

Updated 31st July 2013 issue 5 added

1. Are the changes to Green Belt boundaries at Bournemouth Airport justified?
2. Is the location of office development, which is more suited to a town centre, justified in this location?
3. Should the policies take the opportunity to provide for employment development opposite the terminal buildings?
4. Are the strategic transport improvements required to support the vision and allocation (identified in KS10) funded and deliverable?
5. Is the land allocated within the Core Strategy at Bournemouth Airport sufficient to facilitate the provision of the "transport hub" as set out in the Local Transport Plan?