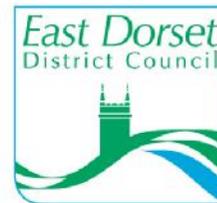


Core Strategy

05 Bournemouth Airport and Business Park Background Paper

Pre-Submission Consultation
2nd April – 25th June 2012



Prepared by Christchurch Borough Council and
East Dorset District Council

April 2012

1 Introduction 2

2 Formation of Pre Submission Options 3

3 Pre Submission Options 64

1 Introduction

1.1 This background paper is one of a number of papers produced as part of the Christchurch and East Dorset Local Development Framework (LDF) to inform the Pre – Submission Core Strategy. This particular paper sets out the refinement of policy options for the Core Strategy Bournemouth Airport and Business Parks chapter following consultation undertaken between October 2010 – Jan 2011 on the Core Strategy ‘Options for Consideration’ document.

1.2 Preparation of the Pre - Submission Core Strategy Bournemouth Airport and Business Parks chapter has involved consideration of the following:

- National and local policy;
- Core Strategy ‘Options for Consideration’ consultation and ongoing engagement;
- Sustainability Appraisal, Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment;
- The Local Development Framework Evidence Base;
- Infrastructure delivery and viability.

1.3 This background paper also identifies, where appropriate, strategic infrastructure requirements to support the policy approach for the airport and surrounding area in the Core Strategy. These infrastructure requirements will also feed into the Core Strategy infrastructure delivery plan and preparation of the Community Infrastructure Levy Charging Schedule.

1.4 This paper should be read in conjunction with the following key issue papers prepared in refining Core Strategy options from initial issues and options consultation undertaken in March 2008 to the ‘Options for Consideration’ consultation undertaken from October 2010 – January 2011.

- **Key Issue Paper: 01 The Key Strategy**
- **Key Issue Paper: 08 Transport and Access**
- **Key Issue Paper:12 Bournemouth Airport and Business Park**

2 Formation of Pre Submission Options

2.1 This section provides a critical assessment of the options put forward for consultation in the Bournemouth Airport & Business Parks chapter of the 'Options for Consideration' Core Strategy and establishes the policy approach to be adopted in the Pre – Submission Core Strategy. The assessment process examines the consultation response received to the 'Options for Consideration' document and key issues arising from this engagement process. The formation of Pre – Submission policy options also considers any recent changes in national policy and updates to the evidence base which supplements the policy and evidence review undertaken within the key issue papers listed in the introduction. The assessment also takes into account key conclusions of the sustainability appraisal, habitats regulations assessment, health impact assessment and equalities impact assessment undertaken for the 'Options for Consideration' Core Strategy. The proposed Pre Submission policy options for the Bournemouth Airport & Business Parks chapter are set out in section 3 of this paper.

Issue and Options Identified in 'Options for Consideration' Core Strategy:

2.2 Issue: What should the vision and strategy be for Bournemouth Airport and its northern business parks?

Preferred Option BA 1

Vision for the airport as a whole

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.

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 and green technology to increase opportunities for higher skilled employment.

The airport will utilise its extensive high quality airside access, to encourage further growth in the aviation and aviation related business sectors.

This growth will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and adopting adequate mitigation and avoidance of environmental impacts.

Strategy for the operational airport:

The operational airport will develop new passenger facilities, and associated infrastructure in line with the adopted Bournemouth Airport Masterplan (May 2007), to include:

- New passenger departure and arrivals terminal facilities, including enhanced retail and catering.
- Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.
- Public and staff car parking.
- Public transport facilities and enhanced services.
- Other facilities for general aviation.
- Cargo facilities, including bonded warehousing and associated infrastructure.
- Operational infrastructure including runways, taxiways and enhanced apron facilities.
- Emergency services facilities.
- Aircraft fuelling and storage.
- Navigation safety and aircraft control facilities and aids.

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 Option BA3 below).

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.
- Landside retail & catering facilities.
- Car rental services.
- Training centres for airlines and related services.
- Petrol filling stations.
- Maintenance facilities.

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:

A zonal approach should be adopted for the northern business park. The types of business activity to be directed to these zonal areas will be consistent with the most up-to-date and robust evidence.

Current economic assessments identify a need for the following zones:

- High value industrial / low value industrial (High Proportion)
- Offices / R&D (Modest Component)
- Aviation (Situated with airside access where required)

Current 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
- Recycling / environmental industries

Non B class employment uses which create high quality employment opportunities and contribute to raising levels of economic productivity will be encouraged in the North West Business Park.

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:

- On site service uses at an early stage to be attractive to office and high quality occupiers
- Convenience retail
- Restaurant
- Banking
- Amenity space
- Conference and leisure facilities.

Alternative Preferred Option BA 2

As Option BA1 with the inclusion of design standards applied to the zonal areas in order to influence the type of business activity locating in the business park.

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option BA1	47	16	5	68

Option	Support	Object	No Opinion	Total
Alternative Preferred Option BA2	15	12	5	32

Table 2.1

2.3 Simplified Airport Vision included in Christchurch Courier Pullout (October 2010)

2.4 As part of the Core Strategy 'Options for Consideration' consultation the Council produced a pullout consultation leaflet in the Christchurch Courier which contained summarised versions of the Core Strategy and airport vision. The summarised airport vision is set out below and covers the 'Vision for the Airport as a whole' which includes the first 4 paragraphs of Core Strategy option BA1.

Christchurch Courier Consultation Response

What should the vision be for Bournemouth Airport - do you agree or disagree with the following elements?		Agree	Disagree
2A	Bournemouth Airport will develop as a flagship regional airport serving the South East Dorset sub region with new passenger facilities and associated infrastructure in line with the Bournemouth Airport Masterplan (2007).	290	60
2B	The Council will work with the airport to support the development of new routes and services to business and leisure destinations.	302	48
2C	The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local economy. This will include the potential to attract growth industries that provide skilled job opportunities.	331	18
2D	The airport will encourage further growth in the aviation and aviation related business sectors.	289	60
2E	This growth will be achieved acknowledging and respecting the environmental constraints which exist around the airport.	312	40

Table 2.2

2.5 Manchester Airports Group: (Options BA1 & BA2)

- General support for airport vision.
- Zonal approach for business park needs clarification and how it will inform planning decisions. The Bournemouth Airport Aviation Park Planning Framework and Spatial Strategy to Guide Redevelopment (2007) is supporting evidence for a zoning approach.
- MA object to option BA2 and believe that this would be a too prescriptive approach for the development of the business park.
- Refer to the fact that there is the opportunity to 'redevelop' 59ha.
- The impact of airport and business park growth on air quality and sensitive habitats needs to take into account monitoring the airport is undertaking in conjunction with Natural England and the impact of background growth of other developments.
- There needs to be reference of the airport's commitment to be carbon neutral for specific aspects of its operation.
- The Airport's masterplan 2007 and the Bournemouth Airport Aviation Park Planning Framework 2007 need to be cited as evidence.
- In allocating land at the airport the sequential test has already been demonstrated and there is no other reasonable available land to accommodate the development. The conclusion must be that the exception test should be used and that the types of development likely to be located in the business parks fit into the less vulnerable category.

2.6 Response

2.7 Option BA1 sets out the requirement for 3 broad zones of activity which include:

1. High value / industrial / low value industrial (High proportion)
2. Office / R&D (Modest Component)
3. Aviation (Situated with airside access where required)

2.8 The 2011 planning consent for 42,000sqm of new employment development at the north west business park for B1, B2 and B8 development will bring forward a mix of employment uses across the north west business park which will not be consistent with a formal zoning approach. MAG have stated that a formal zoning of the business park at this stage is not appropriate as the achievement of zoning may displace existing businesses. It is possible to have a range of employment uses co-located across the business park without adversely affecting market attractiveness. It is therefore, considered that a formal zoning approach will not be adopted except for the reservation of airside locations for aviation uses that require airside access.

2.9 The use of design standards set out in BA2 is intended to direct higher order employment uses to zones of the business park where higher design standards may apply. This approach is intended to influence the location of different forms of business activity without being too prescriptive on employment uses. However, if this approach is considered too commercially restrictive it can be excluded from the vision.

2.10 Monitoring undertaken by the airport in conjunction with Natural England will inform the detailed strategy for the airport to avoid adverse environmental impacts and the provision of appropriate mitigation measures where necessary. The Core Strategy will assess the impact of airport growth and background growth on sensitive habitats surrounding the airport.

2.11 The vision can be amended to include aspirations for working toward carbon neutrality line with national programmes.

2.12 The business park has been allocated in the adopted Christchurch Local Plan (2001) and is a strategic allocation in the 'Options for Consideration' Core Strategy. The airport business park is also a key employment land resource required to contribute towards the requirements of the Bournemouth and Poole housing market area.

2.13 In terms of the PPS25 sequential approach there is a lack of alternative employment sites in low flood risk areas to meet future employment land requirements. Therefore, the strategic allocation of the business park in the Core Strategy has adopted a sequential approach in accordance with PPS25. However, a sequential approach will need to be demonstrated within the business park itself for the purposes of new development. It is recognised that the Airport has prepared a flood mitigation strategy with the involvement of the Environment Agency which will reduce the extent of flood risk affecting the business park and will provide greater flexibility for the location of development.

2.14 Bournemouth Borough Council

2.15 Bournemouth Council raise concerns about significant office, hotel, conference and leisure development at the airport business park and potential impact on the vitality and viability of Bournemouth town centre. There is particular concern about levels of office, financial and business services and ICT development. Financial and business service sectors and ICT should not be identified as appropriate uses for the airport business park. Hotel accommodation should be of a scale and function that does not impact on the vitality and viability of existing proposed hotel stock in Bournemouth. The scale of conference and leisure facilities should be solely for and ancillary to companies at the airport.

2.16 Response

2.17 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.

2.18 New Forest District Council

2.19 In supporting the growth of the airport NFDC has identified the need for a direct link to the A338 spur road and for improved public transport to the airport to minimise the impact on the western part of the New Forest District.

2.20 Response

2.21 The A338 link road is identified in Option BA8 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 option will not now be pursued further in the Core Strategy. Improvements in public transport serving the airport and the business park form part of Option BA1.

2.22 The Highways Agency

2.23 A range of development options should be put forward reflecting alternative mixes of employment types on site. The proportion of employment uses has implications for trip generation and impact on the highway network.

2.24 Response

2.25 The strategy for the business park has been based on the employment mix identified in the Airport Economic Study (2008) produced by Nathaniel Lichfield and Partners which undertook a market facing assessment of the range of business activity that could be attracted to the airport. Manchester Airport's Group have also undertaken an economic assessment to inform their master planning for the business park and their findings are broadly in line with the NLP study. On this basis the preferred option reflects market conditions and provides flexibility to take account of the most up to date economic assessments of appropriate business activity. It is therefore considered that a substantially different development scenario is unlikely to come forward in view of the market assessment. The current consent for the business park is also broadly in line with the balance of employment uses identified through the evidence base. It is not considered necessary to undertake additional transport modelling on further development scenarios at this stage for the business park. Should further development proposals come forward for a significantly different employment mix over the plan period consideration will be given for the need to undertake additional assessment work.

2.26 The Environment Agency

2.27 A sequential approach should be implemented with all built development being located in areas of lower flood risk. If development is proposed in flood zones 3 and 2 then the sequential test will need to be demonstrated at the earliest possible stage.

2.28 Response

2.29 See comments above in response to Manchester Airports Group regarding the sequential approach.

2.30 Hurn Parish Council

- There should be a more up to date realistic approach to the proposed growth in passengers at the airport which may be 3 million passengers per annum, in line with the existing planning consent.
- Object to removal of further land within the airport boundary from the Green Belt with concerns that this will enable unrestricted commercial development with adverse impacts on Hurn.
- HPC are concerned that an out of town shopping centre will be created at the airport with adverse impacts on Christchurch town centre and increased levels of congestion.

- The priorities of Hurn Parish Plan (2010) should be taken into account in Core Strategy policies for the airport.
- The area which separates the Moors River SSSI and the village of Hurn from the Airport should remain as Green Belt. The Green Belt should be preserved around the village of Hurn.
- Development options for the airport should assess the impact of noise disturbance at West Parley and on employment development.
- The Government's intention to abolish the regional spatial strategy has implications for the amount of employment development required to come forward in the business park.

2.31 Response

2.32 Passenger Projections

2.33 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 will reflect this change in projected growth in the Pre Submission vision.

2.34 Green Belt

2.35 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.

2.36 The Department for Transport are currently consulting on the future of aviation policy in the UK through the publication of 'Developing a sustainable framework for UK aviation: Scoping document (March 2011).' The Government is intending to produce a sustainable framework for the UK aviation to replace The Future of Air Transport White Paper (2003). As a result of the consultation some elements of the White Paper may remain and with greater emphasis on addressing climate change and the environmental impacts of aviation. The scoping document aims to define the debate for developing long term policy for aviation and sets out a series of questions around aviation, the local economy and climate change.

2.37 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).

2.38 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)'.

2.39 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.

2.40 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.

2.41 Further discussion of the policy approach towards the Green Belt for the airport is set out under BA3.

2.42 Noise impacts on West Parley

2.43 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.

2.44 Master planning options currently being considered for the West Parley locate new housing development outside of the airport noise contour which minimises the impact of aircraft noise upon future development in this location.

2.45 Airport Employment Land Requirements

2.46 The amount of employment land required to come forward in South East Dorset was identified in the Bournemouth, Dorset and Poole Workspace Strategy (2008) prepared on behalf of local authorities by GVA Grimley. This study forms part of the Councils locale development framework evidence base to inform Core Strategies and Site Specific Allocation development plan documents and supersedes employment requirements set out in the draft

regional spatial strategy. The Workspace Strategy employment land projections for Bournemouth, Dorset and Poole are being updated in 2011 to reflect current economic circumstances. This will inform the employment land requirements for Christchurch and East Dorset Core Strategy which will also take into account how strategic sites such as the airport business park serve the needs of the wider South East Dorset sub region.

2.47 Natural England

2.48 More emphasis is required on accommodating and integrating the development within the high quality natural environment. Need focus on delivery of environmental aspects within airport boundary. Reference is required to integrating the preferred development with a high quality water environment.

2.49 The most significant factors that challenge delivery of the airport vision and sustaining and enhancing the natural environment are:

1. The configuration of business park development and landscaping with the designated heathland and riverine sites and, outside these sites, habitats supporting European protected species. NE suggest principles guiding this configuration need to be settled at an early stage.
2. The position and design parameters of the potential A338 link road.

2.50 The support of Natural England towards the strategy approach of the draft submission Core Strategy will be shaped by how adverse impacts to the natural environment are avoided, the delivery of mitigation, provision of compensation and realising enhancements where opportunities exist.

2.51 Response

2.52 There is scope to amend the vision to include more emphasis on accommodating and integrating the development within the high quality natural environment and on enhancing areas of environmental importance within the existing airport boundary.

2.53 Option BA1 sets out that airport growth will acknowledge and respect environmental constraints which exist around the airport and appropriate measures to avoid or mitigate environmental impacts will be adopted. More detail could be included within the vision setting out guiding principles for the consideration of development proposals and in integrating the development with the high quality water environment.

2.54 An ecologically acceptable route for the A338 link road has been established and assessed as part of the Airport Ecology Study (2008) and supported by Natural England. However, the link road scheme requires widening of the A338 north of Blackwater Junction involving direct habitat loss from a European site. The link road is also not financially deliverable during the plan period and will not form part of the preferred package of improvements to be included in the Pre Submission Core Strategy.

2.55 Natural England will be closely involved in agreeing the Core Strategy approach for avoiding and mitigating any adverse impacts on the natural environment associated with development proposals for the airport and business park.

2.56 Dorset Wildlife Trust (Options BA1 and 2)

2.57 DWT object to these options and state they need to have reference to protecting and enhancing the natural environment in addition to proposed mitigation measures.

2.58 Response

2.59 See comments above in response to Natural England comments which refer to more emphasis in the vision on enhancing the natural environment.

2.60 Royal Society for the Protection of Birds

2.61 Further growth of the airport should be limited on the basis that further expansion would significantly increase emissions of greenhouse gases through increased air transport and road traffic which may adversely affect European sites and contribute to climate change. The RSPB are unconvinced that mitigation measures set out in the Core Strategy will successfully address adverse impacts.

2.62 Response

2.63 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, Sustainability Appraisal and Habitats Regulations Assessment set out detailed mitigation measures to accompany new development. It will be possible to determine more specific measures to avoid / mitigate environmental impacts for the Pre Submission Core Strategy associated with a more specific development strategy and with confirmation of transport infrastructure improvements.

2.64 Malmesbury Estate

2.65 ME consider that their 34ha site to the east of the Airport entrance should be included within the airport vision. They contend that their site is less constrained for employment growth and for operational airport development.

2.66 Response

2.67 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.

2.68 Landscape and Planning Advisor Cranborne Chase & West Wiltshire Downs

2.69 Development options for Bournemouth Airport must consider the impact on the Cranborne Chase and West Wiltshire Downs AONB in terms of noise disturbance and environmental impact.

2.70 Response

2.71 This has been considered as part of the Bournemouth Airport Draft Noise Action Plan (see above).

2.72 Business Development Manager Bournemouth Transport Ltd

2.73 It is important to improve public transport services to the airport.

2.74 Chair Bournemouth Airport Transport Forum

2.75 The Airport Transport Forum supports developing sustainable modes of transport to the airport and the business park as a priority.

General issues raised through the 'Options for Consideration' consultation**2.76 Policy Basis to Support Airport Growth**

2.77 See comments above in relation to comments submitted by Hurn Parish Council.

2.78 Projections for Airport Growth / Emissions & Climate Change Impact

2.79 Concerns have been raised concerning the accuracy / appropriateness of projected growth in aircraft movements and passenger numbers and the impact of emissions.

2.80 Response

2.81 Bournemouth Airport have revised projections of for growth in passenger numbers with a current projection of 3 million passengers per annum by 2030 which is permitted by the 2007 airport terminal consent. Further assessment of the impact on air quality has been undertaken through the preparation of Local Transport Plan 3 and through the habitats regulations assessment for the Pre Submission Core strategy.

2.82 Airport Growth and Aircraft Noise / Night Flights

2.83 Responses were received relating to airport growth and the impact of aircraft noise on communities in the vicinity of flight paths.

2.84 Response

2.85 See response above in relation to the Airport's Draft Noise Action Plan (2009).

2.86 Improvements in public transport and access by sustainable modes of transport and highways improvements

- Further development at the airport and business park will have an adverse impact on congestion
- Prior to further development coming forward at the airport online improvements are required to the transport network.
- Improvements are required to bus services serving the airport and the business park and access by bicycle.
- Integrated public transport should be provided between the airport, Bournemouth and Christchurch.
- There should be consideration of a light railway service linking Poole, Bournemouth and Christchurch.

2.87 Response

2.88 The vision sets out a requirement for improvements to public transport services for the airport and business park. Bus services have been enhanced to the airport and a service is operating to the business park. Option BA6 - 8 set out alternative options for improvements to the transport network, the vision should be amended to set out a requirement for improvements to the network to accommodate growth of the airport and business park and growth in the wider area.

2.89 In accordance with PPS12 infrastructure options set out in the Core Strategy must be deliverable during the plan period. Light rail schemes are extremely expensive to implement and operate. In 2000 the cost of the South Hampshire Light rail scheme was estimated to be £170 million for the trams and 14km of track. The proposal failed in 2005 when the Government removed its support and share of the funding due to continually rising costs. It is largely due to these constraints that the following applies:

1. Potential routes for light rail have not been explored
2. The scheme is not a current aspiration of the transport authority and therefore does not appear in the SE Dorset Local Transport Plan
3. We have contacted Network Rail and they have stated that they do not have any plans to create such a link with their current route plan.
4. There is no regional policy support for a light rail link
5. No regional or national funding has been allocated to the scheme

2.90 For these reasons, a light rail link to the airport is not being developed and is not deliverable within the current plan period. Enhancements to traditional bus services are more appropriate in the South East Dorset area. Bus options are likely to offer the most cost effective, flexible routing solutions on most corridors. Providing dedicated road space and priority measures for buses allowing them to avoid areas of congestion, such as busy junctions, can greatly improve journey times and reliability without the need for expensive fixed rail based infrastructure.

2.91 Projected employment land requirements for the airport business park

2.92 Employment land requirements for the northern business parks are based on the 2008 Bournemouth, Dorset and Poole Workspace Strategy. There is concern that these projections do not reflect the change in economic circumstances since the study was produced.

2.93 Response

2.94 The 2012 Workspace Study update provides revised employment land projection figures which inform the level of employment development to come forward at the airport northern business parks and identified in the Core Strategy.

2.95 Business park employment mix

- The employment mix at the airport should not rely on aviation uses and should seek to attract a range of high technology uses.
- Professional pilot schools are an important use at the airport.

2.96 Response

2.97 The vision sets out that uses to be promoted at the airport should be based on the most robust up to date economic assessment which provides flexibility for changes in the economy over the plan period and does not place reliance on one sector. Aviation is an important sector that deserves specific mention within the vision for businesses that require airside access.

2.98 The Business Park and flood risk

- Why is development focused on the north west business park when this area is affected by floodrisk?

2.99 Response

2.100 For significant further development to come forward at the north east business park a link road is required to the A338 which is currently undeliverable due to lack of funding and associated direct habitat loss from A338 widening north of Blackwater Junction. As set out above a flood risk strategy for the north west business park is being established to enable employment development to come forward.

2.101 Impact on sensitive sites and biodiversity

- Development options for the airport need to consider any potential impact on important grasslands and the intrinsic biodiversity interest of these areas.

2.102 Response

2.103 This is noted and the vision will be amended to reflect opportunities for environmental enhancement on land within and adjoining the operational airport and business park.

2.104 Impact on Royal Mail premises at Bournemouth Airport

- Future development of the airport business park must not adversely affect Royal Mail operations.

2.105 Response

2.106 The Core Strategy does not include a detailed master plan for the airport business park and how this will affect Royal Mail operations. The strategy for the business park is to retain existing businesses and this is reflected in the 2011 consent for 42,000 sqm of new employment development at the business park.

2.107 Airport Advisory Group (05/11/10)

2.108 As part of the Core Strategy 'Options for Consideration' consultation a meeting of the Airport Advisory Group was held to discuss the consultation options. The Advisory Group comprises a range of stakeholders directly involved or affected by development options considered for Bournemouth Airport and the business park. General support was given for Option BA1. Malmesbury Estates stated that this vision should also include the removal of their 34ha site to the east of airport entrance to the Moors River from the Green Belt. This is discussed above.

Consideration of Evidence and Policy

2.109 Developing a sustainable framework for UK aviation (Scoping document)

2.110 The Government is currently undertaking consultation on the policy direction for aviation in the UK which is intended to be adopted by 2013. This consultation is a discussion document and policy direction has not yet been established. As such the Government has not set out the extent to which the policy approach set out in the 2003 White Paper will change and which aspects will form part of future policy.

2.111 The Airport vision remains consistent with the following key national policy and evidence:

2.112 National Policy

- The Future of Air Transport White Paper (2003) as confirmed by the 2006 Progress Report.

2.113 Evidence

- Bournemouth Airport Master Plan (2007)
- The Airport Ecology Study (2008)
- The Airport Economic Study (2008)
- RPS Burks Green Spatial Framework (2007)

2.114 Christchurch Strategic Flood Risk Assessment (2009)

2.115 Option BA5 currently sets out the priority constraints for the growth of the airport and business park. In setting out a sustainable framework for the future of the airport the vision should be amended to state that future development will come forward in accordance with the council's strategic flood risk assessment (level 2, 2009).

2.116 Airport Outline Planning Application (July 2011)

2.117 Planning consent has been given for 42,000sqm of new employment space at the north west business park to be phased over a 10 year period. At this stage it is not certain whether development over and above 42,000sqm will come forward over the plan period to 2028. The master planning approach for the application utilises parcels of land across the north west business park but does not involve comprehensive redevelopment as part of a zoning approach. This approach is necessary to ensure that existing businesses are not displaced which might occur through comprehensive redevelopment as part of a formal zoning approach. It is therefore proposed to amend the vision to remove reference to a strict zoning approach but to maintain the proposed balance of employment uses in accordance with the Airport Economic Study (2008, Nathaniel Lichfield and Partners) and further economic assessment undertaken on behalf of the Airport by Drivers Jonas (2009). Although the airport vision will not set out a formal zoning approach reference will remain to preserving air side locations of the business park for aviation businesses that require an air side location.

2.118 Bournemouth Airport Draft Noise Action Plan 'Report on Consultation and Responses' November 2009

2.119 Bournemouth Airport has produced a noise action plan in consultation with the local community and it is understood that the Airport has reached agreement with the Government on its approach. The vision will be amended to integrate the consideration of Aircraft noise currently set out in Option BA5.

2.120 Bournemouth, Dorset and Poole Workspace Study update 2012

2.121 The Workspace Study (2012) has updated employment land projections for the period 2011 - 2031 for Bournemouth, Dorset and Poole. This includes employment land projections for housing market areas and individual districts. The vision will be amended to set out the level of employment land required to come forward at the Airport business parks to contribute effectively to future requirements of the Bournemouth and Poole Housing Market Area.

'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option BA1	Alternative Preferred Option BA2
1) Protect and enhance habitats and species	Uncertain Impact	Uncertain Impact
2) Make sustainable use of resources	Positive Impact	Positive Impact
3) Minimise pollution	Uncertain Impact	Uncertain Impact
4) Climate Change	Uncertain Impact	Uncertain Impact
9) Support social cohesion and access to services	Strong Positive Impact	Strong Positive Impact

Relevant Sustainability Appraisal Objectives	Preferred Option BA1	Alternative Preferred Option BA2
12) Sustainable economic growth	Strong Positive Impact	Strong Positive Impact

Table 2.3

2.122 The impact of Option BA1 on environmental objectives is dependant upon the successful implementation of mitigation measures at a local and sub regional level. Comprehensive implementation of mitigation measures should result in nitrogen and water neutrality which will ensure no net increase in emissions or water abstraction.

2.123 Option BA1 is flexible to meet the changing needs of the economy as it provides flexibility to take account of the most up to date and robust economic assessments.

2.124 The strategy put forward in this option with accompanying transport infrastructure improvements will bring forward the level of employment development to meet the minimum projected employment land requirements over the plan period as identified in the Workspace Study (2012) and operational development at the airport in line with the existing terminal consent (2007). Additionally the range of employment uses identified in the vision will encourage the provision of a diverse range of employment based training opportunities to meet local need. From an economic perspective the strategy is sensitive to business requirements but restrictions in transport infrastructure that can be delivered during the plan period will affect the level of development that can come forward and opportunities for economic development.

2.125 Option BA2 has the potential to be the most sustainable option as the use of design policies will influence the location of different forms of business activity. This would remove the need to overly prescribe which business uses should locate in individual zones within the business park and this provides flexibility to changing market circumstances.

‘Options for Consideration’ Habitats Regulations Assessment

2.126 The 'Options for Consideration' HRA assessment concludes that as the exact location and type of development is uncertain it is not possible to determine precise impacts for options BA1 and BA2. The airport and business parks are located in close proximity to the Dorset Heaths and the New Forest and there is a risk of potential adverse impacts in terms of physical disturbance and the impact of light / noise. Mitigation measures are available through the use of good practice construction techniques and measures set out in the Bournemouth Airport Master Plan (2007). The Core Strategy also identifies mitigation measures through Objective 3; Objective 6; KS19, KS20 (AO) and ME7 from transport and energy generation, and minimising water usage within new developments. Overall, the assessment determined that options BA1 and BA2 may have significant effects on the integrity of at least one European site, although currently uncertain. Impacts will be further assessed through the Core Strategy Pre submission habitats regulations assessment to address these uncertainties.

‘Options for Consideration’ Health Impact Assessment

2.127 Options BA1 and BA2 promote access to the airport and business park by sustainable modes which has a positive impact on active travel and health.

2.128 There is uncertainty regarding how growth of the airport will increase emissions and the extent to which this will affect health. Further assessment on the impact of emissions will be undertaken at the Pre Submission stage of the Core Strategy.

2.129 Options BA1 and BA2 will assist in the creation of a significant number of employment opportunities.

‘Options for Consideration’ Equalities Impact Assessment

2.130 Options BA1 and BA2 will increase the amount of employment related development and the number of available employment opportunities.

Conclusions

2.131 Growth projections for the airport have been revised since the publication of the Airport Master Plan in 2007 downwards from 4.5 million to 3 million passengers per annum by 2030. The vision can be amended to set out this level of growth which is the current limit from the 2007 terminal application. The environmental impact of this level of growth has been tested in combination with wider growth in residential and commercial development across the sub region through the Core Strategy Habitats Regulations Assessment, Airport Ecological Study (2008) and Local Transport Plan 3 (2011) and as part of the environmental impact assessment for the 2007 terminal consent. The vision will set out the requirement to avoid adverse environmental impacts and provide mitigation where appropriate. The Pre Submission HRA assessment and Core Strategy implementation plan will set out detail of mitigation measures.

2.132 Option ME1 of the 'Options for Consideration' Core Strategy sets out criteria to be adhered to for proposals for new development at the airport which follows the principle of avoiding adverse impacts on designated sites of biodiversity or geological importance while also seeking to protect, maintain and enhance the condition of nature conservation sites through the development process. The vision can be amended to cross refer to option ME1 to make clear that opportunities for environmental enhancements within and adjoining the airport site will be pursued. Also in response to Natural England's comments the vision will be amended to state that new development will be integrated as part of the high quality water environment.

2.133 The 'Options for Consideration' SA assessment has recorded uncertain impacts for environmental objectives (1, 3 and 4) as this is dependant on successful implementation of mitigation measures. Mitigation measures will be refined through the confirmation of the pre submission development option and specific transport infrastructure scheme improvements. The amendments discussed above will improve the performance of the vision against these objectives.

2.134 The Habitats Regulations Assessment will also identify more specific impacts following the refinement of development and infrastructure options for the Pre Submission Core Strategy and this will inform a more detailed mitigation strategy. The Pre Submission options will be prepared in accordance with the HRA assessment to avoid direct habitat loss from European habitats and to ensure that nitrogen and water neutrality can be established. The HRA

at this stage does identify a range of mitigation measures and acknowledges the mitigation measures set out in Core Strategy strategic objective 3, 6, KS19, KS20 and ME7. As a result of the HRA assessment the combined scheme of the A338 link road and widening of the A338 north of Blackwater Junction have been removed from the Core Strategy.

2.135 Option BA5 currently sets out the constraints to the growth of the airport and business park in relation to floodrisk, road and air traffic emissions, habitats, traffic generation, aircraft noise, provision of public transport services / walking and cycling and landscaping. These factors can be positively integrated into the airport vision to set out the sustainable future for the airport and business park.

2.136 Option ME8 of the 'Options for Consideration' Core Strategy sets out the approach for sustainable commercial low carbon development. Option ME10 also sets out renewable energy standards for non residential development which would apply to the airport. The airport vision should be revised to cross reference these options and to reflect the approach to low carbon development for the operational airport. The Core Strategy will not set specific standards of sustainable construction for commercial development over and above the anticipated national programme for non domestic buildings.

2.137 Some objections were received to the proposal to remove the operational airport from the Green Belt as discussed above. There remains significant policy support for the sustainable growth of the operational airport which can be facilitated by removing land within the existing airport boundary from the Green Belt. The airport also performs a key strategic role in the economic growth of the sub region which provides exceptional circumstances for amendment to the Green Belt boundary. Manchester Airports also support this approach and Option BA3 in order to meet operational requirements. Future development proposals will still need to consider environmental impacts and the impact on Hurn Village and the openness of the Green Belt between the airport boundary and the Moors River.

2.138 The proposal for removal of 34ha of Malmesbury Estates land from the Green Belt is not required to meet the operational requirements of the airport as confirmed by Manchester Airports. Malmesbury Estate has not come forward jointly with Manchester Airports with a joint proposal for removal of the Green Belt in this location. There is also sufficient employment land which can come forward in the north west business park to meet projected requirements over the plan period and this land is already removed from the Green Belt. Therefore, the vision and Option BA3 will not be amended to include this land for removal from the Green Belt.

2.139 Option BA1 includes the provision of landside retail and catering facilities. The vision can be amended to refer to the provision of 'Airport related retail and catering' which places a level of restriction to prevent large scale retail development not directly associated with the airport which could lead to unsustainable travel patterns and adverse impacts on local town centres.

2.140 Option BA1 sets out a broad zoning approach with a high proportion of industrial, modest proportion of offices / R&D and aviation uses with airside access. The airport has now moved away from an approach for the business park involving comprehensive redevelopment and formal zoning. The airport's current master planning approach utilises a number of parcels of land across the north west business park for a range of uses which are predominantly B1c and B8 with a small proportion of office development. These uses are in accordance with the 2008 Airport Ecology Study (Nathaniel Lichfield and Partners) and further economic assessment undertaken by Drivers Jonas on behalf of the Airport in 2009. Comprehensive redevelopment of the business park and formal zoning is not currently possible as there is a wide mix of uses across the business park and existing businesses need to be retained. Aviation uses which require airside access will have preference for airside locations whilst other B1, B1c, B2 and B8 uses can be successfully co-located

as currently demonstrated by the business park. Recent development at the business park including Cirrus Court and City Link developments are representative of a good standard of commercial building design for different employment uses which is attractive to the market. These are also representative of the range of commercial uses that can be successfully co-exist. The vision for the business park can maintain the employment mix as set out but without the application of formal zoning.

2.141 The mix of employment uses and premises requirements contained in the vision reflects the market facing airport economic study undertaken by Nathaniel Lichfield and Partners and also the economic assessments undertaken by the airport as part of their master planning process. Therefore, it has not been necessary to put forward alternative mixes not required by the market.

2.142 Manchester Airports consider that the use of design standards for zonal areas in option BA2 is too prescriptive and that this may prevent businesses choosing to locate at the airport business park. Additionally through the airport's master planning process while some parcels of land will be redeveloped other existing businesses in older premises across the business park will be maintained. In order to retain existing businesses there will be a range in premises type and design quality across the business park. Over the plan period the design quality of premises will improve through the implementation of the business park consent for 42,000sqm of new business space and when the opportunity arises for the redevelopment of other sites / upgrading of premises. As such, design standards are not required to influence the location of 'higher order businesses and provide too high a level of prescription.

2.143 Option BA1 performs positively in terms of objective 12 (sustainable economic growth) in providing a flexible framework for growth of the business park. The discounting of design standards will provide greater flexibility and will improve performance against this objective.

2.144 Key Strategy Option KS13 currently sets out the level of employment development required to come forward over the plan period across Christchurch and East Dorset with a projected 15 - 30ha coming forward at Bournemouth Airport business park. The airport vision should be amended to set out the level of employment development that can come forward at the airport over the plan period. Manchester Airports Development Limited intend for 12 - 15 hectares to come forward between 2011 - 2021. Subject to transport infrastructure improvements a further 15 ha over and above the 2011 consent could come forward over the plan period to 2028.

2.145 Option BA1 identifies a range of uses that are ancillary to employment uses required to improve facilities available to businesses and their employees which enhances the attractiveness of the business park for investment. This scale of provision will not adversely affect Bournemouth and Poole town centres and this will remain part of the vision.

2.146 In terms of the key infrastructure required to support the vision the delivery framework is set out above. The implementation of off site transport infrastructure is discussed below as part of options BA6 - 8 which will be taken forward in the Key Strategy chapter of the Core Strategy alongside the identification of other key strategic schemes for Christchurch and East Dorset. The implementation of highways infrastructure improvements is critical to support further development coming forward at the airport and business park. This will be critical for a positive impact on SA objective 12 (sustainable economic growth).

2.147 As part of the 2011 airport business park application a detailed flood risk strategy has also been set out which includes flood storage and works to the water course running through the business park including environmental enhancements within the site. The vision will be amended as set out above to integrate the provisions of option BA5 and measures to address floodrisk.

2.148 The vision should also be amended to take into account the implementation of an area wide travel plan and the specific improvements in accessibility and sustainable travel this is achieving.

Infrastructure Requirements

2.149 Off site highways infrastructure improvements required to support the vision for the airport are set out under options BA6 - BA8. The main on site infrastructure requirements required to support the vision are set out below.

Operational Airport	Timing	Funding	Responsibility
New passenger departure and arrivals terminal facilities	<ul style="list-style-type: none"> Complete July 2011 	Manchester Airports	Manchester Airports
Administrative accommodation for airlines	<ul style="list-style-type: none"> Administrative resource for airlines will be enhanced as and when required. 	Manchester Airports	Manchester Airports
Car Parking Provision	<ul style="list-style-type: none"> Phase 1 of Airport master plan (2008) parking provision complete (adjoining existing main parking facility) Existing parking provision is currently being rationalised to the north of the southern sector. Phase 2 of additional parking provision adjacent to Parley Lane (as part of 2007 consent) will be brought forward when required. 	Manchester Airports	Manchester Airports

Operational Airport	Timing	Funding	Responsibility
Public transport facilities and enhanced services	<ul style="list-style-type: none"> Hourly service currently operating to airport. 6 times daily service currently operating to business park. Enhancements to services will be considered in accordance with the airport travel plan and subject to commercial viability. 	Manchester Airports	Manchester Airports
Other facilities for general aviation <ul style="list-style-type: none"> E.g. Facilities for flying schools, private and business aviation 	<ul style="list-style-type: none"> As and when required during the plan period. 	Manchester Airports / private businesses	Manchester Airports / private businesses
Cargo facilities including bonded warehousing and associated infrastructure	<ul style="list-style-type: none"> Facilities provided at the operational airport and business park when required during the plan period. 	Manchester Airports / private businesses	Manchester Airports / private businesses
Operational infrastructure including runways, taxiways and enhanced apron facilities.	<ul style="list-style-type: none"> Enhanced facilities in place to support passenger growth up to 3 million passengers per annum. Additional apron stands may be required as per the 2007 master plan if passenger growth exceeds 3 million per annum. 	Manchester Airports	Manchester Airports
Emergency services facilities	<ul style="list-style-type: none"> The airport fire station has been extended. No further improvements are planned. 	N/A	N/A

Operational Airport	Timing	Funding	Responsibility
Aircraft fuelling and storage	<ul style="list-style-type: none"> Fuel farm currently located in the north east sector. No plans for change in facility. 	N/A	N/A
Navigation safety and aircraft control facilities and aids	<ul style="list-style-type: none"> Improved airfield safety and navigational aids (CAT3 lighting) implemented as part of 2007 terminal consent. 	Manchester Airports	Manchester Airports
Development of hotel accommodation	<ul style="list-style-type: none"> During plan period at a point where there is critical mass of passengers and aircraft based at the airport. 	Manchester Airports / private businesses	Manchester Airports / private businesses
Airport related retail and catering facilities	<ul style="list-style-type: none"> There is existing capacity within the airport departures building. No current plans for landside retail provision. 	Manchester Airports / private businesses	Manchester Airports / private businesses
Car rental services	<ul style="list-style-type: none"> Currently operating 	Manchester Airports / private businesses	Manchester Airports / private businesses
Training centres for airlines and related services	<ul style="list-style-type: none"> Pilot and crew training facilities currently at northern business park. Facilities may expand as requirements dictate over the plan period. 	Manchester Airports / private businesses	Manchester Airports / private businesses
Petrol filling stations	<ul style="list-style-type: none"> No current plans for provision but may be required during the plan period. 	Manchester Airports / private businesses	Manchester Airports / private businesses

Operational Airport	Timing	Funding	Responsibility
Aviation Maintenance facilities	<ul style="list-style-type: none"> To be provided as and when required over the plan period. 	Manchester Airports	Manchester Airports

Table 2.4

Airport Business Park	Timing	Funding	Responsibility
Flood risk infrastructure		Manchester Airports	Manchester Airports / Environment Agency
On site service uses	To be delivered as part of the 2011 business park application for 42,000sqm of new employment space (2011 - 2021)	Manchester Airports / Private Business	Manchester Airports / Private Business
Convenience retail			
Restaurant			
Banking			
Amenity space			
Conference and leisure facilities			

Table 2.5

Airport Employment Land Phasing 2011 - 2031

2.150 The following employment land phasing has been identified for the airport business park in consultation with Manchester Airports Group and Dorset County Council. This phasing programme has been used as part of the 2011 update of the Bournemouth, Dorset and Poole Workspace Study.

Site	Employment Uses	Total size	Available Land	Phasing 2011 - 16	Phasing 2016 - 21	Phasing 2021 - 26	Phasing 2026 - 31	Total 2011 - 31
North West Business Park	B1, B2, B8	74.5ha	38ha	7.5ha	7.5ha	4.5ha	4.5ha	24ha
North East Sector	B1, B2, B8	63.1ha	20ha	0ha	0ha	4.5ha	4.5ha	9ha

Table 2.6

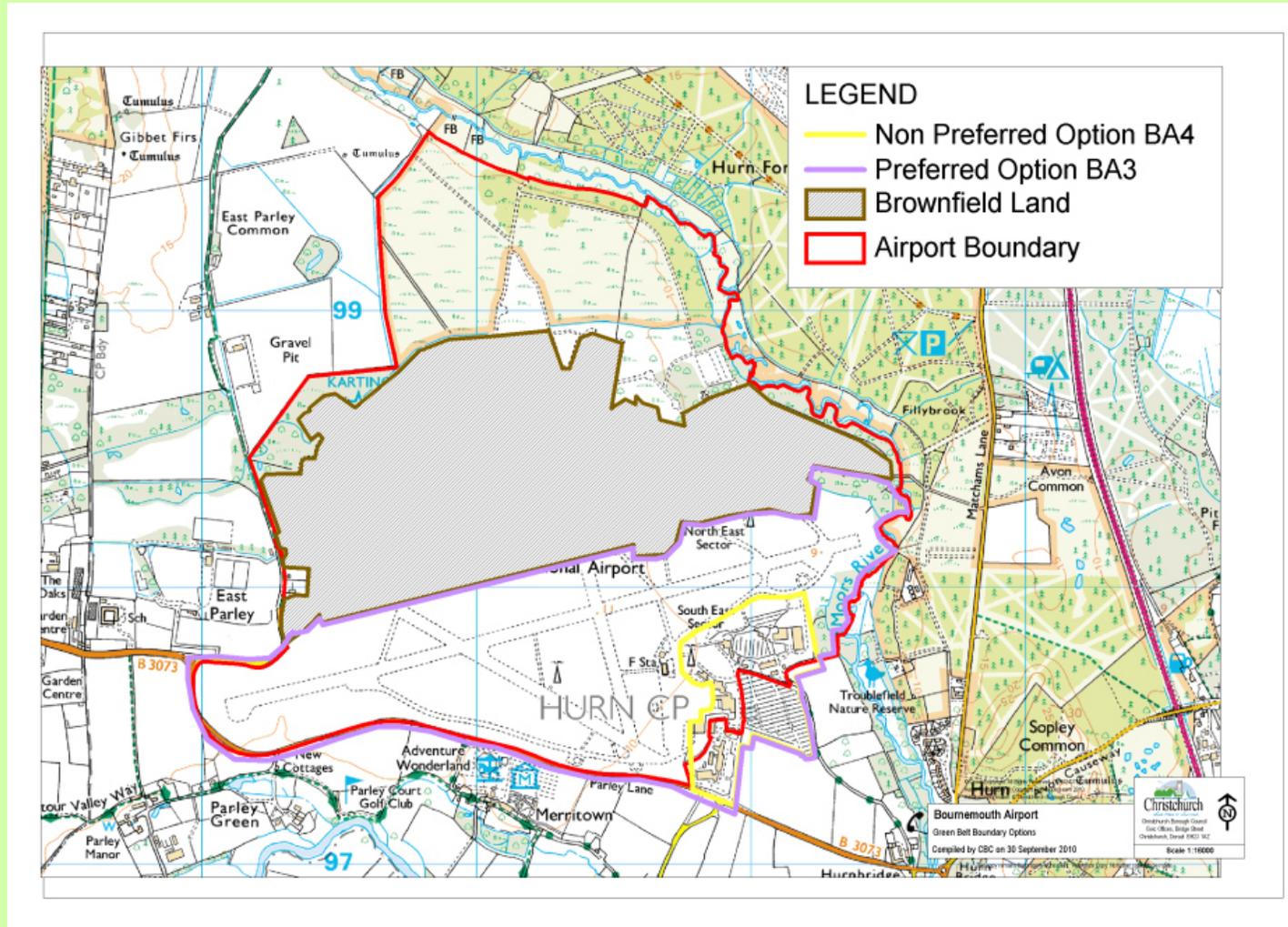
2.151 On this basis it is envisaged that up to 30ha of employment land could come forward during the plan period to 2028.

Issue and Options Identified in ‘Options for Consideration’ Core Strategy:

2.152 Issue: Which part of the Airport do you think should be released from the Green Belt?

Preferred Option BA 3

Only land required to meet the operational needs of the airport should be removed from the Green Belt



Picture 2.1

Non Preferred Option BA 4

Only land within the existing ‘Southern Sector’ required for operational development should be removed from the Green Belt (See above map)

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option BA3	6	4	2	12
Non Preferred Option BA4	5	5	2	12

Table 2.7

Manchester Airports Group

- Development within the airfield is considerably constrained by operational restrictions already.
- MAG support option BA3. Removal of the Green Belt designation would help facilitate the delivery of extra car parking and taxiway reconfiguration as identified in the airport master plan.
- Development at the airport is not the sole / primary driver of negative effects on air quality. Air quality references should be removed from this option.

Response

- Option BA3 will be taken forward in the Pre Submission Core Strategy to provide flexibility to support the enhancement of operational airport facilities.
- It is acknowledged that development at the airport is not the sole / primary driver of negative effects on air quality.

Hurn Parish Council

- Hun Parish object to options BA3 and BA4 and the removal of further Green Belt land within the airport boundary.
- The Parish disagree that there is strong national and local policy support to demonstrate exceptional circumstances to amend the Green Belt boundary to meet the operational needs of the airport. The parish council disagree that the 2003 Airport White Paper, as confirmed by the 2006 progress report, the Bournemouth, Dorset and Poole Structure Plan, the Bournemouth, Dorset and Poole Multi Area Agreement provide a policy basis.

Response

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.

The Department for Transport are currently consulting on the future of aviation policy in the UK through the publication of 'Developing a sustainable framework for UK aviation: Scoping document (March 2011)'. The Government is intending to produce a sustainable framework for the UK aviation to replace The Future of Air Transport White Paper (2003). As a result of the consultation some elements of the White Paper may remain and with greater emphasis on addressing climate change and the environmental impacts of aviation. The scoping document aims to define the debate for developing long term policy for aviation and sets out a series of questions around aviation, the local economy and climate change.

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)'.

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.

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 air side 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.

West Parley Parish Council

- The parish council objects to the preferred option of removing the area identified in option BA3 from the Green Belt.

Malmesbury Estate

- ME state that their submitted 34ha site to the east of the airport access road should also be released from the Green Belt to accommodate operational airport development, further car parking and park and ride.

Response

The Airport do not require land within the site put forward by Malmesbury Estates to support the operational airport. Future requirements for parking provision up to 4.5 million passengers per annum can be accommodated within the existing airport southern sector boundary. Sufficient new employment development can also come forward in the north west business park to meet projected requirements over the plan period. Malmesbury Estates have not come forward with the airport in identifying the need for this site to come forward to meet the operational needs of the airport and it is considered that there are not exceptional circumstances for the removal of this 34ha site from the Green Belt.

Consideration of Evidence and Policy

As considered for Option BA1 the Future of Air Transport White Paper 2003 as confirmed by the 2006 progress report provides policy support for the removal of the operational airport from the Green Belt. The White Paper, suggests that the Airport could grow to between 3 and 4 million passengers per annum by 2030.

The Bournemouth, Dorset and Poole Structure Plan remains part of the development plan and Policy support for the growth if the operational airport is set out in Structure Plan policy T.

The Government is currently undertaking consultation on the policy direction for aviation in the UK which is intended to be adopted by 2013. This consultation is a discussion document and policy direction has not yet been established. As such the Government has not set out the extent to which the policy approach set out in the 2003 White Paper will change and which aspects will form part of future policy.

In 2007 as part of the wide ranging agenda for the reform of the UK Planning system, the Labour Government announced its intention to produce national policy statements (NPS) in respect of national infrastructure. The Coalition Government have confirmed their intention to continue with this, and an NPS covering aviation is expected in the near future.

Planning Policy Guidance Note 2

In setting Green Belt boundaries PPG2 states that these should only be altered in exceptional circumstances. The extent of the Green Belt can be amended at a local level through the Core Strategy since the abolition of the RSS and as Structure Plans will not be updated as part of changes to the planning system. Exceptional circumstances for the amendment for the Green Belt boundary to remove the operational airport from the Green Belt are as follows:

1. **National policy support in the Airport Transport White Paper (2003) for the growth of Bournemouth Airport.**

- 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.
 - Removal of land within the operational airport boundary from the Green Belt is required to implement national policy.
2. **Evidence and debate as part of the preparation of the South West RSS supports local Green Belt boundary change at the airport to accommodate growth.**
 3. **The significant benefits arising from airport operations and its growth to the south west region:**
 - The operational airport and business park are identified as of strategic significance for the South East Dorset sub region in the Bournemouth, Dorset and Poole Structure Plan, the Christchurch and East Dorset Core Strategy and the Local Enterprise Partnership. Bournemouth Airport is identified as a global hub for trade and international business and is proposed as an Enterprise Zone. The removing land within the existing operational airport boundary from the Green Belt provides added flexibility to support the sustainable economic growth of the airport in line with national and local policy.
 4. **Removal of the land within the existing operational airport boundary will provide flexibility for improvement in airport operational facilities in accordance with the adopted Airport Master Plan 2007.**
 5. **There is a precedent of previous decisions at other regional airports for amendments to the Green Belt.**
 6. **Despite being developed, operational restrictions mean that essentially certain areas such as the airfield, including runway and taxiways will remain open.**

The Government is currently consulting on a National Planning Policy Framework (NPPF) which is intended to replace the existing suite of Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG). The Draft NPPF retains the core objectives of PPG2 Green Belts.

The Draft South West Regional Spatial Strategy

It is anticipated that the draft South West Regional Spatial Strategy will be abolished following the enactment of the Localism Bill. Although the draft South West RSS is intended to be abolished it is considered that the evidence and debate at the Examination In Public, which fed into the RSS contributes to exceptional circumstances for amendment of the Green Belt at Bournemouth Airport. The 2007 Panel Report for the South West RSS states:

'We have considered the justification for the proposed amendment to the Green Belt. We note that it is being proposed in order to facilitate the requirements of the Air Transport White Paper. We have already established that the White Paper should be regarded as Government policy and therefore consider that the proposed exclusion on these grounds constitutes exceptional circumstances'. (Para, 4.7.58)

Amendments to the general extent of the Green Belt would have been established through the RSS with fine boundary changes determined at the local level through the Core Strategy. Limited strategic releases to the Green Belt will now be determined in the Core Strategy for the Christchurch urban extension, Bournemouth Airport and new neighbourhoods and strategic employment sites in East Dorset.

Green Belt Impact

The proposed amendment to the Green Belt boundary will maintain a gap between the airport and the Moors River and future development within the airport boundary will need to avoid any adverse impact on the openness of the Green Belt within this gap. Proposals will also need to consider any potential impact on the setting of Hurn Village and the conservation area. The removal of the Green Belt within the existing boundary of the operational airport will not result in an encroachment into the countryside.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option BA3	Non Preferred Option BA4
1) Protect and enhance habitats and species	Uncertain Impact	Uncertain Impact
3) Minimise pollution	Uncertain Impact	Uncertain Impact
4) Climate Change	Uncertain Impact	Uncertain Impact
12) Sustainable economic growth	Positive Impact	Positive Impact

Table 2.8

Options BA3 and BA4 remove a Green Belt constraint for further operational development. The extent and type of potential new development as a result of changes to the Green Belt will be constrained by other priority limits such as the impact upon habitats and protected species, pollution levels and climate change. The removal of the Green Belt boundary in itself does not propose development and does not directly have an adverse impact on the relevant SA objectives tested above. Uncertain impacts have been recorded above in relation to objectives 1, 3 and 4 as this depends on the successful implementation of mitigation measures to support airport development following amendment to the Green Belt boundary.

‘Options for Consideration’ Habitats Regulations Assessment

The HRA assessment concluded that options BA3 and BA4 are not likely to have a significant effect on the integrity of any European site in Christchurch or East Dorset (+15km). These options will not result in development on the Green Belt outside the existing operational airport boundary.

‘Options for Consideration’ Health Impact Assessment

The HIA identifies the potential for increased air pollution as a result of airport growth. However, the amendment to the Green Belt boundary in itself has no impact on air quality.

‘Options for Consideration’ Equalities Impact Assessment

The EIA did not identify any impacts in relation to options BA3 and BA4.

Infrastructure Requirements

Options BA3 and BA4 relate to amendments in the Green Belt boundary and do not in themselves involve any infrastructure requirements.

Conclusions

As set out above there remains policy support on a national and local level for the sustainable growth of the operational airport and removal of the land within the existing operational airport boundary provides flexibility for improvements to airport facilities. Therefore, there remains exceptional circumstances for removal of land within the existing airport boundary from the Green Belt. Pursuing option BA3 provides the most flexibility to meet operational requirements.

The operational needs of the airport and future employment requirements can be met without the need to remove Malmesbury Estate land from the Green Belt located east of the airport to the Moors River. Malmesbury Estates and the Airport have not come forward jointly with a proposal to remove this land from the Green Belt to serve the future operational requirements of the airport.

Removal of land within the existing operational airport from the Green Belt does not in itself have any adverse impact on sustainability appraisal objectives. However, the impact of future airport development will depend on the successful implementation of mitigation measures to ensure nitrogen and water neutrality and to avoid direct habitat loss from European habitats. There are no significant impacts to consider in relation to the equalities impact assessment and health impact assessment.

The removal of remaining land within the existing airport boundary to meet the operational requirements of the airport can avoid adverse impacts on the wider Green Belt. The airfield is already subject to significant operational restrictions. A gap will also be maintained between the airport and the Moors River and future development within the airport boundary will need to avoid any adverse impact on the openness of the Green Belt within this gap. Proposals will also need to consider any potential impact on the setting of Hurn Village and the conservation area. The removal of the Green Belt within the existing boundary of the operational airport will not result in an encroachment into the countryside.

Issue and Options Identified in ‘Options for Consideration’ Core Strategy

2.153 Issue: What are the priority issues which should determine the limits to which growth at the Airport should be controlled?

Preferred Option BA 5

The priority issues which should determine the limits to which growth at the airport should be controlled include:

- **Flood risk** – Areas of the northern development zone have been identified as high flood risk (zone 3) and will require appropriate mitigation measures put in place to ensure sufficient land can come forward to meet market demand over the plan period.
- **Emissions from air traffic / road traffic** – Emissions from road traffic are considered the most significant for adversely affecting air quality and sensitive habitats. (Further work is required to determine the extent of the impact from aircraft emissions)
- **Impact upon environmental designations:** The proximity of sensitive environmental habitats and Natura 2000 sites is an ultimate constraint on the extent of road and junction improvements that are possible within environmental limits.

The impact on sensitive environmental habitats is a priority constraint placing a limit on the level of development permissible at the operational airport and northern business park. This is particularly in consideration of increases in levels of road traffic.

- **Traffic generation beyond existing highway capacity:** Significant online improvements are required to the highway network and associated junctions primarily along the B3073 to accommodate projected growth at the airport and northern development zone.
- **Aircraft noise:** This is a priority constraint which has been raised by members of the community and key stakeholders.
- **Provision of public transport services / walking and cycling:** The provision of suitable public transport services/facilities for cyclists for the airport and business park is a priority in reducing harmful emissions and ensuring development can come forward within the capacity of the highway network.
- **Landscaping** – Landscaping measures that form part of flood defences and air quality mitigation are fundamental to supporting growth of the airport and the business park. Landscaping measures are required for the northern business park to improve the image of the site and enhance market attractiveness.

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option BA5	5	8	2	15

Table 2.9

2.154 Manchester Airports Group

- MAG state that this option is negative in terms of limiting, constraining, and controlling and conflicts with achieving the vision.
- The policy approach of BA5 should be more in line with the vision of BA1. Mitigation should be discussed but the language employed is anti delivery.

2.155 Response

2.156 Option BA5 will be integrated with the airport vision as part of a sustainable framework for the future of the business park and the airport. The priority issues considered in BA5 must be considered in planning for the sustainable future of the airport.

2.157 The Highways Agency

- The agency supports the transport elements of the preferred option including the need to address emissions from air and road traffic; traffic generation beyond existing highway capacity; and the provision of public transport services, walking and cycling. The enhancements to public transport services / demand management measures should be seen as a short term priority prior to major highways improvements. In particular there needs to be reference in the Core Strategy to the development of an area wide travel plan for the airport.

2.158 Response

2.159 In integrating Option BA5 with the airport vision reference will be made to the implementation of an area wide travel plan for the airport and business park.

2.160 Natural England

- Option needs to identify foul water disposal and surface water quality from the development. NE raise concerns about impact on Moors River System SSSI and Merritown Heath.

2.161 Response

2.162 The airport vision will be amended to make reference to surface water flooding and integrating the development within a high quality water and natural environment. Improvements to foul water disposal area already required as part of the airport terminal consent.

2.163 Environment Agency

- The EA state that this option needs to be in line with directing development away from high flood risk areas and a sequential approach applied to development.
- The text against the first bullet point 'flood risk' should be revised to relate flood risk to that shown in Christchurch Borough Council's Level 2 Strategic Flood Risk Assessment and as extended by data held by the Environment Agency on Areas Susceptible to Surface Water. The reference to mitigation measures should also be expanded to include strategic measures within the airport boundary to improve conveyance by opening up sections of culvert and provision of flood attenuation areas to limit the current adverse effect of out of bank flow on existing and proposed development.

- The expansion of Bournemouth Airport and surrounding industrial estates requires them to be connected to a mains foul sewer (Wessex Water) to improve the quality of the Moors River.
- Overall issues to consider include flood risk / surface water drainage, SUDs, foul drainage, water supply / water efficiency, groundwater and contaminated land, sustainable construction, waste management facilities, green infrastructure / biodiversity issues, pollution prevention.
- It is imperative that the Council consults the EA's recently published 'Areas Susceptible to surface water flooding maps' to determine whether the airport site should be considered further in relation to risk from surface water flooding.
- Any development needs to take into account Planning Policy Statement 23: Planning and Pollution Control (PPS23). Our Groundwater Protection: policy and practice document (GP3) should also be taken into account. The following points should be considered for any new development:
 - Development proposals located within a groundwater protection zone will require consideration and risk assessment to show that the risk to controlled water from any new development will be low.
 - Developments in close proximity to abstraction boreholes will require a hydrological assessment to assess both the impact of the construction and from drainage. The suitability of SuDS at these sites would need to be established.
 - Consideration should be given to any possible impact on groundwater recharge, flows and levels.
 - If detrimental consequences to the water environment are likely, then agreed mitigation measures would be necessary.
 - Developers should adhere firmly to the Environment Agency's stance on SuDS.
 - The applicant should bear in mind that it is their responsibility to ensure that the development does not adversely affect any existing legal water interests in the area.
 - Local water interests in the area such as wells, springs, etc and private abstractions must not be adversely affected either.
- Foul Drainage:
 - The proposed developments should connect to a mains foul sewer, where possible. Wessex Water will need to be consulted at an early stage to confirm that there is sufficient capacity to cope with additional demand.
 - Any additional major road building should incorporate mitigation to accommodate storm flows and minimise pollution risk.
 - New car parks will require adequate pollution prevention infrastructure to minimise pollution risk from run off.
- Sustainable Construction:
 - Sustainable design and construction and water efficiency measures should be implemented across the proposed development.
 - Sustainable Drainage Systems (SuDS)
 - Surface water run-off should be controlled as near to its source as possible with (SuDS). This reduces flood risk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc. SuDS can also increase groundwater recharge, improve water quality and provide biodiversity amenity opportunities (in line with PPS9).
- Demolition and Construction:
 - To help the construction and demolition industry manage their activities to prevent pollution, sites should adhere to our pollution prevention guidelines PPG6.

- Waste:
- In accordance with the waste hierarchy, all development should consider reduction, reuse and recovery of waste in preference to off site incineration and disposal to landfill during site construction.

2.164 Response

2.165 As part of integrating the considerations of Option BA5 into the vision the following changes will be made:

2.166 The vision will make reference to the Christchurch SFRA level 2, surface water flooding and the need to undertake a sequential approach to the location of development within the site. The requirement for the connection to the mains foul sewer is already a requirement of the 2007 terminal consent.

2.167 The vision will also cross refer to Core Strategy climate change policies contained in chapter 13 'Managing the Natural Environment' which deal with sustainable standards of construction and floodrisk.

2.168 Dorset Wildlife Trust

- DWT object to this option and state the option must manage foul water disposal and surface water quality away from sensitive sites and the Moors River should be included within the text.

2.169 Response

- See comments above in relation to connection to foul water disposal and surface water flooding.

2.170 Hurn Parish Council

- This option should include within the priority constraints the impact on the village of Hurn and its residents including Hurn Conservation area, the setting of areas and buildings of historic interest (as noted in the Hurn Parish Plan 2010).
- More weight needs to be attached to emissions from aircraft movements and road traffic.
- The impact of aircraft emissions should be confirmed.
- Priority constraints should also include the impact on recreation e.g. proposed widening of Parley Lane and impact on equestrian pursuits.
- Reference should be made to the impact on sensitive habitats of the Green Belt options proposed in the Core Strategy.
- Hurn Parish Council should be consulted regarding any cycle away proposals.

2.171 Response

2.172 The Core Strategy will make reference to avoiding adverse impacts on nearby settlements including Hurn and West Parley. Emissions from road and air traffic are already identified as a priority issue for consideration and no change in reference is required. The Core Strategy HRA assessment will further examine the impact of emissions for the pre submission Core Strategy development options which will assess the combined impact of airport growth and residential / commercial growth in the wider area. Passenger numbers are projected to grow to 3 million passengers per annum, in accordance with the 2007 terminal consent which has been subject to Environmental Impact Assessment.

2.173 General Comments

2.174 Improvements to public transport and cycle access

- It is important that improvements in bus services are economically viable and cycle routes used.

2.175 Response

2.176 This will be a key consideration in the implementation of the vision and the airport area wide travel plan.

2.177 Emissions from road and air traffic

- Significant concern has been raised regarding the impact of emissions from road and air traffic and clarification is sought particularly on the impact of any increase in air traffic.

2.178 Response

2.179 See comments above under 2.180.

Consideration of Evidence and Policy

2.180 Option BA5 is consistent with the following evidence studies:

- Christchurch Level 2 Strategic Flood Risk Assessment (Halcrow, 2009)
- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (Land Use Consultants, 2008)
- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2010)
- South East Dorset Multi Modal Study (Atkins, 2011)
- Transport modelling work undertaken by Dorset County Council (2011)
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (Land Use Consultants 2010/11)

2.181 As discussed above Option BA5 as integrated into the airport vision will be consistent with:

- The Environment Agency's 'Areas susceptible to surface water flooding maps'.
- The Environment Agency's Groundwater Protection: policy and practice (GP3).
- The Hurn Parish Plan

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option BA5
1) Protect and enhance habitats and species	Strong Positive Impact
3) Minimise pollution	Strong Positive Impact
4) Climate Change	Strong Positive Impact
5) Reduce the need to travel	Strong Positive Impact
12) Sustainable economic growth	Uncertain Impact

Table 2.10

2.182 Option BA5 is consistent with national guidance and meets the requirements of the Habitats Regulations. Limiting the level of development that can come forward in accordance with these issues is essential to ensure that development is brought forward sustainably and within environmental limits. Further HRA work undertaken for the Pre Submission Core Strategy will provide additional assessment regarding air quality and the direct impact of development options upon habitats and protected species. The HRA assessment will also provide details of mitigation measures and the level of development that can be brought forward as a result. In relation to flood risk future development will be located in accordance with the Level 2 Christchurch Strategic Flood Risk Assessment (2009). Options for flood risk mitigation measures have been explored as part of the 2011 business park planning consent for 42,000sqm of employment development. There is some degree uncertainty regarding the full extent of employment development that can come forward over the plan period to 2028 due to the need for transport infrastructure improvements to facilitate development. It is anticipated that with infrastructure improvements that can be put in place 15 - 30ha of new development may come forward at the business park.

‘Options for Consideration’ Habitats Regulations Assessment

2.183 The HRA assessment concluded that option BA5 is not likely to have a significant effect on the integrity of any European site in Christchurch or East Dorset (+15km). This option would not itself lead to development; rather it relates to priority issues which should determine the limits to which growth at the airport should be controlled. It includes explicit reference to the proximity of the sensitive habitats of the European sites as a priority constraint, limiting the level of development permissible at the operational airport and northern business park. This is particularly in consideration of increases in levels of road traffic.

‘Options for Consideration’ Health Impact Assessment

2.184 This option has a positive impact in terms of minimising adverse impacts upon the environment and European sites and also has a positive impact on active travel through the promotion of cycling and walking. This option also seeks to limit the growth of the airport in relation to air quality which assists in minimising factors contributing to climate change.

‘Options for Consideration’ Equalities Impact Assessment

2.185 Option BA5 does not have any clear impacts to consider in relation to the EIA.

Infrastructure Requirements

2.186 See infrastructure requirements set out above for BA1 (Airport Vision) and below for Options BA6 - BA8 (Transport improvements).

Conclusions

2.187 The priority issues considered under Option BA5 are fundamental to the future sustainable development of the airport and business park consistent with national policy and the evidence base as set out above. It is logical that the considerations of BA5 should be integrated with option BA1 (Airport Vision) to form a positive and comprehensive framework for the sustainable development of the Airport and business park over the plan period. In view of responses made to Option BA5 the following points will also be integrated with the vision:

- Reference will be made to the implementation of an area wide travel plan for the operational airport and the business park.
- In addition to flood risk mitigation measures future development at the airport and business park will take account of surface water flooding and adopt a sequential approach toward the location of development within the site.
- Reference will be included to integrating development within a high quality water and natural environment.
- The vision will also include cross reference to climate change policies in the Managing the Natural Environment Chapter of the Core Strategy.
- The Core Strategy will include reference to impact on Hurn Village.
- The vision will also include reference to the need for transport infrastructure improvements to facilitate growth of the airport and growth in the wider area.

2.188 The 'Options for Consideration' sustainability appraisal identified positive impacts for objectives 1 (protect and enhance habitats and species), 3 (Minimise pollution), 4 (Climate Change) and 5 (Reduce the need to travel). The priority issues considered as part of Option BA5 place a limiting factor on the extent of airport growth which has an uncertain impact on economic growth. In integrating BA5 with the airport vision these priority issues need to remain in order to ensure the sustainable development of the airport and business park.

2.189 The Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment identified positive impacts for this option and no specific changes to the policy are required as a result.

Issue and Options Identified in 'Options for Consideration' Core Strategy:

2.190 Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?

Preferred Option BA 6

- Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.
- Hurn Roundabout improvements/southern bypass.
- Additional high occupancy lane on the B3073 tracking the current road alignment.
- Widening of the A338 from Cooper Dean to Blackwater.
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.

Alternative Preferred Option BA 7

- Improvements to Parley Cross Roads, Chapel Gate Roundabout, Hurn Roundabout and Blackwater Junction
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.

Alternative Preferred Option BA 8

This is an alternative preferred option that may be considered if sufficient funding is available to deliver a link road from the north east business park to the A338 and for widening of the A338 north of Blackwater Junction during the plan period to 2027.

- Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.
- Hurn Roundabout improvements/southern bypass.
- Additional high occupancy lane on the B3073 tracking the current road alignment.
- Widening of the A338 from Cooper Dean to north of Blackwater Junction.
- Provision of link road from North East Business Park to the A338.
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option BA6	33	12	5	50
Alternative Preferred Option BA7	28	12	5	45
Alternative Preferred Option BA8	33	13	5	51

Table 2.11

2.191 Manchester Airports Group (Options BA6, 7 and 8)

- MAG state that transport infrastructure requirements to accommodate growth of the business park (42,000sqm), the airport to 4.5mppa, 900 houses at Parley Cross, the MBT facility, the AIM development and gravel extraction works were modelled by Peter Brett Associates. The Hurn southern bypass, 3rd land on the B3073 and widening of the A338 are aspirational and more to cater for further background growth.
- The highway improvements are not singularly attributable to development at the airport but also reflect wider background growth.

- The policy needs to be rewritten in the light of the South East Dorset Transport Strategy.
- MAG state that policy should not be presented in terms of development being predicated on a range of highway improvements.
- BA8 is undeliverable given changes in availability of public funding.
- The level of development at Parley Cross is unlikely to support the junction improvements suggested for this location.

2.192 Response

2.193 The transport package for the B3073 / A338 for inclusion in the Pre Submission Core Strategy will be informed by the South East Dorset Multi Modal Study, further work undertaken by Peter Brett Associates and Buro Happold and in the light of the availability of funding to deliver schemes during the plan period to 2028.

2.194 The transport packages considered in the Core Strategy for the B3073 / A338 relate to improvements required in relation to airport and business park growth and residential and commercial growth in the wider sub region as tested through the South East Dorset Multi Modal Study. The Core Strategy pre submission option for improvements to the B3073 / A338 will be moved from the airport chapter to the Key Strategy to reflect that improvements are required in relation to future development at the airport and development in the wider area. For growth of the airport and business park to be acceptable, appropriate mitigation measures will need to be put in place including improvements to the transport network.

2.195 Option BA8 which includes the provision of a link road to the A338 is now considered undeliverable during the plan period due to the lack of funding. This scheme also requires widening of the A338 north of Blackwater Junction which would involve direct habitat loss from a European designated habitat.

2.196 The Core Strategy will not set out specific design options for junction improvements as these are subject to change in relation to further assessment and changes in the funding situation. Changes to the configuration of the junction at Parley Cross is being further considered as part master planning work undertaken by East Dorset District Council for the West Parley new neighbourhood.

2.197 Highways Agency

- The Core Strategy needs to emphasise demand management measures (including the development of an area wide travel plan) as part of a package of transport improvements ahead of major highways improvements.
- Demand management measures including the travel plan need to form part of the transport package to support different development scenarios.
- HA consider that airport transport package needs to include reference to upgrading of the strategic road network. Impact of development options on Canford Bottom, Ashley Heath and Merley needs to be examined.
- Traffic impacts on the A31 need to be tested through the South East Dorset Multi Modal Study.
- The HA recommend consideration of an internal link road between the north west and north east business parks. It is suggested that this would improve the viability of bus services.
- The airport development options BA9, 10 and 11 should be set out in the Core Strategy before the preferred transport package required to support development.

2.198 Response

2.199 Options BA6 - 8 identify improvements to the public transport and cycling routes to the airport which form the basis of demand management measures. It is appropriate to include a reference to the airport travel plan within the airport vision as the Pre Submission transport package for the B3073 / A338 will be moved to the Key Strategy which addresses the impact of airport operational and business park growth and residential / commercial growth in the wider sub region. The Pre Submission development option for the business park (currently BA9 - BA11) can be included within the vision for the business park (Policy BA1).

2.200 The Core Strategy 'Key Strategy' and Local Transport Plan 3 set out improvements required to the A31. The package of improvements for the B3073 / A338 will be moved from the airport chapter to be included within the Key Strategy strategic transport schemes. The Pre Submission schemes have been informed by the modelling undertaken for the South East Dorset Multi Modal Study 2011.

2.201 An internal link road between the north east and north west business parks could help facilitate further development coming forward in the north east business park and may enhance the viability of bus services. This is not currently being pursued by Manchester Airports Development Limited as the current master planning work and transport strategy focuses on the north west business park. An internal link road is a longer term aspiration for the business park and there are currently no proposals for the plan period.

2.202 Dorset County Council Transport Planning Group (Option BA6)

- Option should be amended to take into account the SEDMMTS to include an additional lane in each direction on the B3073 between Chapel Gate and Blackwater tracking the current road alignment.
- Option BA8 should not be seen as alternative preferred before 2027.
- A338 link road would require widening of the A338 from Blackwater to Ashley Heath and cannot be delivered due to environmental constraints. This option can only be put in as a longer term aspiration beyond 2027. The SEDMMTS puts forward a new east – west link from Chapel Gate to the A341 as a more realistic option beyond 2027.
- Option BA11 should not be pursued as the A338 link road will require widening of the A338 between Blackwater and Ashley Heath. This would have a direct impact on the SPA/SAC sites along the A338 and would fail the tests of the habitats regulations.

2.203 Response

2.204 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.

2.205 Option BA8 includes the provision of a link road to the A338 from the north west business park and widening of the A338 north of Blackwater which are not financially deliverable during the plan period and as such will not be included in the pre submission Core Strategy policy.

2.206 The east – west link from Chapel Gate to the A341 is also not deliverable during the plan period so cannot be included in the Core Strategy.

2.207 Option BA11 will not be pursued as a link road will not be deliverable during the plan period and due to the impact on SPA / SAC.

2.208 Hurn Parish Council:

- HPC object to options BA6, 7 and 8.
- The Hurn Parish Plan notes that 63% disagreed that roads in Hurn should be improved / widened to accommodate additional traffic.
- HPC state that the package of transport improvements will have a detrimental impact on the Green Belt and rural environment of Hurn and West Parley by taking up too much Green Belt land.
- The package of improvements identified is not deliverable in the current economic climate.
- The size and impact of improvements to Parley Cross should be reduced.
- The high occupancy lane on the B3073 should be removed.
- A bridleway should be added alongside the B3073.
- New cycleways should be considered in consultation with local residents. In particular there needs to be more reference to cycle and walking linkages from Bournemouth to the Airport via Throop and Hurn.
- The Hurn southern bypass should be removed. This scheme would have a detrimental impact on the Moors River SSSI, the Hurn Countryside and promote a decline in trade at the Hurn Post office and stores. The bypass would cut through the Hurn Conservation Area detrimentally affecting its setting and the setting of listed buildings therein.
- The PC are concerned that option BA6 will result in the urbanisation of Hurn with associated light and air pollution. Highway lighting should be kept to a minimum and be low key.
- HPC object to option BA8 due to the impact on Hurn Parish. The parish council are concerned about the impact on the Green Belt and European habitats. In particular HPC object to the A338 link road.
- The preferred strategy for highways improvements should be determined following close consultation with local residents.

2.209 Response

2.210 A revised list of highways schemes has been identified in the table below following further work undertaken by Peter Brett Associates (on Behalf of Manchester Airports) and further work undertaken by Buro Happold and Dorset County Council. The deliverability of these schemes has been assessed for the plan period.

2.211 In relation to impact on the Green Belt PPG2 sets out the five purposes of including land within the Green Belt as set out in PPG2 which are:

- to check the unrestricted sprawl of large built up areas;

- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in the urban regeneration, by encouraging the recycling of derelict and other urban land.

2.212 PPG2 (Para. 1.6) also sets out the use of land in the Green Belt which should fulfil the following objectives:

- to provide opportunities for access to the open countryside for the urban population;
- to provide opportunities for outdoor sport and outdoor recreation near urban areas;
- to retain attractive landscapes, and enhance landscapes, near to where people live;
- to improve damaged and derelict land around towns;
- to secure nature conservation interest; and
- to retain land in agricultural, forestry and related uses.

2.213 The proposed longer term schemes including Parley Cross, Hurn Southern Bypass and Blackwater Junction will involve Green Belt loss which will need to consider impact on the setting of Hurn conservation area. Otherwise limited Green belt loss to enable implementation of these schemes will maintain the openness of the Green Belt and other purposes set out above.

2.214 Implementation of road improvements should, as far as possible contribute to the achievement of the objectives for use of land in Green Belts set out in PPG2 para 1.6. Relevant objectives to consider include the retention of landscapes and enhancement of landscapes near to where people live.

2.215 The highways improvements identified for the B3073 have been identified through the South East Dorset Multi Modal Study as required to accommodate projected growth of the operational airport, business park and wider housing / commercial growth in South East Dorset. In this respect there are exceptional circumstances for the delivery of these junction improvements as essential infrastructure.

2.216 In relation to cycle way improvements a linkage to Bournemouth Airport via Throop and Hurn, a bid for Sustrans funding to implement this route was recently unsuccessful. On this basis it is not currently considered that it can be included in the Core Strategy.

2.217 The provision of a Bridleway may be considered as part of improvements to the B3073.

2.218 Further Habitats Regulations Assessment has been undertaken for the Bournemouth, Dorset and Poole Local Transport Plan 3 (2011 - 2026) and the Pre Submission Core Strategy in relation to the B3073 junction options being considered in the table below. Measures to avoid and mitigate impacts are set out as part of this assessment process.

2.219 The A338 link road has been deleted from the Core Strategy for the reasons sets out above.

2.220 **Natural England (BA 6, 7, 8, 9, 10, 11)**

- The series of options involve increasingly more challenging developments to reconcile with a high quality natural environment.
- Future airport and business park development must be integrated with the character of the natural environment.
- Impact of transport infrastructure will depend on final design options and alignments. Appropriate mitigation measures need to be put in place where required.
- Opinion will be offered on final design options and measures to avoid impacts on the natural environment, deliver mitigation and compensation measures and provide environmental enhancements.

2.221 Response

2.222 Options BA6 - 11 have been the subject of habitats regulations assessment which has examined environmental impacts and the pre submission policy approach is directly informed by this process. Further HRA and SA assessment will be undertaken to appraise the impact transport infrastructure improvements for the B3073 for the Pre Submission Core Strategy. At this stage it will be possible to assess more established schemes identified through the assessment work discussed above and included in the Local Transport Plan 3.

2.223 The Environment Agency

- A sequential approach should be implemented with all built development being located in areas of lower flood risk (Flood Zone 1).

2.224 Response

2.225 The North West Business Park includes areas within flood zone 2 and 3a. The Council has undertaken a sequential approach in identifying this site for further employment development due to the lack of employment land supply in the Christchurch urban area and Bournemouth in particular. As part of the Airport business park application submitted in August 2011 a flood risk strategy and mitigation measures have been set out to reduce flood risk overall in the business park in order to facilitate development of 42,000sqm of employment development.

2.226 The New Forest National Park Authority

- The Authority is concerned about the impact of new airport development on increasing cross park traffic.
- The Authority supports the need for a direct link to the A338 Bournemouth Spur Road.

2.227 Response

2.228 Highways improvements to mitigate the impact of airport growth and wider growth in the sub region along the B3073 from Parley Lane to Blackwater. In this respect most traffic growth is anticipated to use this route as opposed to routes across the national park. Road improvements have not been proposed for Avon Causeway which would have facilitated further traffic across the National Park. However, it is appreciated that airport growth will result in some additional trips across the National Park.

2.229 New Forest District Council

- NFDC support the provision of a link road to the A338 Bournemouth Spur Road.

2.230 Response

2.231 This is welcomed although the scheme will not remain in the Core Strategy due to financial deliverability and impact on European designated habitats associated with widening of the A338 north of Black water Junction which would be required for this scheme.

2.232 Bournemouth Borough Council

- There needs to be a reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. Reference to an ' off carriageway cycle lane adjacent to the A338' should be provided in addition to the Throop / Hurn route.

2.233 Response

2.234 As discussed above a funding bid to Sustrans to establish this walking and cycling link to the airport was unsuccessful and so deliverability is uncertain during the plan period.

2.235 Dorset Wildlife Trust (Options BA6, 7, 8, 9, 10, 11):

- DWT object to the identification of a link road from the north east business park to the A338 due to habitat loss, impact on internationally and nationally designated habitats. Increasing levels of mitigation will be required through options BA6 – 8.

2.236 Response

- This option has been removed from the Core Strategy, see comments above.

2.237 RSPB (Options BA2, 6, 7, 8, 9, 10 and 11)

- The RSPB state that further growth at the airport should be limited. They object to options BA2, 6, 7, 8, 9, 10 and 11 on the basis of increased emissions from road and air traffic.

2.238 Response

2.239 The HRA assessment undertaken for Local Transport Plan 3 has assessed the impact of implementing LTP3 on air quality which includes the impact of airport growth. See assessment below.

2.240 Chair Bournemouth Airport Transport Forum

- Preferred options BA6, 7 and 8 specifically mention public transport as part of the options and these can be supported. Improvements in sustainable transport access need to be put in place prior to further employment development coming forward.

2.241 Response

- The vision for the airport and business park will include reference to sustainable transport access to the business park which is being implemented through the airport area wide travel plan. The transport infrastructure package for the B3073 will be moved from the Airport chapter to form part of a package of strategic transport schemes in the 'Key Strategy' chapter which will include sustainable transport access to the business park.

2.242 Terence O'Rourke on behalf of Banner Homes:

- Banner Homes supports option BA6 including improvements to Parley Cross and other improvements to the B3073 related to development at the airport.
- Given the scope for an urban extension at West Parley, the Core Strategy should consider the airport's contribution to improvements to Parley Cross Junction and the provision of new and enhanced pedestrian, cycling and public transport links between the new residential development at West Parley and the airport.

2.243 Response

2.244 The list of highways schemes below includes a scheme for Parley Cross to mitigate the impact of growth of the operational airport and business park and growth in the wider area.

2.245 General Issues:

2.246 Impact of Airport Growth on residents of Matchams Close and Grange Estate:

2.247 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 closing 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.

Consideration of Evidence and Policy

2.248 South East Dorset Multi Modal Study 2008 - 2011 (Atkins)

2.249 Atkins was appointed in June 2008 to undertake the South East Dorset Multi Modal Study which was designed to identify the initiatives and interventions to ensure an excellent transport system in the future, and provide the evidence base to help secure the funding required. The study has been prepared with those organisations with a responsibility or an interest in the operation of the transport network in South East Dorset including:

- Borough of Poole
- Bournemouth Borough Council
- Dorset County Council
- Highways Agency
- Government Office for the South West
- South West Regional Development Agency and South West Councils
- Department for Transport

2.250 The Strategy developed by the SEDMMTS forms the long term strategy for the Local Transport Plan (LTP) and the short term implementation plans for the two programmes have been dovetailed. The transport model has assessed the forecast changes to the transport system by 2026 taking into account the projected increases in population and employment in the area. For Christchurch this has tested the impact of 900 dwellings within the urban extension and 2,550 dwellings coming forward in the Christchurch urban area and 15ha of employment development coming forward at the airport business park. These figures have been informed by the Christchurch Strategic Housing Land Availability Assessment (2009 base year) urban extension master planning and employment land review. The study has now reached completion with the preparation of a Preferred Strategy and Implementation Plan. The implementation plan and programme includes the outline costs for strategy components and potential funding sources that feed directly into LTP3. The transport strategy is a live document subject to review as part of the 3 year LTP implementation plan and as such can be responsive to variations to the scale and pace of housing, industrial, office and leisure developments.

2.251 The SEDMMTS sets out an implementation plan including measures for delivery in the short (2011 - 2014), medium (2014 - 2020) and long term (2020 - 2026). Due to the current situation with available funding the short term strategy focuses on low cost / high return schemes for the first 3 years. Short, medium and long term measures of relevance to the airport and business park include:

- Short Term (2011 - 2014):
 - Highways Improvement at Canford Bottom
- Medium term (2014 - 2020):
 - Parley Lane Improvements - Blackwater to Chapel Gate
- Long Term (2020 - 2026):

- A31 trunk road dualling between Ameysford and Merley
- Beyond 2026:
 - East West road link - Chapel Gate to Magna Road
 - A338 3 lane widening - Blackwater to Cooper Dean

2.252 Bournemouth, Poole and Dorset Local Transport Plan 3 Strategy Document: 2011 - 2026 (April 2011)

2.253 The Local Transport Plan has been directly informed by the South East Dorset Multi Modal Study and share the same implementation plan. The detail and timing of schemes in the LTP are set out below in the infrastructure requirements section.

2.254 Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2010)

2.255 This study was undertaken on behalf of Manchester Airports Group to test the impact of infrastructure requirements to accommodate the level of growth set out in the Bournemouth Airport 2007 Master Plan. This tested in the impact of 42,000sqm of new employment space at the business park, airport passenger growth to 4.5 million passengers per annum, 900 houses at West Parley, The MBT facility, the AIM development and gravel extraction works.

2.256 Peter Brett has provided an updated assessment which purely examines the impact of the August 2011 outline application for 42,000sqm of new employment development at the airport business park. The impact of airport growth needs to be adjusted now that passenger growth is anticipated not to exceed 3 million by 2030 and the MBT plant is no longer coming forward and new housing at West Parley may be in the region of approximately 400 dwellings should it remain as an option in the Core Strategy.

2.257 The updated assessment has identified options for Parley Cross, Hurn Roundabout and Blackwater Junction specifically required to mitigate the impact of operational airport and business park growth. Longer term schemes are set out in the table below required to mitigate the impact of projected sub regional residential and commercial growth to 2026.

2.258 Transport Modelling work Undertaken By Dorset County Council and Buro Happold (2010 - 2011)

2.259 Further to options identified through the Peter Brett work DCC and Buro Happold have undertaken further modelling and junction design work to establish improvements required to achieve maximum capacity on the B3073. Schemes identified through this work are set out as 'major schemes' in the table below.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option BA6	Alternative Preferred Option BA7	Alternative Preferred Option BA8
1) Protect and enhance habitats and species	Uncertain Impact	Uncertain Impact	Uncertain Impact
2) Sustainable use of resources	Strong Positive Impact	Strong Positive Impact	Strong Positive Impact
3) Minimise pollution	Uncertain Impact	Uncertain Impact	Uncertain Impact
4) Climate change	Uncertain Impact	Uncertain Impact	Uncertain Impact
5) Reduce the need to travel	Strong Positive Impact	Strong Positive Impact	Strong Positive Impact
12) Sustainable economic growth	Strong Positive Impact	Strong Positive Impact	Strong Positive Impact

Table 2.12

2.260 Option BA7 would improve highway capacity but with the risk of raising levels of harmful emissions. A mitigation package is set out within the full SA assessment that if implemented effectively could result in no net increase in emissions. This infrastructure option should enable a level off employment development to come forward to meet projected requirements for employment land to 2027.

2.261 Option BA6 sets out transport infrastructure improvements over and above Option BA7 which raises issues for the potential increases in emissions which may exceed anticipated levels from Option BA7. Further air quality work is required to determine the precise implications of these improvements and the impact upon habitats and climate change and this will be undertaken as part of the Core Strategy HRA assessment. Option BA6 would deliver a greater level of employment development than Option BA7 but less than Option BA8.

2.262 Option BA8 includes the provision of a link road which has more direct impact upon habitats (as set out in the LUC airport ecological study). A mitigation package has been set out to minimise the impact upon habitats and species. Implementation of the link road is likely to require widening of the A338 north of Blackwater junction which may involve direct habitat loss from a European habitat. On this basis compensatory habitat would need to be established elsewhere and on this basis the HRA assessment recommends that it is not pursued. In comparison to alternative options presented here this option increases highway capacity by the greatest amount which has implications for levels of emissions. A mitigation package is set out in the Airport Ecological Study (2008) which if implemented effectively could result in no net increase in emissions. This option would bring forward the highest level of employment land which would have significant positive implications for the local and sub regional economy.

2.263 Over the plan period the impact of the preferred option BA6 on air quality will be monitored by diffusion tubes located at appropriate locations in the vicinity of the airport. Ecological surveys would inform the implementation of infrastructure to minimise adverse impacts on habitats and species. Dorset Country Council and Natural England monitor the condition of priority habitats and this would assess the impact of the preferred option over the plan period.

'Options for Consideration' Habitats Regulations Assessment

2.264 For options BA6, 7 and 8 activities likely to have an impact include transport related development and improvements combined with increased traffic along transport routes in proximity to the airport and the creation of an off carriageway cycle lane. The likely effects of the implementation of these options are uncertain at this stage prior to the finalisation of highways improvements schemes. Possible effects may include habitat loss, physical disturbance / damage, non physical disturbance such as noise and light pollution, air pollution and interruption to hydrological regimes (e.g. From water pollution). Sites potentially affected include the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC as improvements are proposed on routes that are in close proximity to these sites. .

2.265 The HRA assessment undertaken at the 'Options for Consideration' stage for Option BA6 identified an uncertain impact on European sites. Option BA6 includes improvements to the Hurn Roundabout and Blackwater Junction and widening of the A338 between Cooper Dean (south of the junction) and the Blackwater junction. Whilst this section of the A338 (south of the Blackwater junction) is not directly adjacent to the Town Common SSSI fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC, the north-eastern edge of the junction is directly adjacent to these European sites. Depending on the exact nature of the junction improvements, such work may result in direct habitat loss from these sites. An additional high occupancy lane on the B3073 would also involve development in close proximity to Town Common SSSI (200m), although this should not involve direct habitat loss. There are also possible air pollution impacts resulting from these proposed works as they fall within 200m of European sites (i.e. Within the buffer zone where air pollution is likely to be more significant). Emerging traffic forecast data from the South East Dorset Transport Study (received from Atkin suggests that annual average daily traffic flows (AADTs) may increase along these routes by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling.

2.266 Option BA7: The HRA assessment undertaken at the 'Options for Consideration' stage identified an uncertain impact on European sites. This option includes improvements to Hurn Roundabout and Blackwater Junction, which fall within 200m of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar (i.e. within the buffer zone where air pollution is likely to be more significant). Emerging traffic forecast data from the South East Dorset Transport Study (received from Atkins 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along these routes by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling.

2.267 Option BA8: The HRA assessment for option BA8 identifies a likely significant effect on European sites. This option includes improvements to Hurn Roundabout and Blackwater Junction, an additional high occupancy lane on the B3073, provision of link road from North East Business Park to the A338 and widening of the A338 from Cooper Dean to north of Blackwater Junction. The northeastern edge of the Blackwater junction is directly adjacent to the Town Common SSSI fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. Depending on the exact nature of the junction improvements, such work may result in direct habitat loss from these sites. An additional high occupancy lane on the B3073 would also involve development in close proximity to Town Common SSSI (200m), although this should not involve direct habitat loss. There are also possible air pollution impacts resulting

from these proposed works as they fall within 200m of European sites (i.e. Within the buffer zone where air pollution is likely to be more significant). The proposed link road between the North East Business Park and the A338, runs between the Town Common and St. Leonards and St. Ives Heaths SSSI fragments of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC but is not within 200m of either. The proposed widening of the A338 north of Blackwater Junction is likely to result in direct habitat loss from the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC as the road passes directly through these sites (in particular the Town Common SSSI fragment).

2.268 The assessment identifies potential mitigation measures that include:

- Good practice construction techniques including noise suppression measures, hours of operation , measures to prevent water pollution etc.
- The Bournemouth Airport Masterplan includes a detailed set of mitigation measures that are to be implemented as part of the operation and future developments of the airport, which seek to reduce the number of vehicles travelling to and from the site.
- The proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction'.
- Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20; ME7)

2.269 The proposed widening of the A338 north of Blackwater Junction is likely to result in direct habitat loss from the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. The only way of mitigating this impact is to compensate by providing the same habitat elsewhere. The HRA assessment recommends that this option is not taken further in the Core Strategy. Although an ecologically acceptable alignment for the A338 link road has been established through the 2008 Airport Ecological Study, this scheme would require widening of the A338 north of Blackwater Junction where mitigation is uncertain.

2.270 Final highways design options were not available to test at the 'Options for Consideration' stage of the Core Strategy and therefore impacts were uncertain. The Pre Submission Core Strategy HRA will test the impact of specific highways design options forming a package of deliverable transport improvements for the B3073 and A338 to determine habitats impacts more precisely.

2.271 HRA Assessment of In Combination Effects

2.272 In-combination effects from other plans and strategies affecting the European habitats surrounding the airport and business park are mainly from new housing planned in the Bournemouth Core Strategy. There appears to be some potential for in-combination effects on the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site and Avon Valley SPA/Ramsar site arising from recreational pressure, vehicle noise and air pollution.

2.273 Local Transport Plan 3 Habitats Regulations Assessment (2011)

2.274 A Habitats Regulations Assessment has been undertaken for LTP3 which has assessed the impact of implementing the LTP on Natura 2000 sites including B3073 improvements identified in the Core Strategy.

2.275 The overall conclusion is that NOx emissions throughout Dorset County will continue to decrease over the lifetime of LTP3 although the plan is considered to have a slight adverse effect. This impact is, however, not likely to result in significant adverse effects upon Natura 2000 sites within Dorset as the negative trend in NOx emissions is maintained. The HRA assessment concludes that assuming the recommendations in the HRA report are adhered to, implementing the Bournemouth, Dorset and Poole LTP3, is unlikely to have significant effects on Natura 2000 sites. However, there is potential for projects included within the strategy to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required as part of the Core Strategy at this pre submission stage to determine more precisely the effects on N2000 sites which are sensitive to changes in air quality.

2.276 Direct habitat loss of Natura 2000 sites is not anticipated as a result of improvements to the B3073 identified in the LTP and the Core Strategy. However, the construction phases of these schemes may result in indirect damage and disturbance to habitats and species of qualifying importance.

‘Options for Consideration’ Health Impact Assessment

2.277 Options BA6, BA7 and BA8 have a positive impact on active travel through the enhancement of cycling infrastructure to the airport and business parks. The provision of transport infrastructure enable significant further development to come forward at the Airport with the provision of employment opportunities.

‘Options for Consideration’ Equalities Impact Assessment

2.278 Options BA6, BA7 and BA8 do not have any clear impacts to assess.

Infrastructure Requirements

Highways Infrastructure Improvements	Timing	Funding	Responsibility
Parley Cross Roads (Improvement to support business park application)	2012 - 2015	• S106	Manchester Airport Group
Hurn Roundabout (Interim improvement to support terminal application and background traffic growth)	2013 - 2015	• S106 / South East Dorset Transport Contributions.	Manchester Airport Group / Dorset County Council
Blackwater Junction (Improvement to support business park application and Major Scheme Package)	2015 - 2024	• South East Dorset Transport Contributions / S106 / DfT Major Scheme Funding.	Manchester Airport Group / Dorset County Council

Highways Infrastructure Improvements	Timing	Funding	Responsibility
Parley Cross Roads (Major Scheme Package)	2018 - 2024	<ul style="list-style-type: none"> South East Dorset Transport Contributions / CIL / S106 / DfT Major Scheme Funding. 	Dorset County Council / Developers of West Parley urban extension.
Chapel Gate Roundabout (Major Scheme Package)	2018 - 2024	<ul style="list-style-type: none"> South East Dorset Transport Contributions / CIL / S106 / DfT Major Scheme Funding. 	Dorset County Council
Hurn Southern Bypass (Major Scheme Package)	2018 - 2024	<ul style="list-style-type: none"> South East Dorset Transport Contributions / CIL / S106 / DfT Major Scheme Funding. 	Dorset County Council
Additional lanes on the B3073 (Parley Lane) (Major Scheme Package)	2018 - 2024	<ul style="list-style-type: none"> South East Dorset Transport Contributions / CIL / S106 / DfT Major Scheme Funding. 	Dorset County Council
Improvements to public transport services and cycle routes serving the airport and business parks (Improvement to support business park application and Major Scheme Package)	2012 - 2024	<ul style="list-style-type: none"> S106 / South East Dorset Transport Contributions / CIL 	Manchester Airports Group / Dorset County Council
Off carriageway cycle lane adjacent to the A338 (Major Scheme Package)	2018 - 2024	<ul style="list-style-type: none"> South East Dorset Transport Contributions / CIL 	Dorset County Council

Table 2.13

2.279 The major schemes set out above include junction improvements which are required to mitigate the impact of growth of the operational airport, business park and wider residential and commercial growth in the sub region. Junction improvements will be required prior to the implementation of the major schemes to mitigate the impact of the July 2011 application for 42,000sqm of new employment space at the north west business park.

2.280 The schemes listed above include those classified in the Local Transport Plan and the South East Dorset Multi Modal Study as major schemes which cost in excess of £5 million. It is assumed that major scheme funding will be available from 2015/16 onwards which is reflected in the Core Strategy and LTP implementation programme. In addition to the availability of major scheme funding pooled contributions from the South East Dorset Transport Contributions Scheme followed by the Community Infrastructure Levy (CIL) will form part of the funding package. It is anticipated that CIL will contribute 25% toward major schemes.

Conclusions

2.281 A package of transport improvements is required for the B3073 in order to mitigate the impact of operational airport / business park growth and housing and commercial growth in the wider sub region. Specific schemes have been identified for the short to medium term to support the business park application in addition to longer term schemes required to mitigate sub regional growth to 2026. HRA and SA assessment has concluded that the schemes identified in the table above will not involve direct habitat loss from Natura 2000 sites and impacts upon air quality, sensitive habitats and species can be mitigated.

2.282 Funding to deliver the schemes to support the business park application have been secured through the South East Dorset Transport Contributions Scheme and DCC funds. Schemes that form part of the major scheme package will form part of a future bid to be submitted by DCC.

2.283 The major scheme transport package for the B3073 will be moved to the 'Key Strategy' chapter of the Core Strategy as part of the policy approach to major transport infrastructure and as the improvements are required in relation to wider sub regional growth and not growth of the operational airport and business park alone.

Issue and Options Identified in 'Options for Consideration' Core Strategy:

2.284 Issue: Which development options should be pursued in consideration of current infrastructure constraints?

Preferred Option BA 9

Permit development in line with Preferred Option BA6 for issue 'Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it. (Which includes A338 widening from Cooper Dean to Blackwater Junction)'.

Alternative Preferred Option BA 10

Permit development in line with Preferred Option BA7 for issue 'Which transport improvements should the Core Strategy consider as part of the transport requirements for the Airport?'

Alternative Preferred Option BA 11

Permit development in line with Option BA6 for issue ‘which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?, while seeking funding and obtaining developer contributions for a link road from the north east business park to the A338’.

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option BA9	7	6	2	15
Alternative Preferred Option BA10	6	6	2	14
Alternative Preferred Option BA11	6	7	2	15

Table 2.14

Key Comments

2.285 Hurn Parish Council:

- Object and comments as per BA6, 7 and 8

2.286 Response: See response above for Options BA6 - 8.

2.287 Dorset County Council Transport Planning Group (Option BA11)

- DCC raise concerns about implementation of the A338 link road as it would also require widening of the A338 between Blackwater and Ashley Heath which would have a direct impact on European designated sites.

2.288 Response

- See response above for Options BA6 - 8.

2.289 Bournemouth Airport Transport Forum

- Improvements to public transport and cycling need more emphasis. Improvements in sustainable access need to come in advance of future development at the airport and the business park.

2.290 Response

- See response set out above for BA6 - 8.

2.291 Natural England

- Comments as above under options BA6, 7 and 8.

2.292 Response

- See response above for Options BA6 - 8.

2.293 Bournemouth Borough Council

- Comments as above for options BA6, 7 and 8.

2.294 Response: See response above for Options BA6 - 8.

2.295 Dorset Wildlife Trust:

- Comments as above for options BA6, 7 and 8.

2.296 Response: See response above for Options BA6 - 8.

2.297 The Highways Agency

- These development options could be set out before the potential transport improvement options.

2.298 Response

2.299 The Pre Submission Core Strategy Airport Vision (Policy BA1) will set out the development strategy for the airport and business park. The Key Strategy chapter will also contain the policy approach for strategic transport schemes including the package for the B3073.

Consideration of Evidence and Policy

2.300 Relevant evidence and policy is discussed above in relation to options BA6 - 8.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option BA9	Alternative Preferred Option BA10	Alternative Preferred Option BA11
1) Protect and enhance habitats and species	Uncertain Impact	Uncertain Impact	Uncertain Impact
2) Sustainable use of resources	Strong Positive Impact	Strong Positive Impact	Strong Positive Impact
3) Minimise pollution	Uncertain Impact	Uncertain Impact	Uncertain Impact
4) Climate change	Uncertain Impact	Uncertain Impact	Uncertain Impact
5) Reduce the need to travel	Strong Positive Impact	Strong Positive Impact	Strong Positive Impact
12) Sustainable economic growth	Strong Positive Impact	Strong Positive Impact	Strong Positive Impact

Table 2.15

2.301 Options BA9 and BA10 facilitate further development at the airport which may raise levels of road and air traffic which has implications for habitats, species (Objectives 1 and 2) and climate change (Objective 4). Further air quality work and HRA assessment of final infrastructure options is required to determine precise impacts. Ecology work undertaken to date has identified a mitigation package that if implemented effectively could achieve either a reduction in emissions or no net increase. This will be updated in relation to the Pre Submission Core Strategy approach through habitats regulations assessment done at this stage. Further development brought forward at the north west business park would utilise brown field land and contribute to economic development of the South East Dorset economy (Objectives 2 and 12).

2.302 Conclusions drawn for Option BA11 are as for Option BA8. The implementation of a link road and widening of the A338 north of Blackwater Junction may involve direct habitat loss of a European habitat which would need to be compensated for. As with preceding options clear conclusions regarding the sustainability of this option can be drawn following the outputs of air quality work and HRA work on final transport infrastructure designs. Overall Options BA9 and BA10 have the potential to be sustainable options dependent on the comprehensive identification and implementation of mitigation measures that have been determined through the Airport ecology study (2008) supplemented by additional HRA assessment and air quality work.

‘Options for Consideration’ Habitats Regulations Assessment

2.303 See HRA assessment summary set out above for options BA6 (relates to Option BA9), BA7 (relates to Option BA10) and BA8 (relates to Option BA11).

‘Options for Consideration’ Health Impact Assessment

2.304 The HIA identifies positive impacts for the promotion of active travel and the use of sustainable modes other than the car. The development options enable further employment development to come forward creating more local employment opportunities.

‘Options for Consideration’ Equalities Impact Assessment

2.305 No adverse impacts were identified through the EIA assessment.

Infrastructure Requirements

2.306 See infrastructure requirements above for options BA6, 7 and 8.

Conclusions

2.307 The development strategy to be contained in the 'key strategy' chapter of the Pre Submission Core Strategy will set out the level of residential and commercial development to come forward in the plan area to 2028. This will be supported by strategic transport improvements that will be delivered as part of the Local Transport Plan 3 and Core Strategy.

Consultation Response - Issues not currently included in the Core Strategy

Key Comments	Response
Airport Safeguarding Policies (Bournemouth Airport Safeguarding) / Planning Advisor Manchester Airport <ul style="list-style-type: none"> There needs to be inclusion in the Core Strategy of policies relating to aerodrome safeguarding and public safety zones. 	This will be addressed in the preparation of development management policies as part of the Site Specific Allocations Development Plan Document. The Council's Local Development Scheme provides details for the preparation of this document.

Table 2.16

3 Pre Submission Options

3.1 The following policies for the Airport and business parks for inclusion in the Pre-Submission Core Strategy have been established following consideration of consultation responses, the evidence base and assessments including sustainability appraisal and habitats regulations assessment.

Policy BA1

Vision for Bournemouth Airport.

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.

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.

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.

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:

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.

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.

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.

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.

Bournemouth Airport and Business Park Strategic Allocation

Policy BA2

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.

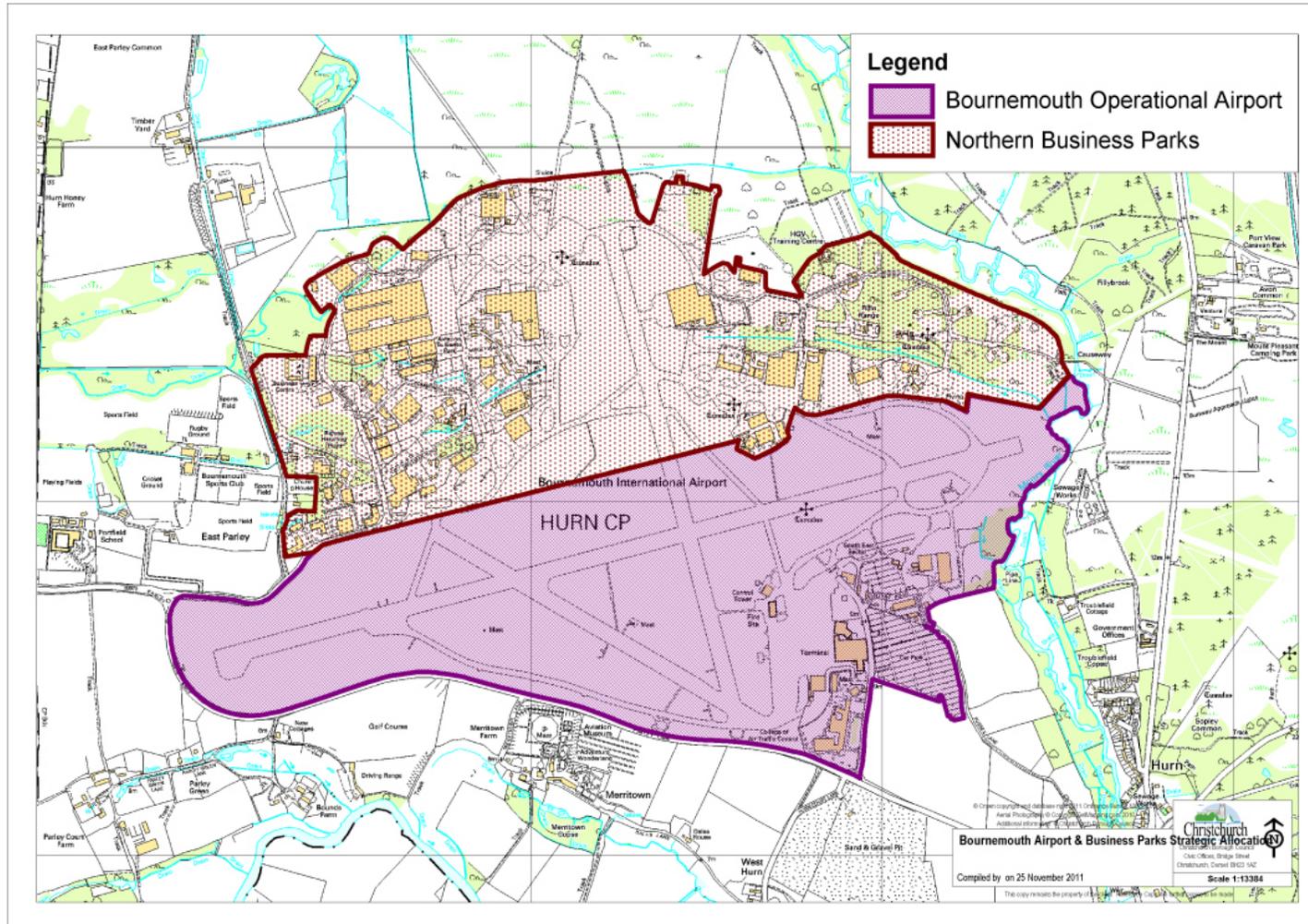
The phasing of future employment development in the airport northern business parks will be in line with the necessary improvements required to the highway network to facilitate development. Over the plan period to 2028 it is envisaged that up to 30ha of new employment development may come forward across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



Picture 3.1 Bournemouth Airport & Business Parks Strategic Allocation

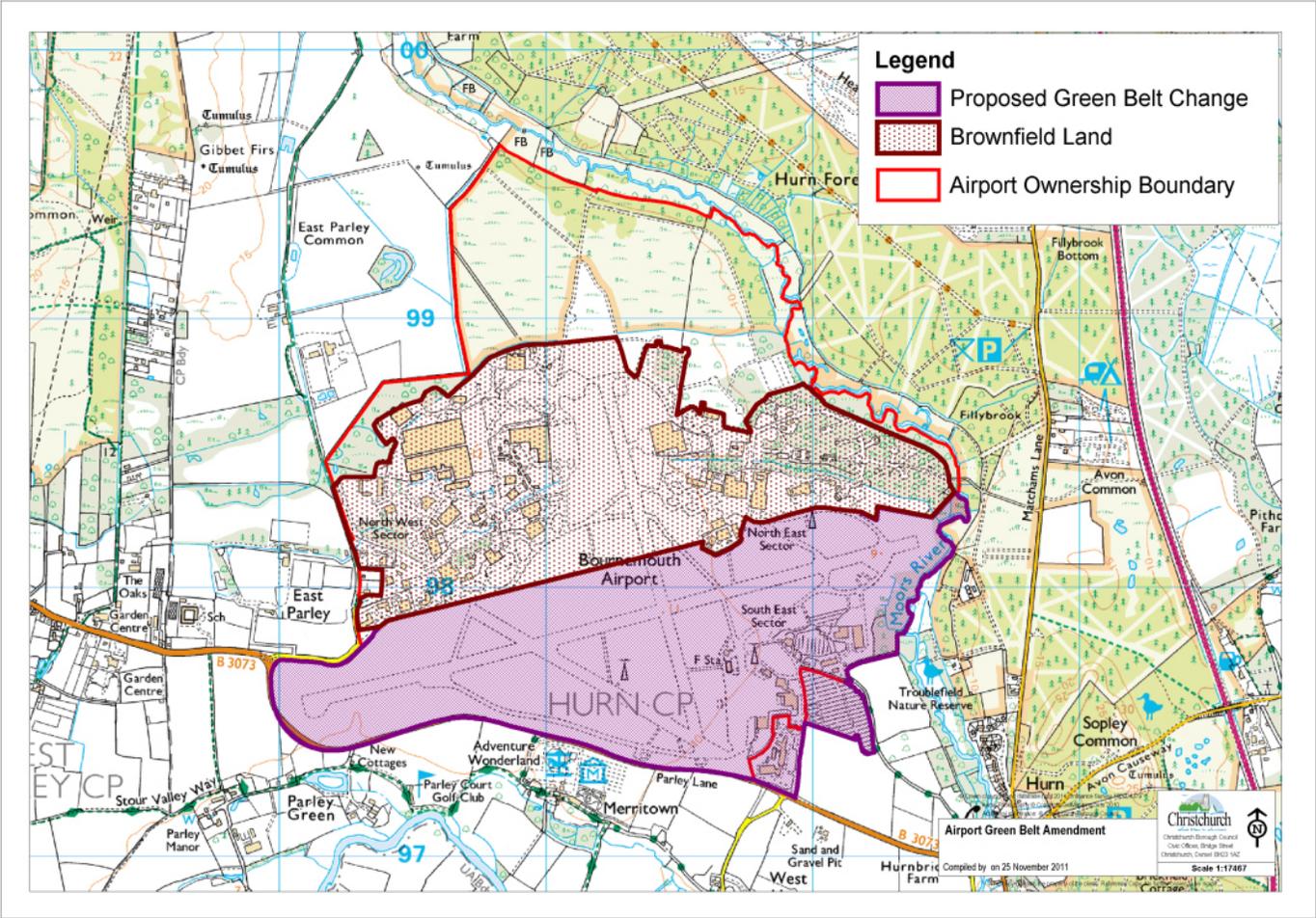


The Future of the Airport and the Green Belt

Policy BA3

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.



Picture 3.2 Proposed Green Belt Amendment