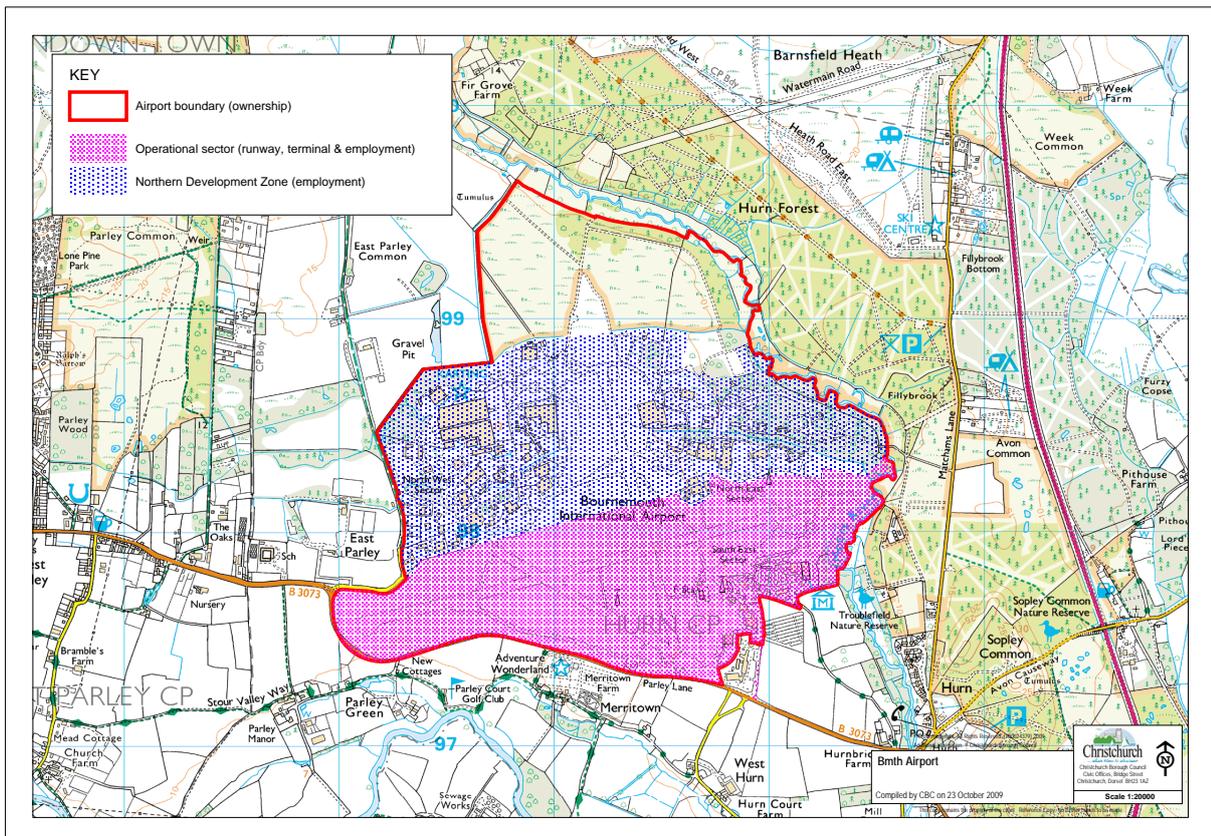


7 Bournemouth Airport & Business Park



7.1 Bournemouth Airport is a key asset for the region, one of the UK's fastest growing airports and is projected to grow to approximately 4 million passengers per annum by 2030. The Airport incorporates a major employment site of strategic significance for the sub-region which comprises up to 60ha of employment land. The business park has potential to deliver approximately 15-30ha of new employment development subject to transport infrastructure improvements to the B3073 and A338.

7.2 The Airport adjoins and abuts a number of internationally designated sites and Core Strategy development options must not compromise the integrity of these sites.

7.3 As a large strategic employment site the Airport business park contributes very significantly to South East Dorset's employment land requirements to 2027. The airport has the potential to attract major new investment and create a range of new employment opportunities which could influence a step change in the South East Dorset economy.

7.4 The status of the Airport has been recognised in the Bournemouth, Dorset and Poole Structure Plan and in a number of local and sub-regional key evidence studies such as the Bournemouth, Dorset and Poole Workspace Strategy (2008).

7.5 This section of the Core Strategy sets out options concerning the approach to future development of Bournemouth's operational airport and associated business park. It will address the following issues:

- An overall vision and strategy for development of the airport and its northern business parks.
- Strategic Green Belt release to enable future development.
- Constraints to growth of the Bournemouth Airport.

- The appropriate transport package to serve the future development aspirations for the airport and its surrounding area.
- Development options for Bournemouth Airport.

7.6 Options set out in this section have been established following responses received to the Core Strategy issues and options consultation (March – May 2008) and informed by the evidence base. For further detail concerning the development of options in this chapter please refer to the Bournemouth Airport Key Issue Paper.

Bournemouth Airport

Rules, Regulations and Advice

Airport Growth

7.7 National

- *Government policy on airports is set out in the Future of Air Transport White Paper 2003, as confirmed by the 2006 Progress Report. Government Policy supports the growth of regional airports because of the benefits to passengers and the economy and to relieve pressure on congested airports in the South East. Additional capacity at the airport is supported in the context of minimising impacts on environmentally sensitive and providing improvements to surface access.*
- The Government's Future of Air Transport White Paper set out the context for the growth of Bournemouth Airport and envisaged growth in the region of 3 – 4 million passengers by 2030.
- In response to the Future of Air Transport White Paper, Bournemouth Airport prepared a master plan to set out how the airport can accommodate projected levels of growth up to 2030 identified in the White Paper.

Biodiversity and Geological Conservation

7.8 National

- The Airport site as a whole adjoins and abuts several international, national and locally designated sites of nature conservation importance. The New Forest National Park lies approximately 5.4km (3.5 miles to the east of the Airport).
- The form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology.
- As part of the process of preparing the Core Strategy we are required to undertake an Appropriate Assessment (AA) of proposed development options. This assesses the impacts of a land use plan against the conservation objectives of a European nature conservation site. Where significant effects are identified, alternatives should be examined to avoid any potentially damaging effects.

7.9 Local

- Development proposals at the Airport must consider the impact on the New Forest National Park in respect of the impacts on the purposes of designation of the Park.
- The Christchurch Community Plan identifies the need to protect and preserve wildlife and natural habitats.

Climate Change

7.10 National

- Airport development must consider climate change in reducing energy use, reducing emissions, promoting renewable energy and the location and design of development (PPS1 and supplement).

The Economy and the Business Park

7.11 National

- We are required to assess and meet local and contribute to sub regional projected land requirements for 'economic development' which includes office, light industrial, general industrial, warehousing and non traditional employment uses (PPS4). The Airport and Ferndown employment extension are strategically important in meeting projected employment land requirements for South East Dorset. In order for sufficient land and premises to come forward in an appropriate timescale it is necessary to address airport infrastructure constraints which include major transport infrastructure improvements.
- It is also important that an economic vision is established with the airport owners for the business park which proactively encourages sustainable economic growth. This involves the support of existing business sectors and those that are likely to locate in the area coupled with support for the expansion of clusters or networks of knowledge driven or high technology industries.

7.12 Local

- The Structure Plan identifies the Airport as one of only three major growth points for employment development and recognises the contribution it makes to the employment and economic needs of the South East Dorset sub region.

Flood Risk

7.13 National

- Flood risk should be taken into account at all stages of the planning process to avoid inappropriate development in areas at risk from flooding and to direct development away from areas at highest risk (PPS25)
- The north west business park is significantly affected by flood risk and a sequential approach should be adopted to locating development in lower flood risk areas. Flood attenuation measures need to be identified for the business park to reduce risk overall.

7.14 Local

- The Christchurch Community Plan also identifies the need to provide appropriate flood defences.

Green Belt

7.15 National

- The southern operational sector of the Airport is set within the Green Belt while the business park is excluded. National guidance presumes against inappropriate development in the Green Belt except in very special circumstances (PPG2).

Planning and Pollution

7.16 National

- Future development at the airport and associated business park should minimise any adverse impacts on the quality of land, air and water. Polluting activities should be located appropriately to minimise adverse effects. Increases in road and air traffic as a result of airport growth should not result in a net increase in harmful emissions beyond existing levels.

Transport

7.17 National

- Employment related development should be highly accessible by public transport, walking and cycling (PPG13).
- Future development at the Airport should offer a realistic choice of access by a range of transport modes with particular emphasis on the provision of public transport services.

7.18 Local

- The Christchurch Community Plan identifies the importance of reducing traffic congestion around the Airport and address pollution from road traffic along Parley Lane.

Noise

7.19 National

- Future development of the Airport should consider current levels of noise exposure and any increase that can reasonably be expected in the future. It is particularly important that development does not cause an unacceptable degree of disturbance. A key consideration will be any possible impact of noise disturbance on the proposed new neighbourhood at West Parley, East Dorset, in line with PPG24 Planning and Noise.

7.20 Local

- *A Section 106 Agreement between the Airport and Christchurch Council currently governs noise and other impacts of the Airport operation.*
- The Christchurch Community Plan identifies the need to address issues of noise and light pollution which need to be taken into consideration for future development at the airport.

Heritage and Conservation

7.21 Local

- The Airport is located in close proximity to the Hurn Conservation Area and future development of the airport must preserve and enhance the setting of the Hurn Conservation Area (Christchurch Local Plan).

Where are we now?

Key Facts
<ul style="list-style-type: none"> • Passenger growth at the airport is projected to grow to approximately 4 million passengers per annum by 2030. • Employment land located within the airport site is comprised of the North East and North West business parks. Approximately 60ha of land is available for development across both of these business parks.

- The airport business parks currently support in the order of 2,500 jobs.
- Development of the Airport as a whole is constrained by sensitive nature conservation designations within close proximity to the site which include Special Protection Areas (SPA), Special Areas of Conservation (SAC), Ramsar site, Sites of Special Scientific Interest (SSSI) and Sites of Nature Conservation Interest (SNCI).
- Further development at the airport requires improvements to the B3073, A338 and associated junctions.
- In order to realise the full future development potential of the North East and North West business parks a link road is required from the North East business park to the A338.
- Parts of the North West business park are included within areas of high flood risk (3a).
- £45m has recently been invested in the airfield, the terminal and in infrastructure at the Airport to improve facilities to help to attract new services to European business markets.
- The range of investment that can be attracted to the site is constrained by the current image of the site as primarily an industrial location and the quality/type of available premises.
- The Airport is located within close proximity to the Hurn Conservation Area.
- Flight paths to and from the airport pass over the New Forest National Park.

Situation without the South West Regional Spatial Strategy

7.22 The Secretary of State has announced the revocation of Regional Strategies with immediate effect. This has an implication for the Core Strategy approach to amendments to the Green Belt at the Airport and the level of employment land required to come forward over the plan period to 2027.

7.23 The South West Regional Spatial Strategy (RSS) incorporating the Secretary of State's Proposed Changes (2008) recommended removal of the Green Belt at Bournemouth Airport having regard to the development needs of the Airport. The government has since advised that as part of the preparation of Development Plan Documents, planning authorities should consider the desirability of new Green Belt or adjustment of existing Green Belt boundaries, working with other local planning authorities as appropriate.

7.24 There remains strong national and local policy support for the growth of the operational airport in the terms of Future of Air Transport White Paper 2003, as confirmed by the 2006 Progress Report, the Bournemouth, Dorset and Poole Structure Plan and the Bournemouth, Dorset and Poole Multi Area Agreement. This is primarily based on the importance of the airport for the sub regional and regional economy. On this basis there remain exceptional circumstances for amendment to the Green Belt boundary to serve the operational needs of the airport. Therefore, options relating to the removal of the Green Belt at the airport remain as part of the strategy. The existing airport boundary provides a defensible boundary for a potential amendment to the Green Belt.

7.25 The Regional Spatial Strategy also included employment land targets for Bournemouth and Poole travel to work areas for the period to 2026 which affected the level of employment development required at the airport. The South East Dorset local authorities have since agreed to use employment projections contained in the Bournemouth, Dorset and Poole Workspace Strategy (2008) which supersede the Regional Spatial Strategy target. The airport remains one of the few strategic opportunities for improving the region's economic performance.

Bournemouth Operational Airport

7.26 Bournemouth Airport lies within Christchurch Borough, and the parish of Hurn. It is approximately 5km (3 miles) from Christchurch town centre and 7km (4.5 miles) from Bournemouth town centre. The site is reasonably close to the trunk road network, approximately 2km (1 mile) from the A338 spur road, which connects to the A31 trunk road at Ashley Heath/St Leonards and St Ives.

The airport has no rail connection, the nearest station being Christchurch, approximately 4km away. An hourly bus service connects the airport with Bournemouth travel interchange, the town centre and main hotels.

7.27 The main operational airport includes the passenger terminal, car parks and administrative offices. Passenger growth at the airport is projected to grow to approximately 4 million passengers per annum by 2030. Annual passenger numbers in 2009 were less than 800,000 which is lower than recent years where numbers have exceeded 1 million per annum.

7.28 Planning consent was given in 2007 for new terminal buildings and for increased capacity of the Airport to 3 million passengers per annum. The new departures building was completed in the summer of 2010 and is now twice the size of the old building and the amount of retail/catering space has been tripled. A new arrivals building is due for completion in the summer of 2011 and will incorporate a high standard of sustainable construction and will utilise renewable energy technologies. A wide-ranging Section 106 Agreement now manages the operational and environmental impacts of the Airport and progress in meeting the obligations is reported annually to the Council and the Airport's independent Consultative Committee.

7.29 It is anticipated that by 2015 the expansion of Bournemouth Airport will create over 1900 full-time jobs, generate inward investment of £57 million and provide new training and career opportunities for local people. It provides an important gateway for inbound visitors for both business and leisure purposes and currently offers access to more than 65 destinations.

7.30 A Masterplan was prepared by Bournemouth Airport which covers the southeast and southwest sectors and was formally adopted in May 2007. It was prepared in response to the Government's Future of Air Transport White Paper for the operational airport. It sets out the Airport's vision for the growth and development of the operational airport to 2030. This master plan does not form part of the Council's statutory local development framework but has been subject to public consultation in accordance with the Air Transport White Paper and informs the production of the Core Strategy.

Airport Business Parks

7.31 Employment land located within the Airport site is comprised of the North East and North West business parks. Approximately 59ha of land is available for development across both of these business parks which is currently a very significant proportion of existing employment land supply for South East Dorset (The Christchurch and East Dorset Employment Land Review, 2007).

7.32 The Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008) identifies an undersupply of employment land in the short to medium term due to the current availability of employment land. It is considered that sufficient supply will be available in the longer term beyond 2016 following the provision of key transport infrastructure improvements. In order to meet projected demand for employment land for South East Dorset a minimum of 15 – 20 ha of new employment development is required at the airport. To provide appropriate flexibility to meet the needs of business it is desirable to provide in the region of 30+ha of employment land by 2027.

7.33 A planning and spatial framework concentrating on the North West sector has been prepared by the airport, who are responsible for managing the business park. It is anticipated that this will be published for consultation following the completion of transport modelling work undertaken in association with Dorset County Council.

Biodiversity and Geological Conservation

7.34 Development of the Airport as a whole is constrained by sensitive nature conservation designations which lie within and adjoining the site. Nature conservation designations comprise internationally protected Special Protection Areas (SPA), Special Areas of Conservation (SAC), Ramsar sites, Sites of Special Scientific Interest (SSSI) heathland and local Sites of Nature Conservation Interest (SNCI).

7.35 The proximity of sensitive environmental habitats and Natura 2000 sites is an ultimate constraint on the level of development permissible at the operational airport and northern business park within environmental limits. This is particularly in consideration of increases in levels of road traffic. An Ecological Study to support Appropriate Assessment was undertaken by Land Use Consultants in October 2008, which identified that growth of the northern business park and operational airport will result in increasing road and air traffic. These increases have implications for air quality which has potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site. Fulfilling the potential of the site will depend on the level of impact on habitats and whether a sustainable pattern of development can be ensured. There are also potential implications of increasing levels of traffic on National Park roads which will need to be considered.

7.36 The Airport ecological study identifies a package of mitigation measures to avoid or minimise any adverse impacts on habitats including sub regional planting schemes, minimisation of direct habitat loss, use of sustainable drainage systems, lighting strategy to avoid illumination of semi-natural habitats, habitat recreation along verges, reduction in emission levels elsewhere, implementation of a green travel plan, sustainable construction and use of renewable energy.

The Economy

7.37 The North West business park currently contains some 200 firms with a mix of modern office/industrial premises, older style industrial premises and hangers. Premises are occupied by a range of aviation related uses, freight forwarders, aircraft furnishing designers, marine related activities, engineering firms, environmental consultants, a removal firm, plant/tool hire, steel fabricators and a Basepoint Centre with small serviced-offices and workshops. The North East business park is far less developed but contains major aircraft maintenance operations, small scale industrial uses, a recycling firm and a flying club.

7.38 An Economic Study of Development Land at Bournemouth Airport was undertaken by Nathaniel Lichfield and Partners in March 2008. The study has found that the site should be promoted for mixed use employment with a high proportion of industrial and aviation related uses with a smaller office component. The preferred development option put forward by the study proposes a mix of 80% industrial and 20% office. This development option is considered to complement the office related development in Bournemouth and Poole town centres.

7.39 The study concluded that the business park was attractive to employment sectors including general manufacturing, advanced engineering, financial and business services, ICT and distribution and logistics. The study also identified demand for commercial premises including small and large industrial business units, small purpose built office units, warehousing, start up – incubator premises and recycling/environmental industries.

7.40 There is a need for other uses to make the site more attractive for employees including convenience/retail, restaurant facilities, banking, amenity space and conference and leisure facilities. In addition to on site uses improvements in public transport services to the business park are also required.

Transport and Highway Capacity

7.41 Achievement of the airports development potential is limited by poor strategic and local road access (particularly for the North East business park), lack of public transport access to the business park, traffic congestion, adjoining nature conservation and floodplain areas, and distance from the range of services typically found in town centres. 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. Significant online improvements are also required to the highway network and associated junctions primarily along the B3073 and A338 to accommodate projected growth at the airport and associated business park, as well as accommodating other development in the area and natural growth in traffic.

7.42 Dorset Engineering Consultancy undertook a study in 2007 to look at the possible access route corridor options for Bournemouth Airport business parks. This study commissioned by Dorset County Council has identified options for the provision of a new access route to the north east of the airport (North East Business Park) from the A338 spur road and improvements to the southern corridor (associated with the existing B3073).

7.43 On behalf of Dorset County Council and the Airport, Peter Brett Associates have undertaken a transport and infrastructure study which was completed in 2010. Specific improvements to the B3073 planned by Dorset County Council were assessed by the study and the impacts of development scenarios on these improvements tested. The report also takes into account the transport impacts of future residential development in the vicinity of Parley Cross. The purpose of the report is to determine the level of potential industrial and airport development that can be accommodated by improvements along the B3073. The study has tested the impact of committed development and new development comprising B1, B2 and B8 totalling 42,000sqm or approximately 11 – 12 ha.

7.44 Further transport modelling work is currently being undertaken by Dorset County Council and Buro Happold which builds upon previous work undertaken by Dorset Engineering Consultancy and Peter Brett. The purpose of this work is to test the upper limit of development that can come forward at the business park with improvements to the B3073 and the A338. This work is critical to ensure that development in the region of 15 – 30 ha can come forward during the plan period to 2027. This work is also informing a major scheme business case prepared by Dorset County Council to secure funding for transport infrastructure improvements. In this way, it is intended that the Core Strategy can facilitate delivery of a transport package that enables long term growth of the airport and its business parks, and other developments affecting the transport corridor around the airport. Funding for this transport package will come from a range of sources including developments at the airport itself, the northern business parks, other major developments in the vicinity, the South East Dorset Transport Contributions Scheme, and funding bids to Government.

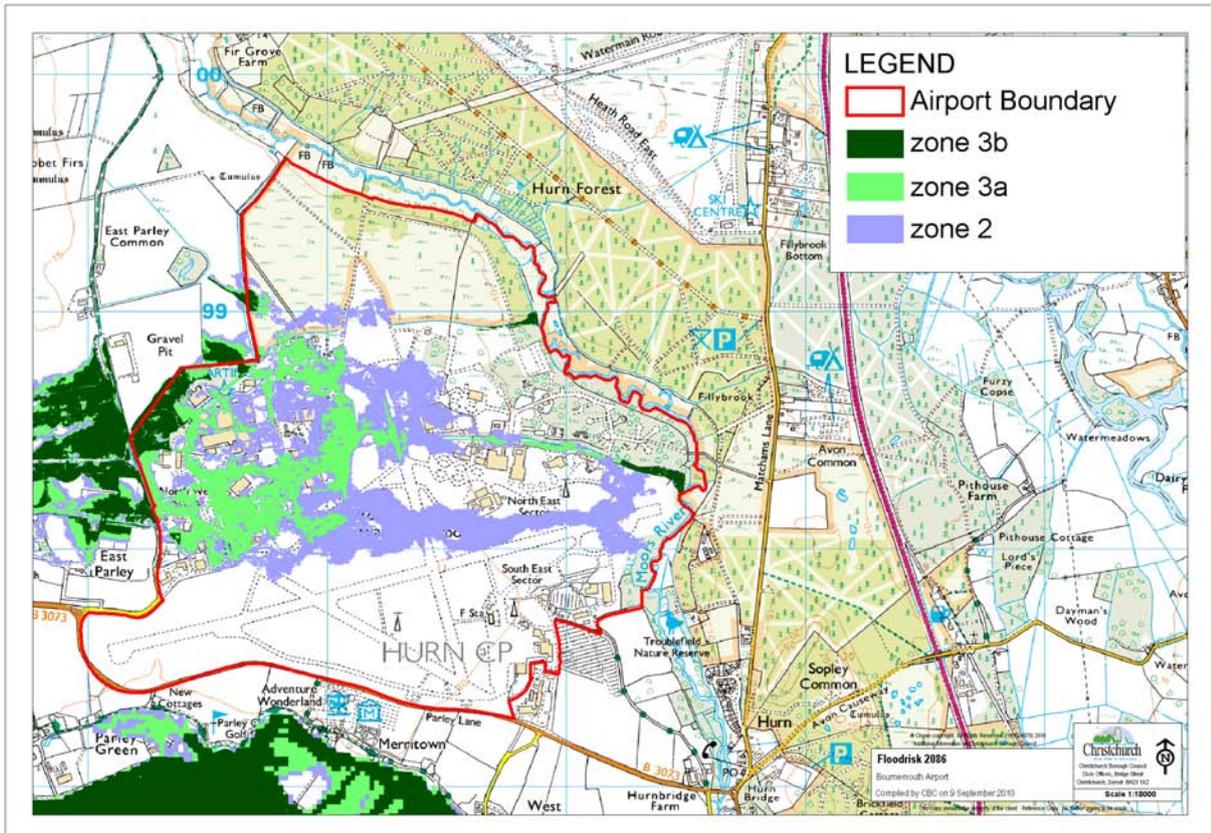
Airport Growth and Local Settlements

7.45 The settlements of Hurn and West Parley are located in close proximity to the airport and future growth of the operational airport and associated business park will need to consider any potential impact on these settlements. Particular issues to consider relate to any possible impact of traffic growth and options for junction improvements at Hurn and West Parley. As stated above future growth of the airport should not adversely affect the the character of Hurn conservation area.

Flood Risk

7.46 The outputs of the level 2 Strategic Flood Risk Assessment undertaken for the whole of Christchurch Borough, including the Airport, determine that a significant proportion of the North West business park is subject to high flood risk (Zone 3a) when considering the effects of climate change to 2086. It will be necessary to adopt the sequential approach within the business park to firstly locate commercial development in areas of lower flood risk. An appropriate programme of flood attenuation measures must be agreed with the Environment Agency to ensure that sufficient land can come forward for employment development over the plan period.

7.47 The North East business park is not significantly affected by flood risk and includes some flood zone 2 and small areas affected by high flood risk (3a). The operational airport is far less affected by flood risk with some areas of zone 2.



Bournemouth Airport Floodrisk to 2086

Landscaping

7.48 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. Substantial landscaping is taking place along the B3073 as part of the Airport upgrade.

What you said at Issues and Options

Transport Infrastructure Improvements

- Better access roads are required - e.g. an "airport only" road off the Spur Road (A338) or A31.
- Public transport improvements and demand management are key measures to be pursued in the short-medium term.
- There is a need to focus on improved public transport and enhancing green travel plans, including traffic management.
- Some responses suggested that no further work should be undertaken on new road construction or widening of the A338 because of damaging impact on wildlife habitats.
- It is important that the transport requirements of the airport are properly considered in terms of their impact on the surrounding transport network.
- Given the scope for an urban extension a short distance to the west of the airport at West Parley, the Core Strategy should consider the issue of the airports contribution to improvements to roads at Parley Cross, and the provision of new and enhanced pedestrian, cycling and public transport links between the new urban extension and the airport.
- A holistic transport approach is required.

<p>Environmental considerations</p> <ul style="list-style-type: none"> • The environmental impacts of airport expansion on the landscape and protected habitats within the National Park are a key issue. • Some responses objected to any further development at the airport due to concerns about environmental impact and noise pollution. • The presence of a Site of Special Scientific Interest to the North of the Airport and the flood constraints in the local area should be key constraints when considering locations for development in the vicinity of the airport. • When considering location of new infrastructure for the Airport consideration should be given to the strategic flood risk assessment and the requirements of Planning Policy Statement 25.
<p>Economic issues</p> <ul style="list-style-type: none"> • A suggestion was put forward to build hotels opposite the airport to take most of the impact of visitors and have cheap transport into Christchurch town centre. • Bournemouth Airport has potential to make a significant positive impact on employment and tourism • The growth of new businesses should only be encouraged if it is environmentally sustainable. • Bournemouth Airport is an existing employment centre which should form the focus for new employment opportunities. Concerns over infrastructure requirements and environmental designations are unduly restricting economic growth and success of the airport. • The airport development should accommodate a mix of uses appropriate to the use of the land as an airport including such uses as retail(A1) restaurants (A3) employment (B1, B2 and B8) and hotels (C1). • Some responses suggested that the market alone should dictate the range and type of business activity at the airport.
<p>Residential amenity observations</p> <ul style="list-style-type: none"> • Objections were raised towards night flights

The Options

7.49 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.

Why is it a Preferred Option?

- This option provides the basis for economic growth and improved prosperity in the sub region.
- The strategy takes forward the airport's 2007 Master Plan.
- This option Identifies specific zones for different forms of business activity which improves the market attractiveness of the site. It also offers flexibility to meet changing business requirements over the plan period to 2027. This option may Increase the appeal of the site to a wider market and sectors not currently represented at the airport which may create more skilled and well paid jobs in the area.

- This option maximises the use of brownfield land through further development of the airport business park.
- Future growth of the airport and business park is likely to generate increased road traffic which has implications for habitats and air quality. Mitigation measures to minimise / avoid adverse impacts include; best construction practice and ecological surveys. Measures to achieve nitrogen neutrality include sub regional tree planting schemes, reducing the need to travel, improvements to public transport and use of renewable energy sources. Water efficiency measures can also be adopted and to ensure water abstraction is not above existing levels.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?

Yes

- Economic Study of Development Land at Bournemouth Airport (Nathaniel Lichfield and Partners, 2008).
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008).
- Christchurch and East Dorset Employment Land Review (2007).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)

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.

Why is it a Preferred Option?

- This option sets a clear vision for the airport in line with government policy.
- The strategy takes forward the airport's own aspirations in its 2007 Master Plan.
- This option identifies specific zones for different forms of business activity which improves the market attractiveness of the site. It also offers flexibility to meet changing business requirements over the plan period to 2027. This option may increase the appeal of the site to a wider market and sectors not currently represented at the airport which may create more skilled and well paid jobs in the area.
- The design standards included in this option provide a mechanism to direct higher order business activity into a particular zone without being prescriptive regarding uses.
- This option maximises the use of brownfield land through further development of the airport business park.
- Future growth of the airport and business park is likely to generate increased road traffic which has implications for habitats and air quality. Mitigation measures are as set out for Option BA1.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?

Yes

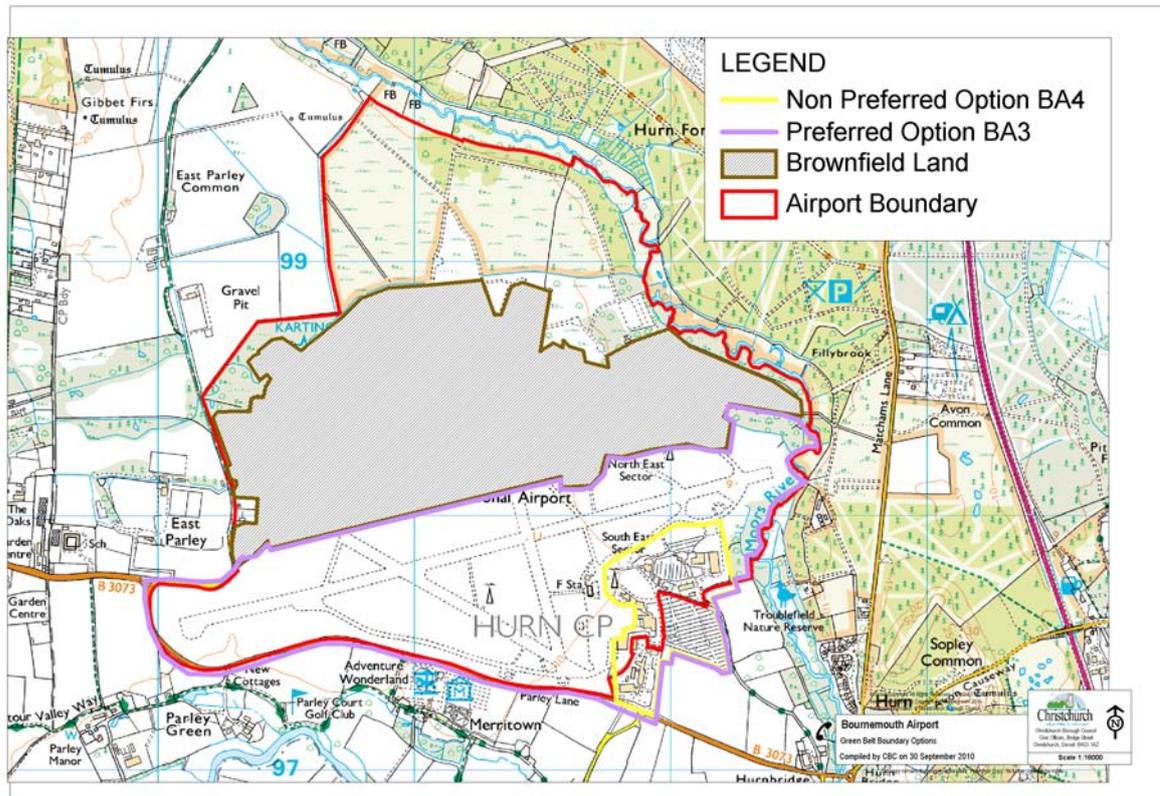
- Economic Study of Development Land at Bournemouth Airport (Nathaniel Lichfield and Partners, 2008).
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008).

- Christchurch and East Dorset Employment Land Review (2007).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)

7.50 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



Why is it a Preferred Option?

- This option allows greatest flexibility to meet the operational needs of the airport within environmental limits.
- Amendments to the Green Belt boundary removes a constraint to further development of the operational airport. Future growth of the airport will increase aircraft and car traffic which may effect air quality. Mitigation measures include sub-regional tree planting, measures to reduce the need to travel including improvements to public transport, use of renewable energy sources and sustainable standards of construction.

Does it conform to the rules, regulations and advice?

National	Yes	Local	Yes
Is it informed by evidence?			Yes

- Bournemouth Airport, The Masterplan (Manchester Airports Group May 2007).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)

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)

Why is it not a Preferred Option?

- This option provides less flexibility than Option BA3 to meet the airport's operational needs.

Does it conform to the rules, regulations and advice?

National	Yes	Local	Yes
Is it informed by evidence?			Yes

- Bournemouth Airport, The Masterplan (Manchester Airports Group May 2007). This option supported in part but does not fully meet the needs of the operational airport.
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)

7.51 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.

Why is it the Preferred Option?

- This option addresses all the factors that should be taken into account in planning for the sustainable development of the operational airport and business park.
- There is potential for declining air quality from airport growth from increasing air and road traffic which has implications for habitats, pollution and climate change. Additionally, there is potential for transport infrastructure improvements to have a direct impact on habitats. Adverse impacts will need to be avoided/minimised as set out in this option.
- Effectively addressing these issues will enable further development to come forward sustainably at the airport which will make a positive contribution to the sub-regional economy.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

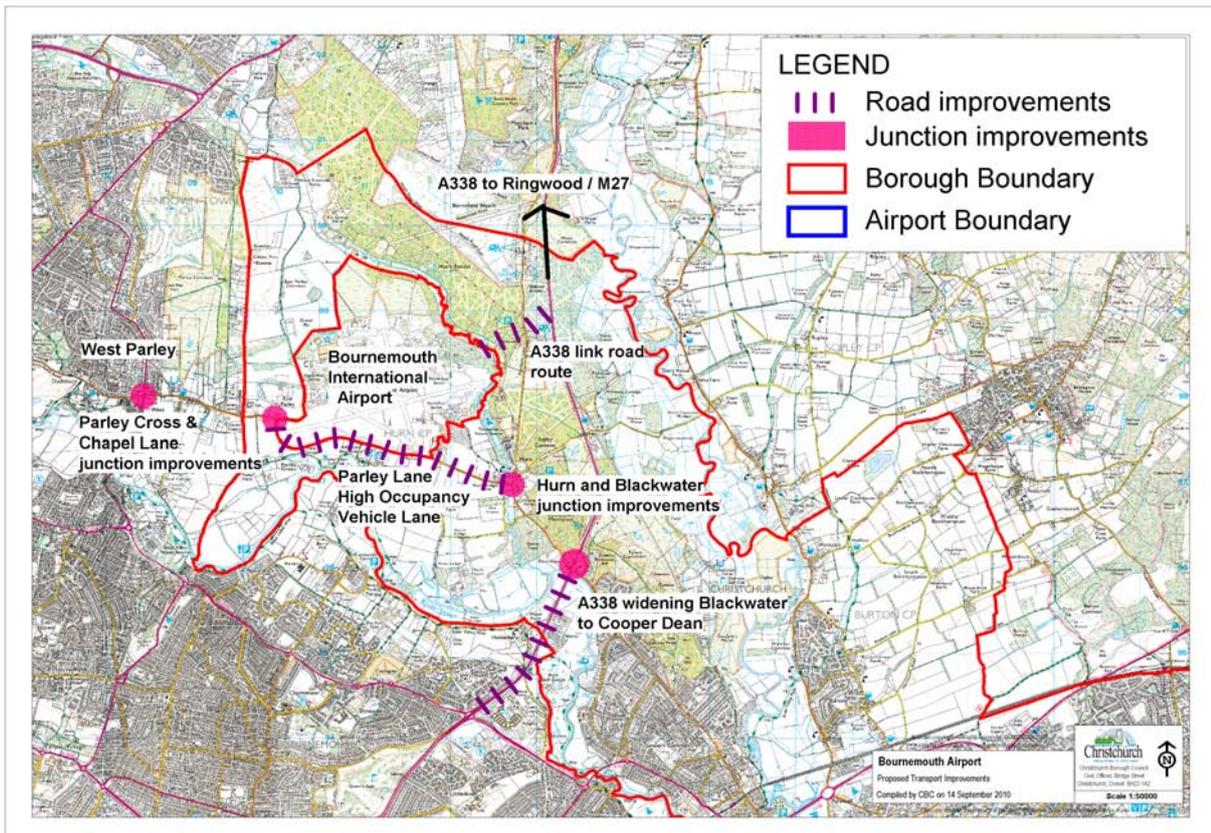
Is it informed by evidence?

Yes

- Christchurch Level 2 Strategic Flood Risk Assessment level 2 (Halcrow, 2009)
- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (Land Use Consultants October 2008)
- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2008)

- Transport modelling work currently being undertaken by Dorset County Council (2010)
- South East Dorset Multi Modal Transport Study (Atkins, 2010)
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)

7.52 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? (This transport package will be assembled using direct contributions from airport developments, from the South East Dorset Transport Contributions Scheme, from other major developments along the transport corridor, and from external funding bids).



Locations of Possible Junction / Highway Improvements

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.

Why is it a Preferred Option?

- This option comprises the minimum package of transport improvements to deliver approximately 15-30 ha of employment land required at the airport and to enable growth of

the operational airport to 3 million passengers per annum in addition to accommodating wider growth from the sub-region.

- Increased levels of traffic may have an impact on air quality and habitats. It is possible to mitigate these impacts through measures including; implementation of a green travel plan, sub regional tree planting, best construction practice and improved boundary security to protect habitats.
- Improvements to transport infrastructure will reduce congestion in the short to medium term. Measures to reduce the need to travel such as improvements in public transport to the airport will be necessary to reduce congestion in the longer term.

Does it conform to the rules, regulations and advice?

National	Yes	Local	Yes
Is it informed by evidence?			Yes

- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2008).
- Transport modelling work currently being undertaken by Dorset County Council (2010)
- South East Dorset Multi Modal Transport Study (Atkins, 2010).
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010).
- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (LUC, 2008).

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.

Why is it a Preferred Option?

- This option comprises a package of transport improvements to deliver in the region of 12 - 15 ha of employment land at the business park, growth of the airport to 3 million passengers per annum and sub-regional housing growth.
- If sufficient funds are not available to deliver Option BA6 this is an alternative preferred option.
- Increased levels of traffic may have an impact on air quality and habitats. Mitigation measures are as those set out for Option BA6.
- Improvements to transport infrastructure will reduce congestion in the short to medium term. Measures to reduce the need to travel such as improvements in public transport to the airport will be necessary to reduce congestion in the longer term.

Does it conform to the rules, regulations and advice?

National	Yes	Local	Yes
Is it informed by evidence?			Yes

- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2008)
- Transport modelling work currently being undertaken by Dorset County Council (2010)

- South East Dorset Multi Modal Transport Study – this package of improvements is unlikely to be sufficient to support future housing and employment growth across south east Dorset.
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley December 2008).
- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (Land Use Consultants October 2008).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment LUC (2010).

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.

Why is it a Preferred Option?

- This option would deliver the most employment development approximately 30 - 60ha. If sufficient funds are available to deliver this infrastructure package (including the link road) during the plan period then this would be the preferred option.
- A link road from the north east sector to the A338 is likely to involve direct habitat loss of semi natural habitats and possible impacts on habitats and species during construction stage. Impacts can be mitigated through measures including; ecological surveys, new crossing associated with link road, viaduct design of link road, provision of buffer zone and planting scheme, habitat creation and best construction practice.
- Increased levels of traffic may have an impact on air quality and habitats. Mitigation measures are as those set out for Option BA6.
- Improvements to transport infrastructure will reduce congestion in the short to medium term. Measures to reduce the need to travel such as improvements in public transport to the airport will be necessary to reduce congestion in the longer term.

Does it conform to the rules, regulations and advice?

National	Yes	Local	Yes
Is it informed by evidence?			Yes

- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2008)
- Transport modelling work currently being undertaken by Dorset County Council (2010)
- South East Dorset Multi Modal Transport Study (Atkins, 2010)
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008)
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)
- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (LUC, 2008).

7.53 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)'.

Why is it a Preferred Option?

- This option comprises the minimum package of transport improvements to deliver approximately 15-30 ha of employment land required at the airport and to enable growth of the operational airport to 3 million passengers per annum in addition to accommodating wider growth from the sub-region.
- Increased levels of traffic may have an impact on air quality and habitats. It is possible to mitigate these impacts through measures including; implementation of a green travel plan, sub- regional tree planting, best construction practice and improved boundary security to protect habitats.
- Improvements to transport infrastructure will reduce congestion in the short to medium term. Measures to reduce the need to travel such as improvements in public transport to the airport will be necessary to reduce congestion in the longer term.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?

Yes

- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2008)
- Transport modelling work currently being undertaken by Dorset County Council (2010)
- South East Dorset Multi Modal Transport Study (Atkins, 2010).
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)
- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (LUC, 2008).

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?'

Why is it a Preferred Option?

- This option comprises a package of transport improvements to deliver in the region of 12 - 15 ha of employment land at the business park, growth of the airport to 3 million passengers per annum and sub-regional housing growth.
- If sufficient funds are not available to deliver Option BA9 this is an alternative preferred option.

- Increased levels of traffic may have an impact on air quality and habitats. Mitigation measures are as those set out for Option BA9.
- Improvements to transport infrastructure will reduce congestion in the short to medium term. Measures to reduce the need to travel such as improvements in public transport to the airport will be necessary to reduce congestion in the longer term.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?

Yes

- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett Associates, 2008)
- South East Dorset Multi Modal Transport Study (Atkins, 2010)
- Transport modelling work currently being undertaken by Dorset County Council (2010)
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)
- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (LUC, 2008).

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'.

Why is it a Preferred Option?

- This option would deliver the most employment development approximately 30 - 60ha. If sufficient funds are available to deliver this infrastructure package (including the link road) during the plan period then this would be the preferred option.
- A link road from the north east sector to the A338 is likely to involve direct habitat loss of semi natural habitats and possible impacts on habitats and species during construction stage. Impacts can be mitigated through measures including; ecological surveys, new crossing associated with link road, viaduct design of link road, provision of buffer zone and planting scheme, habitat creation and best construction practice.
- Increased levels of traffic may have an impact on air quality and habitats. Mitigation measures are as those set out for Option BA9.
- Improvements to transport infrastructure will reduce congestion in the short to medium term. Measures to reduce the need to travel such as improvements in public transport to the airport will be necessary to reduce congestion in the longer term

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?

Yes

- Bournemouth International Airport Transport and Infrastructure Study (Peter Brett Associates LLP September 2008)
- Transport modelling work currently being undertaken by Dorset County Council (2010)
- South East Dorset Multi Modal Transport Study (Atkins, 2010)

- Bournemouth Airport, Ecological Study to Support Appropriate Assessment (LUC, 2008).
- Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008).
- Christchurch and East Dorset Core Strategy Habitats Regulations Assessment (LUC, 2010)