

**Core Strategy Pre-Submission – Chapter 7 Bournemouth Airport & Business Park**

Contact Person ID	Contact Full Name	Contact Company / Organisation	ID	Number	Question 1 - Legally compliant	Question 2 - Sound	Question 3 - Positively Prepared	Question 3 - Justified	Question 3 - Effective	Question 3 - Consistent with national policy	Question 4	Question 5	Question 6	Question 7	Order	Filename
360379	Mr Andrew Murray	Manchester Airport	<a href="#">CSPS690</a>	7	Yes	Yes	No				<p>The Airport Company generally welcomes the thrust of the policies as they apply to the Airport site although there are some minor issues with detail regarding wording that will be picked up later. The Airport is a vital resource for the economy of the area, both in terms of the employment land resource afforded by the Airport's northern business parks and the accessibility and in-bound tourism and investment resulting from the operational Airport. Its growth is supported by national policy and this has been reflected through previous and proposed iterations of local policy. This is important for the business as it gives certainty and hence confidence to investors. Recent permissions backed by this positive policy environment at the Airport have led to £45m of investment in the operational Airport both in terms of its Airfield infrastructure and the passenger Terminal buildings and to outline consent being granted to a major 42,000sqm development of Aviation Park West. These significant developments are a demonstration of the business confidence that arises from a positive policy stance. Additionally these developments are accompanied by 2 comprehensive Section 106 Agreements that further secure positive environmental, social and economic benefits for the area. Development at the operational Airport will with recent developments accommodate growth to 3 million passengers per annum, with further rationalisation of and improvements to the site to respond to demand, as heralded in the Airport Master Plan and as suggested by the proposed Core Strategy policy. One final strand in the delivery of this is the proposed removal of the operational Airport site from the green belt. The Aviation White Paper recognised the incongruity of the delivery of Airport growth with their designation as green belt sites. The restrictions applied by PPG2 did not easily allow for the realisation of this growth with any certainty. As a result, through the preparation of Regional Spatial Strategies (RSS), those Airports identified in the White Paper as being affected by green belt designations affected were proposed for removal from the green belt. Bournemouth is the one UK Airport where this process needs completing, a step that was recommended by the RSS independent examination. Confirmation of removal of the site from the green</p>		Yes, I wish to participate at the oral examination	As the Airport Operator responsible for the preparation of the Airport Master Plan and the Landowner of the Airport Business Park, the single largest employment allocation in the sub-region, responsibility for the delivery some of the big-ticket economic development objectives of the Core Strategy lie directly with us.	321	

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											<p>belt will give certainty to future investment, reflect the position on the ground and be consistent with national policy.</p> <p>It will also strengthen the ability to resist airport development outside of the Master Plan area, as there will not be a case to suggest that very special circumstances exist to allow further purported airport - related development.</p> <p>The Council, as a policy objective, has long promoted the realisation of the potential of the Business Park area to the north of the Airfield. Its designation as a Strategic Employment Site through successive policy documents has given the M.A.G the confidence to proceed with an ambitious scheme for the delivery of 42,000sqm of mixed-use development over the next 10 years creating up to 1,500 jobs. We welcome the continued support through the Core Strategy of this designation and recognise the need to begin to reflect that faith with action on the ground. Following a number of small scale, but very successful individual schemes on Aviation Park, we have developed a strategy and approach that we believe that the market will find attractive and have secured consent to deliver this. The approach is fully cogniscent of the ecological, transport and flood - risk issues and the business is working closely with the relevant agencies to overcome and mitigate these issues.</p> <p>So the M.A.G welcomes the continued support given in the Core Strategy to development of the Business Parks and the Airport.</p> <p>We have a number of detailed points of amendment or points of clarification that we would like to see:</p> <ol style="list-style-type: none"> <li>1. Paragraph 7.1, remove "one of the UK's fastest growing regional airports" - this is not currently correct, although it has been in the past.</li> <li>2. Paragraph 7.1, 3rd sentence, replace "transport infrastructure improvements along the B3073 and A338" with "appropriate mitigation".</li> <li>3. Paragraph 7.8, '2015' should read '2030'.</li> <li>4. Paragraph 7.12, for reference Manchester Airports Group is now referred to as M.A.G. so references should be altered accordingly.</li> </ol> <p>Paragraph 7.13, we undertake extensive air quality and vegetation quality monitoring under the terms of the S106 Agreement. This has reported four years-worth of monitoring in these areas and during that period there occurred an event that inadvertently provided a perfect control for air quality monitoring, that being the Icelandic volcanic ash cloud that grounded aviation across wide areas of Europe. During this period there was an entirely imperceptible change in the air quality monitoring</p>					

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											<p>results, showing that in the immediate vicinity of the Airport itself the implications of air travel on air quality were negligible. As a result we believe that the tone of the second sentence should be altered to suggest that there 'may' be implications rather than the more categorical stance offered.</p> <p>6. Paragraph 7.14, typographical error in first sentence, should read 'hangars'.</p> <p>7. Paragraph 7.18, question the tone in the third sentence and would suggest replacing 'accommodate' with 'realise' to reflect the Authority's desire to see the development occur.</p> <p>8. Paragraph 7.22, would suggest that the inclusion of 'including the Airport' in the first sentence is of little relevance. It is also worth pointing out that as a result of the consent for 42,000sqm of development at Aviation Business Park a site-wide Flood Risk Assessment was undertaken and a potential scheme for mitigation agreed with the Environment Agency.</p> <p>9. Paragraph 7.27, there is also the inherent anachronism of a policy, the prime objective of which is to retain openness, being applied to an area where growth and development (within limits) are to be encouraged.</p> <p>10. General point - there are a number of policy tools that the Airport would like to see retained in relation to aerodrome safeguarding, control of development within public safety zones and the control of development susceptible to noise. It would be useful to mention these additional constraints to development in the vicinity of the Airport and point to where details of them may be found. These may be of particular relevance to the housing allocations in the West Parley area. I hope the above points can be taken into consideration in spite of the fact that the consultation is really to establish whether or not the plan is sound, but I believe addressing them will assist in its legibility.</p>					
359571	Mr Renny Henderson	Royal Society for the Protection of Birds	<a href="#">CSPS3719</a>	7.2							<p>We support the recognition made in paragraph 7.2 regarding the adjacent internationally designated sites and the statement that the policy approach (for this location) "must not compromise the integrity of these sites".</p> <p>Paragraph 7.13 develops this further, identifying the "potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site" and stating that "fulfilling the potential of the airport and business park will depend on the implementation of mitigation measures as set out in the Core Strategy Habitats</p>		Yes, I wish to participate at the oral examination	we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.	323	

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											Regulations Assessment (2012) and Airport Ecological Study (2008)".					
524338	Mr Kenneth Brooks		<a href="#">CSPS244</a>	7.5							My comments on the Core Strategy 2010 regarding Bournemouth Airport remain absolutely valid and I now make further comments on the Pre-Submission Document. The projection of growth to 3 million passengers per year by 2030 is based on the wildly optimistic Air Transport White Paper 2003, which is now totally out of date. Indeed the Government are due to publish a new White Paper this summer.				326	
524338	Mr Kenneth Brooks		<a href="#">CSPS245</a>	7.6							Paragraph 7.6 acknowledges that between 2008 and 2010 passenger numbers actually fell from approx 1 million per annum to 650,000 per annum. Since 1995 Christchurch Borough Council have readily approved any proposed development at Bournemouth Airport, but many local residents living within a 10 mile radius of the Airport do not share the 'Vision' for further growth at Bournemouth Airport. A major concern is the adverse and harmful effect of aircraft noise, particularly at night. As I have stated many times the current so called 'wide ranging' Section 106 Agreement referred to in paragraph 7.7 is obsolete and the Night Time Noise Quota of 3100 points per annum will not reduce the number of permitted night-flights. Indeed it could permit a 6 fold increase in the permitted number of night-time flights, adversely affecting residents living well beyond the boundaries of Christchurch Borough Council. There is no mention in this Core Strategy Pre-Submission Document that this Section 106 Agreement is due for review within the next two years. Furthermore, St Leonards and St Ives Parish Council are experiencing some difficulty in gaining representation on the 'independent' Airport consultative Committee.				328	
524338	Mr Kenneth Brooks		<a href="#">CSPS246</a>	7.7							Paragraph 7.6 acknowledges that between 2008 and 2010 passenger numbers actually fell from approx 1 million per annum to 650,000 per annum. Since 1995 Christchurch Borough Council have readily approved any proposed development at Bournemouth Airport, but many local residents living within a 10 mile radius of the Airport do not share the 'Vision' for further growth at Bournemouth Airport. A major concern is the adverse and harmful effect of aircraft noise, particularly at night. As I have stated many times the current so called 'wide ranging' Section 106 Agreement referred to in paragraph 7.7 is obsolete and the Night Time Noise				329	

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											Quota of 3100 points per annum will not reduce the number of permitted night-flights. Indeed it could permit a 6 fold increase in the permitted number of night-time flights, adversely affecting residents living well beyond the boundaries of Christchurch Brough Council. There is no mention in this Core Strategy Pre-Submission Document that this Section 106 Agreement is due for review within the next two years. Furthermore, St Leonards and ST Ives Parish Council are experiencing some difficulty in gaining representation on the 'independent' Airport consultative Committee.						
654730	Mr Luke Siemaszko		<a href="#">CSPS784</a>	7.8	Yes	No	Yes	No	No	No	As a local resident, living in Burton, I already find the noise of the airport intrusive. Sometimes loud engine sounds are disturbing in the early morning. Also aircraft sounds distract from the amenity of the New Forest - the beauty and peace of the Forest are all too often disturbed by aircraft noise. Any increase of activity at the airport will only make this intrusion worse.		No, I do not wish to participate at the oral examination		330		
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1963</a>	7.10	Yes	No					The area covered by the "Strategy for the Airport Northern Business Parks" in Policy BA2 (Figure 7.1) incorporates the site at Bournemouth Airport which is identified in the Bournemouth, Dorset and Poole Waste Local Plan (June 2006) for the location of a Mechanical Biological Treatment Plant with Refuse Derived Fuel. The Core Strategy makes no reference to this fact either in the policy wording or supporting text. While the wording of the policy does not preclude the development of a waste treatment facility, this is not made clear. On this basis the Christchurch and East Dorset Core Strategy does not comply with the Bournemouth, Dorset and Poole Waste Local Plan 2006 and is therefore not sound. The supporting text and the policy should be amended to recognise this.	The following text is proposed for inclusion under the section on "Airport Business Parks" (paras 7.10 – 7.12) and in Policy BA2. Waste Management Facility The western area of the proposed Northern Business Park incorporates the area designated in the Bournemouth, Dorset and Poole Waste Local Plan (2006) for a waste management facility	Yes, I wish to participate at the oral examination	Dorset County Council wishes to partake in any oral hearing on this matter in order to fulfill its role under the duty to cooperate and ensure that its interests are considered in the emerging Core Strategy.	332		
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1964</a>	7.11	Yes	No					The area covered by the "Strategy for the Airport Northern Business Parks" in Policy BA2 (Figure 7.1) incorporates the site at Bournemouth Airport which is identified in the Bournemouth, Dorset and Poole Waste Local Plan (June 2006) for the location of a Mechanical Biological Treatment Plant with Refuse Derived Fuel. The Core Strategy makes no reference to this fact either in the policy wording or supporting text. While the wording of the policy does not preclude the development of a	The following text is proposed for inclusion under the section on "Airport Business Parks" (paras 7.10 – 7.12) and in Policy BA2. Waste Management Facility The western area of	Yes, I wish to participate at the oral examination	Dorset County Council wishes to partake in any oral hearing on this matter in order to fulfill its role under the duty to cooperate and ensure that its interests are considered in the emerging Core Strategy.	333		

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											waste treatment facility, this is not made clear. On this basis the Christchurch and East Dorset Core Strategy does not comply with the Bournemouth, Dorset and Poole Waste Local Plan 2006 and is therefore not sound. The supporting text and the policy should be amended to recognise this.	the proposed Northern Business Park incorporates the area designated in the Bournemouth, Dorset and Poole Waste Local Plan (2006) for a waste management facility				
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1965</a>	7.12	Yes	No					The area covered by the "Strategy for the Airport Northern Business Parks" in Policy BA2 (Figure 7.1) incorporates the site at Bournemouth Airport which is identified in the Bournemouth, Dorset and Poole Waste Local Plan (June 2006) for the location of a Mechanical Biological Treatment Plant with Refuse Derived Fuel. The Core Strategy makes no reference to this fact either in the policy wording or supporting text. While the wording of the policy does not preclude the development of a waste treatment facility, this is not made clear. On this basis the Christchurch and East Dorset Core Strategy does not comply with the Bournemouth, Dorset and Poole Waste Local Plan 2006 and is therefore not sound. The supporting text and the policy should be amended to recognise this.	The following text is proposed for inclusion under the section on "Airport Business Parks" (paras 7.10 – 7.12) and in Policy BA2. Waste Management Facility The western area of the proposed Northern Business Park incorporates the area designated in the Bournemouth, Dorset and Poole Waste Local Plan (2006) for a waste management facility	Yes, I wish to participate at the oral examination	Dorset County Council wishes to partake in any oral hearing on this matter in order to fulfill its role under the duty to cooperate and ensure that its interests are considered in the emerging Core Strategy.	334	
653852	Mrs Susan Newman-Crane		<a href="#">CSPS598</a>	7.13		No	Yes	Yes			More loss of green belt. Ineffective measures for the loss of wildlife - none of them can make up for the destruction planned.	Delete plan to remove green belt protection.	No, I do not wish to participate at the oral examination		335	
359571	Mr Renny Henderson	Royal Society for the Protection of Birds	<a href="#">CSPS3721</a>	7.13							We support the recognition made in paragraph 7.2 regarding the adjacent internationally designated sites and the statement that the policy approach (for this location) "must not compromise the integrity of these sites". Paragraph 7.13 develops this further, identifying the "potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site" and stating that "fulfilling the potential of the airport and business park will depend on the implementation of mitigation measures as set out in the Core Strategy Habitats Regulations Assessment (2012) and Airport Ecological Study (2008)".		Yes, I wish to participate at the oral examination	we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.	335	
361028	Ms Helen Patton	New Forest National Park Authority	<a href="#">CSPS3792</a>	7.13							Chapter 7 Bournemouth Airport and Business Park General The Authority welcomed the statement in paragraph 7.9 of the previous Options for Consideration consultation document that development proposals				335	

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											<p>for the Airport must consider impacts on the National Park in respect of the statutory Park purposes. It is noted however, that other than a passing reference in the 'Key Facts' box on page 75, such a statement is no longer present in the Pre-Submission Document. As stated above, the Authority considers it important that reference is made to this statutory duty and requests that such a statement is reinserted into the document.</p> <p>At its nearest point the New Forest National Park lies less than 3 kilometres from the Airport. Although it is understood that the 2007 planning permission for the redevelopment and expansion of the airport terminal facilities is likely to be sufficient in catering for the 3 million passengers per annum projected to use the Airport by 2030, it remains Government aviation policy guidance that where it is possible to avoid over-flights of National Parks below 7,000 feet is makes sense to do so. Aircraft from Bournemouth Airport routinely cross the New Forest National Park at altitudes between 3,000 – 7,000 feet and although some overflying is unavoidable, as highlighted earlier in our response the planning authorities must be fully aware of their legal duty to have regard to impacts on the adjacent National Park.</p> <p>Transport Impacts As with the Christchurch Urban Extension, the Authority is concerned that the expansion of the Airport and development of employment land will create additional cross-Park traffic (e.g. A35, A31). The Authority considers that it is essential that the proposed employment development at Bournemouth Airport are subject to a full Transport Assessment and it should be shown how the impacts on roads within the National Park will be satisfactorily be dealt with.</p> <p>The wider cross-boundary traffic implications of the proposals for the urban extension and the employment development at the Airport on the New Forest should be fully assessed.</p> <p>Any future development proposals to increase air traffic movements or passenger numbers at the Airport must consider impacts on the adjacent National Park, including increased overflying of valued tranquil areas.</p>					
524338	Mr Kenneth Brooks		<a href="#">CSPS248</a>	7.18							Paragraph 7.18 acknowledges that significant improvements are required to the highway network and associated junctions along the B3073 and A338 roads to accommodate the projected growth at Bournemouth Airport. If this is deemed absolutely necessary then clearly the Airport owners should				340	

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											<p>pay the costs of road improvements as part of their overall development costs.</p> <p>I am very concerned to read in the Draft Infrastructure Delivery Plan supporting this Core Strategy Pre-Submission Document that improvements to the Blackwater Junction (A338/B3073) and Blackwater Junction to the Bournemouth Airport entrance are projected to cost approx. £100 million, but be paid for largely by Central Government and Dorset County Council Taxpayers. Since these highway improvements are solely to benefit Bournemouth Airport then clearly the Airport owners should pay at least 75% of the costs.</p> <p>In stark contrast, absolutely necessary maintenance of the A338 major road from the Ashley Heath Interchange to the Cooper Dean junction has been on hold since 2009 due to lack of government funding and is currently regarded as 'low priority'.</p>					
653852	Mrs Susan Newman-Crane		<a href="#">CSPS599</a>	7.18	Yes	No	Yes				<p>An appalling list of negative effects, coupled with the comment that Blackwater Junction will need £100m spent on it - not mentioned in the Strategy itself, and the junction is dreadful enough visually as it is. Too high a price in every respect.</p>	<p>At the very least, if this policy must proceed (and with the huge loss of green belt land I cannot support it), can a rail link be devised? What other 'international' airport has no rail connection and such poor links?</p>	No, I do not wish to participate at the oral examination		340	
654730	Mr Luke Siemaszko		<a href="#">CSPS786</a>	7.18	Yes	No	Yes	No	Yes	No	<p>When considering cycling to the airport the council should bear in mind that approaching the airport from the East, ie over the Avon Causeway, is currently unpleasant and dangerous for cyclists due to the narrow and winding nature of this road. Any attempt to improve cycle access to the airport would be of little value without addressing this issue.</p> <p>Transport links to the airport are currently poor as the airport only accesses one road, which is currently already gridlocked at some times.</p> <p>Expansion of the airport and business park can only make this worse. It is doubtful that the road network in the area could support significantly increased activity. Note however that the airport is close to the trackbed of the former Christchurch - Ringwood railway, which I believe is largely intact. A rail based solution, either heavy rail, light rail or tram would give an improvement in capacity far in excess of what could be achieved by road improvements. A heavy rail solution would allow through journeys</p>		No, I do not wish to participate at the oral examination		340	



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											from other towns in the vicinity, thus providing a much more attractive offering than road. The trackbed is largely intact, the distances small, and the ground fairly level so surely this would not be an expensive project. Note also that ATOC (the Association of Train Operating Companies) identified Ringwood high on their list of towns deserving a re-opened rail link. Therefore re opening this route in its entirety, with a deviation past the airport, or a travelator link , would meet both the requirements of improving transport links to the airport, and those identified in the ATOC report. ATOC suggested reaching Ringwood from Brockenhurst, but using the route from Christchurch instead would avoid the issues associated with reopening a railway in the New Forest.					
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS2021</a>	7.22	Yes						As the Lead Local Flood Authority, Dorset County Council has responsibility to develop a strategy to tackle local flood risks and to ensure that other plans and policies accord with it. A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of flood risk management.	Replace references to Flood Zone 3a with Flood Zone 3. Amend para 7.23 to read as follows: "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) and local flood risk issues (Flood Map for Surface Water, Environment Agency)."	No, I do not wish to participate at the oral examination		344	
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS2022</a>	7.23	Yes						As the Lead Local Flood Authority, Dorset County Council has responsibility to develop a strategy to tackle local flood risks and to ensure that other plans and policies accord with it. A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of flood risk management.	Replace references to Flood Zone 3a with Flood Zone 3. Amend para 7.23 to read as follows: "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) and local flood risk issues (Flood Map for Surface Water, Environment Agency)."	No, I do not wish to participate at the oral examination		345	

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												Agency)."				
654026	Ms Bev Miller		<a href="#">CSPS629</a>	Policy BA1							PPG2 Green Belts states there are five purposes of including land in Green Belts: 1. To check the unrestricted sprawl of large built-up areas; 2. To prevent neighbouring towns from merging into one another; 3. To assist in safeguarding the countryside from encroachment; 4. To preserve the setting and special character of historic towns; and 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. STOP ERODING OUR GREEN BELT		No, I do not wish to participate at the oral examination		348	
507546	Mr Nigel Pugsley	BNP Paribas Real Estate	<a href="#">CSPS697</a>	Policy BA1	Yes	Yes					Royal Mail has a number of land holdings in the District of East Dorset and the Borough of Christchurch all of which are strategically important, these are as follows: Bournemouth Airport Office, Bournemouth International Airport, Christchurch, BH23 6SE As such should any of the land surrounding Royal Mail's sites be redeveloped, it would be vital that any new uses be designed and managed so that they are both cognisant and sensitive to Royal Mail's operations. My client is generally supportive of vision and strategy for Bournemouth airport and Business Park, which seeks to encourage the provision of improve cargo facilities and associated infrastructure in line with adopted Bournemouth Airport Masterplan. The Council will be aware that Royal Mail has offices at premises at Bournemouth airport. It is therefore imperative that future development taking place either on site and on adjacent land does not adversely affect Royal Mail operations.		No, I do not wish to participate at the oral examination		348	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1315</a>	Policy BA1		No				No	Dorset Wildlife Trust consider that this policy, whilst recognising the environmental constraints around the airport, does not give due consideration to the environmental constraints within the airport. The airport site includes designated sites within its boundaries, including a Site of Nature Conservation Interest, as stated in paragraph 7.13. This policy also does not include any need for positive biodiversity enhancement. As this is a large site with much opportunity for enhancements to local biodiversity, we would expect it to comply with NPPF (9, 109, 114, 117, 118) by providing net biodiversity gains to satisfy the three strands of sustainability	We support the amended wording proposed by Natural England in their response to this policy, and seek similar changes.	No, I do not wish to participate at the oral examination		348	

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656746	Mr Barry Olorenshaw	New Forest Business Partnership	<a href="#">CSPS1458</a>	Policy BA1		No					<p>Policies BA1 &amp; BA2 – Bournemouth Airport and the Northern Business Parks.</p> <p>In re-iterating our support for any appropriate assistance that may be given to the rural economy and local businesses, it is again apparent that the effects of both the Airport expansion and the creation of a major business part to the North thereof will be to place an unacceptable burden on, not only surrounding roads such as the B3347, but also on the sub-regional transport structure generally.</p> <p>On numerous occasions throughout the year, westbound traffic is queued from (at least) Junction 2 of the M27 added to which it is well known that the capacity of the A31 is exceeded on a regular basis. In the absence of major infrastructural improvements to the A31 in particular and also the A338 then this Policy will exacerbate those difficulties that already exist resulting in a potential decline in business activity in those areas affected. Once more, in the absence of a detailed and, geographically, extensive TIA then Policies BA1 &amp; BA2 must be considered to be UNSOUND.</p> <p>In the hope that these comments are of some assistance to you, please be advised that a representative of the New Forest Business Partnership would be prepared to attend the forthcoming Public Inquiry (if available) details of which would be appreciated in due course.</p> <p>In the meantime a copy of this letter has also been sent to the Administration Officer for Christchurch Borough Council.</p>		Yes, I wish to participate at the oral examination		348	
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	<a href="#">CSPS1563</a>	Policy BA1							<p>Thank you for consulting the AONB on this important policy document. As the ANOB considers there are some quite fundamental matters for discussion this letter is being sent simultaneously to Judith Plumley and yourself.</p> <p>The Cranborne Chase and West Wiltshire Downs AONB has been established under the 1949 National Parks and Access to the Countryside Act to conserve and enhance the outstanding natural beauty of this area which straddles three County, one Unitary and five District councils. It is clear from the Act, subsequent government sponsored reports, and the Countryside and Rights of Way Act 2000 that natural beauty includes wildlife, scientific, and cultural heritage. It is also recognised that in relation to their landscape characteristics and quality, National Parks and Areas of Outstanding Natural Beauty are equally important aspects of the nation's heritage and environmental capital. The AONB Management Plan (2009 – 2014) is a</p>				348	<a href="#">2239336_0_1.pdf</a> <a href="#">2239337_0_1.pdf</a>

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											<p>statutory document that has been approved by the Secretary of State and was adopted by your Council early in 2009.</p> <p>The ANOB has looked with considerable interest at your Core Strategy Pre-Submission Document. We are acutely aware, with the production of the National Planning Policy Framework (NPPF), the revocation of the Regional Spatial Strategy (RSS), and the removal of the whole suite of Planning Policy Statements and Planning Policy Guidance that all Core Strategy documents are in real danger of being insufficiently detailed to provide adequate policy guidance through to 2028.</p> <p>It is, however, clear from the NPPF that Government envisages the re-emergence of Local Plans with considerable detail within them to cover policy and decision making needs. It is noticeable that the NPPF puts equal weight on achieving economic, social and environmental gains jointly and simultaneously through sustainable development. There is a clear implication that solely economic proposals are not automatically sustainable.</p> <p>Crucially Paragraph 14, in association with Footnote 9, clearly indicates that there should be special policies in these emerging Local Plans to cover special situations. Those special situations include designated landscapes such as AONBs. Paragraph 218 also indicates that it would be in order for Local Plans to take on board those policies that have been lost in the revocation of the RSS.</p> <p>The thrust, therefore, of the AONB's comments relate to matters that we feel should be included in the Core Strategy to overcome the policy vacuum created by the loss of the higher level strategies and policies on which the whole concept of Core Strategies was predicted. Whilst there is much to be supported in the pre-submission Core Strategy the AONB is of the view that without the additional policies to fill the gaps created by the loss of the higher level strategies and policies it will not be fully fit for purpose through to 2028 and therefore would have to be regarded as less than sound.</p> <p>In particular the AONB would wish to see clear policies that indicate the special character of the AONB, and proposed developments within it, would be handled in ways different from other, undesignated, areas of countryside within the District. Similarly we would commend the RSS suite of policies ENV1, 2, 3, 4, 5, and in particular ENV3 which relates to the setting of AONBs. We would wish to see priority given to conserving and</p>					

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											enhancing natural beauty within the AONB and to priority being given to conserving and enhancing natural beauty where there is conflict with proposed development. The AONB has commented previously about the development of Bournemouth Airport. As you may recall, the concerns of the AONB relate to the overflying of the AONB rather than the physical structure of the airport itself. Our concerns are that increased traffic using the airport will spill out into the AONB and additional flights will adversely impact on tranquillity and dark night skies within the AONB. We would, therefore, wish to see a robust policy that direct flights away from AONB airspace and the setting of the AONB.					
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS2023</a>	Policy BA1	Yes						As the Lead Local Flood Authority, Dorset County Council has responsibility to develop a strategy to tackle local flood risks and to ensure that other plans and policies accord with it. A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of flood risk management.	Add to section on Flood risk - "Future development will take account of surface water flooding (Flood Map for Surface Water, Environment Agency) and adopt a sequential approach towards the location of development within the site."	No, I do not wish to participate at the oral examination		348	
359492	Mr Stuart Jarvis	Hampshire County Council	<a href="#">CSPS2032</a>	Policy BA1	Yes	No	Yes	Yes			As Highways Authority, Hampshire County Council (HCC) appreciates that a significant amount of supporting information is in place to support policy BA1 (Vision for Bournemouth Airport) . However, the evidence is lacking in three areas (i) There is a distinct lack of factual information relating to the airport's area wide travel plan and how it will help facilitate sustainable access to the airport and business park. (ii) A lack of information on the forecast impact of planned development at the Airport on Hampshire's roads and possible mitigation measures. (iii) There is limited evidence as to the involvement of stakeholders like Hampshire County Council as a neighbouring authority Policy BA1 refers to emissions from air traffic / road traffic and states "...mitigation measures include implementation of the airport area wide travel plan.." but fails to give more detail on what the plan will seek to do. Paragraph 178 of the NPPF states that "Public bodies have a duty to cooperate on planning issues that cross administrative boundaries. The	For Policy BA1 to have a "robust and credible evidence base", HCC as a neighbouring Highways Authority would wish to see: • More detail on how the Airport area wide travel plan will help to facilitate sustainable access in line with our previous submission where we listed a significant number of 'appropriate infrastructure' mitigation measures that could be put in place. • More detail on forecast impact of airport traffic on the	No, I do not wish to participate at the oral examination		348	

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											Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities” Major development of Bournemouth Airport and Business Park will impact on Hampshire’s roads. HCC is therefore of the view that it should be regarded as a ‘stakeholder’ in the proposed development	highway network within Hampshire including the B3347 and Avon Causeway as well as the A31 / A338 strategic routes including mitigation measures. HCC as neighbouring Highway Authority would like clear evidence in the Core Strategy that the Airport area wide Travel Plan includes appropriate measures to mitigate the impact of increased travel demand to the Airport.				
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	<a href="#">CSPS2066</a>	Policy BA1		No	Yes		No		<p>1. This policy is heavily reliant on Policy ME1 on protection of the natural environment but Policy ME 1 is not legally compliant or sound with regard to the requirements of the Habitats Regulations and those of the NPPF set out in paragraphs 113 to 117. These requirements include among others that plan policies should give protection commensurate with the status of wildlife sites and promote priority habitats, ecological networks, and protection and recovery of priority species. The matters on priority habitats, species and ecological networks are especially relevant to Policy BA1 owing to the large geographical area over which the policy applies and the position of this area within a wider area of high significance for importance for priority habitats, species and ecological networks.</p> <p>2. The policy is unsound in that it gives insufficient balance to the three roles of sustainable development - economic, social and environmental – set out in the NPPF in paragraphs 7-9. Notably the policy fails to seek positive improvements in the quality of the natural environment (NPPF paras 9 and 17 bullet point 7) which has particularly relevance owing to the large geographical area over which the policy applies and the position of this area within a wider area of high significance for designated wildlife sites, priority habitats, species and ecological networks.</p> <p>3. The policy is unsound in that it refers to environmental constraints ‘around the airport’. It is not clear whether this terminology means just the ‘operational airport land’ or the entire area covered</p>	Point 1 above. Policy ME1 should be substantially amended to address all of the matters referred to above and reference to this revised policy or policies inserted into Policy BA 1. Points 1 and 2 above. Revise the policy section on Environmental Designations to Environmental Designations and Biodiversity. Insert new policy wording to address NPPF paras 9 and 17 such as ‘Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off site	No, I do not wish to participate at the oral examination	Our wish for participation in oral examination will depend on whether or not the policy is amended in accordance with the above suggestions.	348	

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											by the policy. In any event there are internationally and nationally designated sites within and immediately bordering the 'operational airport land' (as defined on map 7.1 but see also our response to this map) so there will be constraints relating to these sites within the operational airport land.	infrastructure shall meet the requirements of Policy ME1 (as revised) and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for the development outweighs policy for the protection of the natural environment, measures will be provided to mitigate or compensate any harm.'				
655852	Mr Mark Ambler	Yellow Buses	<a href="#">CSPS2269</a>	Policy BA1	Yes	No			Yes		Insufficient emphasis and detail on developing and supporting public bus transport network improvements and infrastructure within the core strategy itself.	As an intended 'Flagship Regional Airport' the core strategy must clearly reflect and demonstrate comprehensive public transport network improvements in both the local and wider area. These should include but are not limited to, the addition of bus priority measures at junctions and segregated bus lanes along the main link roads ensuring sustainable access to the site. These improvements will clearly need to be undertaken on A338/B3073 Blackwater Junction, B3073 Christchurch Road, B3073 Christchurch Road / B3073 Parley Lane Roundabout, B3073 Parley Lane to Parley Cross, B3073 Parley	No, I do not wish to participate at the oral examination		348	

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												<p>Lane / Airport Terminal Access Junction, B3073 Parley Lane / Chapel Gate Roundabout and Business Park Access and B3073 / A347 Parley Cross Junction. Sufficient consideration needs to be given to the wider impacts on routes and junctions further away from the airport. Measures should demonstrate clear mitigation strategies around increased private car and freight traffic to the airport and business parks and positive benefits to passenger transport. The core strategy should give due consideration to financially supporting bus services to the Airport and business park, to positively encourage use of public transport and reducing reliance on private transport. Improvements will also need to be made to bus stop and passenger waiting facilities nearby and inside the Airport Estate and Business Parks along with suitable and safe areas for buses to enter and exit the site, lay-over and where necessary turn around. More emphasis should be given within the core strategy to the Local Authorities and</p>				



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												Developers working in partnership with local passenger transport providers to achieve a sustainable and accessible bus network and bus passenger facilities for the airport and business park. It is desirable that above should be referenced more robustly within the core strategy Policy BA 1 Vision for Bournemouth Airport and not just cross referencing with other LTP 3 policies and support documents				
499532	Bournemouth Borough Council	Bournemouth Borough Council	<a href="#">CSPS3250</a>	Policy BA1	No	No	No	No	No	No	We have concerns about the proposed strategy for the airport northern business parks in particular as the strategy is promoting particular types of office development more suited to town centre locations. It is unclear whether the Economic Study of Development Land at Bournemouth Airport undertaken by Nathaniel Lichfield and Partners, as referred to in paragraph 7.15, considered the economic impact on Bournemouth Town Centre, in particular as the Policy is promoting office uses at the airport, including, as specified in Policy BA1, in the 'financial and business services and ICT sectors'. Major office schemes should be resisted at the airport as such development, in particular in the uses specified, could adversely impact on the vitality and viability of office development and the wider economy in Bournemouth town centre. The reference to enhanced accessibility to the airport, particularly cycle access, is welcomed however more certainty is sought in the policy wording. It is noted that LTP3 is referred to as identifying the other improvements necessary and we would hope that this secures the much needed airport cycle link to north Bournemouth including a bridge over the River Stour. Currently cyclists attempting to commute from Bournemouth to the airport are presented with a long detour on busy roads which have no quality provision for cyclists. Policies BA1 and BA2 are unclear on this matter, and the policy should be amended to make greater emphasis of accessing the airport by sustainable	After the second sentence of the second paragraph add: ..... skilled employment and to stimulate economic growth, whilst not adversely affecting the vitality and viability of office development in Bournemouth town centre'. In paragraph entitled 'Highway Capacity/Sustainable Transport, amend second to read: These junction improvements and improvements in public transport and cycle access, including accessing the airport by sustainable modes of travel from Bournemouth, are set out in .....	Yes, I wish to participate at the oral examination	To present evidence.	348	

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											modes of travel from Bournemouth.					
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSPS3169</a>	Policy BA1		No	Yes	Yes	Yes	Yes	The Malmesbury Estate objects to Policy BA1 Vision for Bournemouth Airport because it fails to realise on the strategic opportunity offered by the Airport to provide employment and airport related developed in the most logical location opposite the terminal buildings on Estate land identified in plan DTZ1. The policy also fails to refer to the LTP3 policy requirements for a bus based strategic park and ride development. See the written representations in the letter dated 22 June 2012.	The policy should be reworded to include the Malmesbury Estate land alongside the northern business parks as suitable for development. See the written representations in the letter dated 22 June 2012.	Yes, I wish to participate at the oral examination	To explain our representations in full and to have the opportunity to comment on relevant topics and debates carried out during that part of the examination that deals with the airport and related policies.	348	<a href="#">2254182_0_1.pdf</a> <a href="#">2254183_0_1.pdf</a>
359571	Mr Renny Henderson	Royal Society for the Protection of Birds	<a href="#">CSPS3722</a>	Policy BA1							We support the comment in policy BA1 "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". We find the text under "environmental designations" difficult to understand, but consider it to mean that adverse effects on European sites will be avoided. It is essential that future developments at the airport (and its business park) undergo scrutiny for potential impacts on the European sites within which the site is embedded. We have not concluded at present whether sufficient safeguards exist within Policies BA1 and BA2 to ensure this, and will be raising the matter with Natural England. In the meantime we wish to object to Policy BA2, pending these discussions.		Yes, I wish to participate at the oral examination	we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.	348	
360149	Mr John Urguhart		<a href="#">CSPS87</a>	Policy BA 2							All this development underlines the need for an 'A' class dual carriageway link road to the A338.				349	
647876	Mr Christopher Whitcher		<a href="#">CSPS122</a>	Policy BA 2							As with the decision made about the future of Druitt Hall this complete leaflet is irrelevant as it appears to me that the final decision has been made. I also begrudge even more money wasted on this leaflet as with the rise in Councillors expenses "austerity"?				349	
647898	Mr Derek Beasley		<a href="#">CSPS113</a>	Policy BA 2	Yes	Yes	Yes	Yes	Yes	Yes					349	
654704	Mrs J E John		<a href="#">CSPS1058</a>	Policy BA 2							If it means a public route between Christchurch and up to Parley Cross, then it may be a benefit. We have the extreme good fortune to have an airport close to Christchurch plus a business park already on the airport - but no public bus to speak of, for the ordinary person with frequent running. The roads would have to be improved greatly to carry the extra traffic. You would incorporate into the				349	

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											business area (NB the causeway etc).					
654775	Mr David Monks		<a href="#">CSPS1013</a>	Policy BA 2	No	No	Yes	No	No	No	<p>This is my letter which covers the need for a "Real Christchurch Bye Pass" before many of the proposed plans are implimented.</p> <p>The Planning Policy Team Christchurch Borough Council Civic Offices Bridge Street Christchurch BH23 1BR</p> <p>Dear Sir</p> <p>Transport – in Particular - Roads for Emergency Vehicles, Buses &amp; Private Vehicles.</p> <p>A Gridlocked Town Centre for want of a Real Bye Pass</p> <p>Core Strategy Pre-Submission Document Urban Extension - Additional Housing Core Strategy</p> <p>It is noted that any comments to this pre-submission document must be in by midnight 25th June 2012 and I am endeavouring to comply at this late stage but still find it hard to unveil all the current and archived facts of the case. There are many aspects I have an interest in but I shall restrict my comments to those of most importance to all residents of (and future viability of) Christchurch and the nearby towns that are also affected.</p> <p>Urban Extension - Additional Housing KS3 Says - 3020 new homes will be provided in Christchurch by 2028, including the 90+45 in Burton and 850 at Roeshot Hill. Assume that just for the latter 850 homes, each will have on average 2 cars, that's a further 1700 cars trying to get onto our already very crowded roads plus the extra buses that will be needed.</p> <p>CN1 In mentioning Roeshot Hill, the plan to move the allotments to north of the Railway against the plot holder's wishes is well out of order and Statutory Requirements.</p> <p>KS10 &amp; CH1 Christchurch Town Centre, often Gridlocked for want of a Real Bye Pass</p> <p>Local maps show A35 as a "Christchurch Bye Pass"!! It should be renamed "Somerford Bye Pass" as that is what it is. It must be the only Bye Pass in the world that ends in the middle of an ancient town at the infamous Fountains Roundabout. Let us be honest for once; no amount of money spent on this roundabout can overcome the congestion.</p> <p>Summer warm weather, the air show, other special events, locals from further east are trying in-vain to get to Bournemouth or the airport. Not only from</p>	See the letter in Q4 above	Yes, I wish to participate at the oral examination	There could be information available from previous attempts at providing a viable and effective REAL bye pass for Christchurch and I am willing to assist in achiveing an effective plan if mine needs amendment.	349	<a href="#">2255781_0_1.pdf</a>

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											<p>towns as far as Lymington and beyond but even all of London and towns between. Knowing that the spur Road A338 is always busy at these times, people think wrongly that they can miss all that by using the A35 through Christchurch.</p> <p>It is a known fact that there are insufficient and inadequate crossings of the River Avon South of Salisbury. More than 40 years ago plans were made for a Christchurch Relief Road. It is either cancelled or still pending!!! The only good crossings are the dual carriageways A31 at Ringwood and A35 at Christchurch and yet they cannot cope. The only other (single carriageways) are Avon Causeway and Bridge Street in the town and whereas these are useful, they can only be considered as a joke for moving volume traffic. At times of mass congestion on these roads, for those who live East of the River Avon, Heaven Help anyone who has a heart attack or a house fire, as emergency vehicles cannot get to you in time.</p> <p><b>BA2 A Real Christchurch Bye Pass</b></p> <p>Thankfully there is a solution and one that must be put in place ahead of any more housing and certainly long before 2028!! A new road must be built linking A35 (North of the railway and Roeshot Hill) and in an almost straight line to the Hurn village roundabout and on to Bournemouth International Airport. It should start with a two lane large roundabout on A35 in way of the entrance to the existing Pick-Your-Own farm. It should have no further access until the A338 Spur Road and have flyovers for the 3 road crossings including B3347 where it also crosses the River Avon. See the attached map. At Hurn and the adjacent Moors River there should likewise be a flyover and maybe access to the new road. Even without the new road, the Hurn roundabout and Moors River bridge are long overdue for a major widening and upgrade.</p> <p>Note: - Most town Bye Passes have to be of a circuitous nature with many curves. As this road is virtually straight, it is thankfully a very cost effective solution at 5.5 miles long.</p> <p>This scheme is of major importance to the whole of Dorset and Hampshire and that is why I have addressed it not just to Christchurch but also I have copied it to East Dorset &amp; New Forest District Councils and the Dorset County office. I am also copying it to our MP and to the Bournemouth Echo so the local people can know of my suggestion and have their say. I see that in March 2011, they ran an article "Battling for Christchurch bypass plan". Whereas it has great benefit potential for many, I can foresee objections for some, such as the</p>					

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											<p>people of Burton/Winkton and Hurn and also the land owners, especially Meyrick Estates. Of further interest, I see that in March 2009 the Echo also did an article "Christchurch residents urged to fight gravel extraction". I am not sure but I guess if this was to go ahead, I expect this would be north of the Railway Line on Meyrick Estate land. I also believe Meyrick own and wish to sell the land of the large field and the allotment at Roeshot Hill where the urban extension for 850 houses are to be built.</p> <p>Question: - If the gravel extraction scheme were to go ahead, would it be bang in the middle of the new road I am now proposing???</p> <p>I look forward to your acknowledgment and subsequent reply</p> <p>Yours sincerely</p> <p>Note: - The attached map showing the route of the new bye pass would not copy here but it has been delivered by hand and email</p>					
655432	Mr Andy Davies		<a href="#">CSPS1024</a>	Policy BA 2							Look here for housing. Do we need more business parks? More heavy traffic.				349	
655526	Mr Paul Morrison		<a href="#">CSPS1039</a>	Policy BA 2							Yes, while the aviation industry is expanding. Future restriction on fuel waste is flying half empty aircraft to holiday destinations etc might only produce a white elephant.				349	
656746	Mr Barry Olorenshaw	New Forest Business Partnership	<a href="#">CSPS1459</a>	Policy BA 2	No						<p>Policies BA1 &amp; BA2 – Bournemouth Airport and the Northern Business Parks.</p> <p>In re-iterating our support for any appropriate assistance that may be given to the rural economy and local businesses, it is again apparent that the effects of both the Airport expansion and the creation of a major business part to the North thereof will be to place an unacceptable burden on, not only surrounding roads such as the B3347, but also on the sub-regional transport structure generally.</p> <p>On numerous occasions throughout the year, westbound traffic is queued from (at least) Junction 2 of the M27 added to which it is well known that the capacity of the A31 is exceeded on a regular basis. In the absence of major infrastructural improvements to the A31 in particular and also the A338 then this Policy will exacerbate those difficulties that already exist resulting in a potential decline in business activity in those areas affected. Once more, in the absence of a detailed and, geographically, extensive TIA then Policies BA1 &amp; BA2 must be considered to be UNSOUND.</p> <p>In the hope that these comments are of some</p>		Yes, I wish to participate at the oral examination		349	

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											assistance to you, please be advised that a representative of the New Forest Business Partnership would be prepared to attend the forthcoming Public Inquiry (if available) details of which would be appreciated in due course. In the meantime a copy of this letter has also been sent to the Administration Officer for Christchurch Borough Council.					
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	<a href="#">CSPS1565</a>	Policy BA 2							<p>Thank you for consulting the AONB on this important policy document. As the ANOB considers there are some quite fundamental matters for discussion this letter is being sent simultaneously to Judith Plumley and yourself.</p> <p>The Cranborne Chase and West Wiltshire Downs AONB has been established under the 1949 National Parks and Access to the Countryside Act to conserve and enhance the outstanding natural beauty of this area which straddles three County, one Unitary and five District councils. It is clear from the Act, subsequent government sponsored reports, and the Countryside and Rights of Way Act 2000 that natural beauty includes wildlife, scientific, and cultural heritage. It is also recognised that in relation to their landscape characteristics and quality, National Parks and Areas of Outstanding Natural Beauty are equally important aspects of the nation's heritage and environmental capital. The AONB Management Plan (2009 – 2014) is a statutory document that has been approved by the Secretary of State and was adopted by your Council early in 2009.</p> <p>The ANOB has looked with considerable interest at your Core Strategy Pre-Submission Document. We are acutely aware, with the production of the National Planning Policy Framework (NPPF), the revocation of the Regional Spatial Strategy (RSS), and the removal of the whole suite of Planning Policy Statements and Planning Policy Guidance that all Core Strategy documents are in real danger of being insufficiently detailed to provide adequate policy guidance through to 2028.</p> <p>It is, however, clear from the NPPF that Government envisages the re-emergence of Local Plans with considerable detail within them to cover policy and decision making needs. It is noticeable that the NPPF puts equal weight on achieving economic, social and environmental gains jointly and simultaneously through sustainable development. There is a clear implication that solely economic proposals are not automatically sustainable.</p> <p>Crucially Paragraph 14, in association with</p>				349	<a href="#">2239337_0_1.pdf</a> <a href="#">2239336_0_1.pdf</a>

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											<p>Footnote 9, clearly indicates that there should be special policies in these emerging Local Plans to cover special situations. Those special situations include designated landscapes such as AONBs. Paragraph 218 also indicates that it would be in order for Local Plans to take on board those policies that have been lost in the revocation of the RSS.</p> <p>The thrust, therefore, of the AONB's comments relate to matters that we feel should be included in the Core Strategy to overcome the policy vacuum created by the loss of the higher level strategies and policies on which the whole concept of Core Strategies was predicted. Whilst there is much to be supported in the pre-submission Core Strategy the AONB is of the view that without the additional policies to fill the gaps created by the loss of the higher level strategies and policies it will not be fully fit for purpose through to 2028 and therefore would have to be regarded as less than sound.</p> <p>In particular the AONB would wish to see clear policies that indicate the special character of the AONB, and proposed developments within it, would be handled in ways different from other, undesignated, areas of countryside within the District. Similarly we would commend the RSS suite of policies ENV1, 2, 3, 4, 5, and in particular ENV3 which relates to the setting of AONBs. We would wish to see priority given to conserving and enhancing natural beauty within the AONB and to priority being given to conserving and enhancing natural beauty where there is conflict with proposed development.</p> <p>The AONB has commented previously about the development of Bournemouth Airport. As you may recall, the concerns of the AONB relate to the overflying of the AONB rather than the physical structure of the airport itself. Our concerns are that increased traffic using the airport will spill out into the AONB and additional flights will adversely impact on tranquillity and dark night skies within the AONB. We would, therefore, wish to see a robust policy that direct flights away from AONB airspace and the setting of the AONB.</p>					
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1962</a>	Policy BA 2	Yes	No					<p>The area covered by the "Strategy for the Airport Northern Business Parks" in Policy BA2 (Figure 7.1) incorporates the site at Bournemouth Airport which is identified in the Bournemouth, Dorset and Poole Waste Local Plan (June 2006) for the location of a Mechanical Biological Treatment Plant with Refuse Derived Fuel. The Core Strategy makes no reference to this fact either in the policy</p>	<p>The following text is proposed for inclusion under the section on "Airport Business Parks" (paras 7.10 – 7.12) and in Policy BA2. Waste Management</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>Dorset County Council wishes to partake in any oral hearing on this matter in order to fulfill its role under the duty to cooperate and ensure that its interests are considered in the emerging Core Strategy.</p>	349	

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											wording or supporting text. While the wording of the policy does not preclude the development of a waste treatment facility, this is not made clear. On this basis the Christchurch and East Dorset Core Strategy does not comply with the Bournemouth, Dorset and Poole Waste Local Plan 2006 and is therefore not sound. The supporting text and the policy should be amended to recognise this.	Facility The western area of the proposed Northern Business Park incorporates the area designated in the Bournemouth, Dorset and Poole Waste Local Plan (2006) for a waste management facility				
655852	Mr Mark Ambler	Yellow Buses	<a href="#">CSPS2270</a>	Policy BA 2	Yes	No			Yes		Insufficient emphasis and detail on developing and supporting public bus transport network improvements and infrastructure within the core strategy itself.	As an intended 'Flagship Regional Airport' the core strategy must clearly reflect and demonstrate comprehensive public transport network improvements in both the local and wider area. These should include but are not limited to, the addition of bus priority measures at junctions and segregated bus lanes along the main link roads ensuring sustainable access to the site. These improvements will clearly need to be undertaken on A338/B3073 Blackwater Junction, B3073 Christchurch Road, B3073 Christchurch Road / B3073 Parley Lane Roundabout, B3073 Parley Lane to Parley Cross, B3073 Parley Lane / Airport Terminal Access Junction, B3073 Parley Lane / Chapel Gate Roundabout and Business Park Access and B3073 / A347 Parley Cross Junction. Sufficient	No, I do not wish to participate at the oral examination		349	



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												<p>consideration needs to be given to the wider impacts on routes and junctions further away from the airport. Measures should demonstrate clear mitigation strategies around increased private car and freight traffic to the airport and business parks and positive benefits to passenger transport.</p> <p>The core strategy should give due consideration to financially supporting bus services to the Airport and business park, to positively encourage use of public transport and reducing reliance on private transport. Improvements will also need to be made to bus stop and passenger waiting facilities nearby and inside the Airport Estate and Business Parks along with suitable and safe areas for buses to enter and exit the site, lay-over and where necessary turn around.</p> <p>More emphasis should be given within the core strategy to the Local Authorities and Developers working in partnership with local passenger transport providers to achieve a sustainable and accessible bus network and bus passenger facilities for the airport and</p>				

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												business park. It is desirable that above should be referenced more robustly within the core strategy Policy BA 2 for both the Operational Airport and Northern Business Park Strategies and not just cross referencing with other LTP 3 policies and support documents.				
656228	Mr Adrian Dwyer		<a href="#">CSPS2484</a>	Policy BA 2							No. With the over dominance of Highcliffe councillors, development will always be thwarted.				349	
656664	Mr Glen Morrison		<a href="#">CSPS2460</a>	Policy BA 2							Enhancements to the current Bournemouth International Airport will potentially provide job opportunities locally and encourage business growth around the new airport services, increases in traffic 'roads' as well as 'air traffic' would need to be a point of discussion that should not be overlooked.				349	
510796	Mr Rollo Reid		<a href="#">CSPS2719</a>	Policy BA 2							Improve drop off - pick up. The present feature is a disgrace to the town.				349	
656369	Mr Timothy Peter Cook	John Reid and Sons (Strucsteel) Ltd	<a href="#">CSPS2771</a>	Policy BA 2											349	
656369	Mr Timothy Peter Cook	John Reid and Sons (Strucsteel) Ltd	<a href="#">CSPS2772</a>	Policy BA 2							Yes. Good for area to have good air links but traffic road improvements must be part of the plan. Current arrangements for dropping off passengers unacceptable and must change.				349	
656567	Mr Michael D Chappell		<a href="#">CSPS2865</a>	Policy BA 2							Yes.				349	
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSPS3170</a>	Policy BA 2	No	Yes	Yes	Yes	Yes	Yes	The Malmesbury Estate objects to Policy BA2 Strategy for the Operational Airport and Northern Business Parks for the same reasons. The policy takes a short term view based on the views of MAG rather than a proper assessment and fails to include the undeveloped Estate land although it proposes the removal of the existing Estate owned medium/long term car park from the Green Belt even though it is outside the ownership of Manchester Airports. A similar logic would suggest that the remaining land identified in DTZ1 should be removed from the Green Belt to meet employment needs, airport related development needs and park and ride needs for the Plan period.	The adjustment of the boundary between the airport and the Green Belt designation. See the written representations in the letter dated 22 June 2012, together with the formal responses made on the Estate's behalf and included in the background documents.	Yes, I wish to participate at the oral examination	To explain our representations in full and to have the opportunity to comment on relevant topics and debates carried out during that part of the examination that deals with the airport and related policies.	349	<a href="#">2254182_0_1.pdf</a> <a href="#">2254183_0_1.pdf</a>

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											See the written representations in the letter dated 22 June 2012.					
359514	Mr Edward Gerry	New Forest District Council	<a href="#">CSPS3464</a>	Policy BA 2	Yes	Yes	Yes	Yes	Yes	Yes	In principle New Forest District Council supports the proposed employment development at Bournemouth Airport subject to a full Transport Assessment accompanying any possible future major planning application(s) and it being shown how the impacts on roads within the New Forest District will be satisfactorily dealt with.		No, I do not wish to participate at the oral examination		349	
499532	Bournemouth Borough Council	Bournemouth Borough Council	<a href="#">CSPS3260</a>	Policy BA 2		No	No	No	No	No	<p>We have concerns about the proposed strategy for the airport northern business parks in particular as the strategy is promoting particular types of office development more suited to town centre locations. It is unclear whether the Economic Study of Development Land at Bournemouth Airport undertaken by Nathaniel Lichfield and Partners, as referred to in paragraph 7.15, considered the economic impact on Bournemouth Town Centre, in particular as Policy BA2 is promoting office uses at the airport, including in the 'financial and business services and ICT sectors'. Major office schemes should be resisted at the airport as such development, in particular in the uses specified, could adversely impact on the vitality and viability of office development and the wider economy in Bournemouth town centre. The identification of financial and business services and the ICT sectors as appropriate uses at the airport is objected to as these uses will be more appropriately and sustainability located in Bournemouth town centre. It is unclear where the evidence exists to support the assumption made in Policy BA2 that there is 'significant requirements' for financial and business services and ICT premises at the airport. The promotion of such sectors is contrary to national and local policy and in effect is unsound. The promotion of such land uses conflicts with the findings of the Christchurch and East Dorset Employment Land Review Stage 1 Report (ELR), therefore the policy fails the 'justified' test as it is not based on the evidence base. The report clearly reiterates the established sub-regional approach to employment provision. Paragraphs 7.16 and 7.17 of the ELR state:</p> <p>'7.16 The Airport Area Action Plan (AAP) will consider appropriate complementary clusters of business development that distinctly require an airport location as opposed to town centre locations in Christchurch or elsewhere in the sub region.</p> <p>7.17 The process of determining appropriate employment uses for the Airport will need to</p>	Amend eighth paragraph to read: ..... the necessary improvements required to the highway network to facilitate development, including accessing the airport by sustainable modes of travel from Bournemouth. 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 of which no more than 20%, or 6 hectares, will be allowed for office use. In ninth paragraph delete reference to: 'Financial and business services, and ICT'	Yes, I wish to participate at the oral examination	To present evidence.	349	

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											<p>consider the balance of business sectors represented across the sub region. In this regard sectors located at the Airport should add value to the sub regional economy. Employment development at the Airport must be considered as a complementary and integral part of the sub regional economy that does not detract from the overall economic strategy for the sub region'. Additionally paragraph 7.22 of the ELR states: '7.22 The nature and extent of office provision at the Airport needs to take account of future provision in Poole and Bournemouth town centres. Unrestricted office development at the Airport is potentially very significant for taking business away from Bournemouth and Poole. In addition it is not desirable to promote office use that will generate a large number of journeys or parking requirements. This has been identified in the JSA proposals submitted to the Regional Assembly'. Through the Bournemouth Core Strategy examination objectors put forward a case to release land allocated for, and in use as, B1 office space for alternative uses. We are of the opinion that such land and premises are essential for future office development, including in the financial and business services and ICT sectors. There is immediately available land and premises to accommodate financial and business services and ICT uses in Bournemouth town centre, such a location being acknowledged in sub-regional studies as the most appropriate and sustainable location for such uses. Such an approach to providing for the sustainable location of major office development is advocated in the NPPF paragraphs 23 to 27. Policy BA2 appears contrary to this guidance and as such is unsound. In order to make the policy sound it is requested that the reference to 'Financial and business services and ICT' be deleted from Policy BA2. We also seek reassurance that, as referred to in paragraph 7.15 of the Core Strategy, of the 30h employment land planned for over the plan period just 20% or 6H will be allowed for office use and that no further office development beyond this threshold will be allowed at the airport. Therefore additionally Policy BA2 should specifically refer to the threshold of a maximum 20% office uses as part of the overall phased development of 30H. - As stressed in policy BA2 hotel accommodation should only be deemed appropriate where it has an 'associated' function to the services offered by the airport. Therefore hotel development should only be of a scale and function that does not impact on the</p>					

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											<p>viability and vitality of the existing and proposed hotel stock in Bournemouth.</p> <ul style="list-style-type: none"> <li>- Similarly as stressed in Policy BA2 conference and leisure facilities at the airport should be solely for, and be ancillary to, companies at the airport, the scale of these uses should reflect this. Many such facilities already exist in Bournemouth, we have concerns that the viability and vitality of similar uses in Bournemouth could be compromised. It is a more sustainable approach to concentrate uses such as these in the existing urban area.</li> <li>- The reference to enhanced accessibility to the airport, particularly cycle access, is welcomed however more certainty is sought in the policy wording. It is noted that LTP3 is referred to as identifying the other improvements necessary and we would hope that this secures the much needed airport cycle link to north Bournemouth including a bridge over the River Stour. Currently cyclists attempting to commute from Bournemouth to the airport are presented with a long detour on busy roads which have no quality provision for cyclists. Policies BA1 and BA2 are unclear on this matter, and the policy should be amended to make greater emphasis of accessing the airport by sustainable modes of travel from Bournemouth.</li> </ul>					
654775	Mr David Monks		<a href="#">CSPS3475</a>	Policy BA 2							<p>BA2 A Real Christchurch Bye Pass</p> <p>Thankfully there is a solution and one that must be put in place ahead of any more housing and certainly long before 2028!! A new road must be built linking A35 (North of the railway and Roeshot Hill) and in an almost straight line to the Hurn village roundabout and on to Bournemouth International Airport. It should start with a two lane large roundabout on A35 in way of the entrance to the existing Pick-Your-Own farm. It should have no further access until the A338 Spur Road and have flyovers for the 3 road crossings including B3347 where it also crosses the River Avon. See the attached map. At Hurn and the adjacent Moors River there should likewise be a flyover and maybe access to the new road. Even without the new road, the Hurn roundabout and Moors River bridge are long overdue for major widening and upgrade.</p> <p>Note:- Most town Bye Passes have to be of a circuitous nature with many curves. As this road is virtually straight, it is thankfully a very cost effective solution at 5.5 miles long.</p> <p>This scheme is of major importance to the whole of Dorset and Hampshire and that is why I have addressed it not just to Christchurch but also I have copied it to East Dorset &amp; New Forest District</p>				349	<a href="#">2257901_0_1.pdf</a>

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											<p>Councils and the Dorset County office. I am also copying it to our MP and to the Bournemouth Echo so the local people can know of my suggestion and have their say. I see that in March 2011, they ran an article "Battling for Christchurch bypass plan". Whereas it has great benefit potential for many, I can foresee objections for some, such as the people of Burton/Winkton and Hurn and also the land owners, especially Meyrick Estates.</p> <p>Of further interest, I see that in March 2009 the Echo also did an article "Christchurch residents urged to fight gravel extraction". I am not sure but I guess if this was to go ahead, I expect this would be north of the Railway Line on Meyrick Estate land. I also believe Meyrick own and wish to sell the land of the large field and the allotment at Roeshot Hill where the urban extension for 850 houses are to be built.</p> <p>Question:- If the gravel extraction scheme were to go ahead, would it be bang in the middle of the new road I am now proposing???</p>					
359571	Mr Renny Henderson	Royal Society for the Protection of Birds	<a href="#">CSPS3723</a>	Policy BA 2							<p>We support the comment in policy BA1 "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".</p> <p>We find the text under "environmental designations" difficult to understand, but consider it to mean that adverse effects on European sites will be avoided. It is essential that future developments at the airport (and its business park) undergo scrutiny for potential impacts on the European sites within which the site is embedded. We have not concluded at present whether sufficient safeguards exist within Policies BA1 and BA2 to ensure this, and will be raising the matter with Natural England. In the meantime we wish to object to Policy BA2, pending these discussions.</p>		Yes, I wish to participate at the oral examination	we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.	349	
653852	Mrs Susan Newman-Crane		<a href="#">CSPS600</a>	7.27	No	No		Yes			<p>I support the other objector to this further loss of green belt:</p> <p>'I strongly oppose this proposal to remove the operational Airport from the Green Belt. Bournemouth Airport has operated and been substantially developed since its inception in the 1940's and it was decreed to remain in the Green Belt during a Public Inquiry in 1998. How does removing the operational Airport from the Green Belt facilitate growth at the Airport which could not be achieved within the Green Belt? The sentence:-</p>	Keep the Green Belt designation.	No, I do not wish to participate at the oral examination		352	

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											'Removal of the land within the operational airport boundary will provide flexibility for improvement in airport facilities in accordance with the adopted Airport Master Plan 2007' requires urgent clarification. '					
654026	Ms Bev Miller		<a href="#">CSPS630</a>	7.29							PPG2 Green Belts states there are five purposes of including land in Green Belts: 1. To check the unrestricted sprawl of large built-up areas; 2. To prevent neighbouring towns from merging into one another; 3. To assist in safeguarding the countryside from encroachment; 4. To preserve the setting and special character of historic towns; and 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. LEAVE THE GREEN BELT ALONE		No, I do not wish to participate at the oral examination		354	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1316</a>	7.29	No	No	No	No	No	No	Para 7.29 suggests that "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". This is welcome to provide protection to the Moors River and the Dorset Wildlife Trust's Troublefield Nature Reserve which lies to the south. However Map 7.2 shows the proposed Green belt change right up to the Moors River north of the Dorset Wildlife Trust's reserve. If land here in the Moors River floodplain was developed as part of the operational part of the airport it would result in considerable loss of biodiversity and loss of open land. We do not consider this is consistent with the text in para 7.29 or complies with NPPF (109, 114, 117).	On Map 7.2, retain land within the Moors River floodplain and woodland areas within the Green belt to provide an open area between the airport and the river.	No, I do not wish to participate at the oral examination		354	
524338	Mr Kenneth Brooks		<a href="#">CSPS247</a>	Policy BA 3							I strongly oppose this proposal to remove the operational Airport from the Green Belt. Bournemouth Airport has operated and been substantially developed since its inception in the 1940's and it was decreed to remain in the Green Belt during a Public Inquiry in 1998. How does removing the operational Airport from the Green Belt facilitate growth at the Airport which could not be achieved within the Green Belt? The sentence:- 'Removal of the land within the operational airport boundary will provide flexibility for improvement in airport facilities in accordance with the adopted Airport Master Plan 2007' requires urgent clarification.				355	

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654962	Mr Christopher Chope		<a href="#">CSPS920</a>	Policy BA 3	No	No	Yes	Yes	Yes	Yes	The proposal involves, without justification, the removal of a large part of the operational area of the airport from the Green Belt.	Leave the land in question within the Green Belt.	Yes, I wish to participate at the oral examination	In order to defend on behalf of my constituents the importance of the Green Belt.	355	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1317</a>	Policy BA 3	No	No	No	No	No	No	Para 7.29 suggests that "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". This is welcome to provide protection to the Moors River and the Dorset Wildlife Trust's Troublefield Nature Reserve which lies to the south. However Map 7.2 shows the proposed Green belt change right up to the Moors River north of the Dorset Wildlife Trust's reserve. If land here in the Moors River floodplain was developed as part of the operational part of the airport it would result in considerable loss of biodiversity and loss of open land. We do not consider this is consistent with the text in para 7.29 or complies with NPPF (109, 114, 117).	On Map 7.2, retain land within the Moors River floodplain and woodland areas within the Green belt to provide an open area between the airport and the river.	No, I do not wish to participate at the oral examination		355	
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	<a href="#">CSPS2067</a>	Policy BA 3		No	No	No	No	No	Paragraph 7.29 identifies that 'the Green Belt boundary will maintain a gap between the airport and the Moors River and future development will need to avoid any impact on the openness of the Green Belt within this gap.' We support this statement as it acts to tie in with the NPPF both on Green Belt and biodiversity by protecting an open setting of the natural environment, most of which is part of the Moors River System SSSI. On Map 7.2 the boundary for proposed Green Belt change is unsound and inconsistent with the above statement. The boundary does not maintain a gap since it removes land from the Green Belt between the existing developed land of the airport and the Moors River. This land is 'open' in character, predominantly comprising floodplain swamp and woodland and also a long-established semi-natural wood. Development of this land could intrude on the openness of the gap, and would also be uncertain in delivery due to policy on the protection of the SSSI and NPPF policy on priority habitat (the woodland). Almost all the land is in the floodplain which is wet and low lying and floods almost annually, therefore policy on protecting floodplain also raises uncertainty on the delivery of development in this area.	Adjust the proposed Green Belt Change boundary to meet criteria in paragraph 7.29. Remove from the Green Belt change: i. land in the Moors River System SSSI (all open) ii. the small wood bordering the SSSI in the south east, on an alignment between the airport buildings and Hurn village.	No, I do not wish to participate at the oral examination		355	
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSPS3171</a>	Policy BA 3		No	Yes	Yes	Yes	Yes	The Malmesbury Estate objects to Policy BA3 Green Belt at Bournemouth Airport for the same reasons. This policy should be amended to include	The adjustment of the boundary between the airport and the Green	Yes, I wish to participate at the oral examination	To explain our representations in full and to have the opportunity to comment on relevant topics and	355	<a href="#">2254183_0_1.pdf</a> <a href="#">2254182_0_1.pdf</a>



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											the land identified in DTZ1 and should be reworded "Land required to meet the operational needs of the Airport and the employment and airport related development needs of the region in order to reach the full potential of this strategic asset". See the written representations in the letter dated 22 June 2012.	Belt designation. See the written representations in the letter dated 22 June 2012, together with the formal responses made on the Estate's behalf and included in the background documents.		debates carried out during that part of the examination that deals with the airport and related policies.		
496919	Mrs Nicola Shaw	Hurn Parish Council	<a href="#">CSPS3654</a>	Policy BA 3							Policy BA3 – Green Belt at Bournemouth Airport This Policy identifies land to be removed from the green belt to meet the operational needs of the Airport. The land is identified on Map 7.2. Hurn Parish Council request that to meet the "Test of Soundness", a separate map of the southern sector land which is suggested for removal from the green belt, should be added to the Pre-Submission Core Strategy. This map should identify land use zones within that area. For example: the runway should be shown with prescribed areas around it which cannot be developed; land which will remain as operational open space with no building development, such as car parks, should be outlined; and areas which can be developed with buildings for operational use and facilities should be identified. A zoning map, as mentioned above, would ensure that the Strategy is "Effective" by being "Able to be Monitored".				355	
663588	Mr Roger Street	Christchurch Conservation Trust	<a href="#">CSPS3738</a>	Policy BA 3							3. POLICY BA3 CCT opposes the proposed new policy, BA3, that the operational airport area be removed from the green belt in order to facilitate the growth of airport facilities for the reason of 'exceptional circumstances'. During a public enquiry in 1998 it was decided that the airport should remain within the green belt. CCT sees no valid reason to change this. Section 82 (page 19) of the National Planning Policy Framework clearly states that in proposing a new green belt local authorities must demonstrate why normal planning and development policies would not be adequate. The Core Strategy Green Belt policy KS2 (page 27), states that development in East Dorset District and Christchurch Borough will be contained by the South East Dorset Green belt. If one considers the proposed incursions into the green belt at Roeshot Hill, the land South of Burton, Marsh Lane, and the operational part of the airport one is effectively proposing a very much diminished green belt. Core Strategy Objective 1				355	

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											(page 22), states that “The green belt will be retained and protected, except for strategic release of land to provide new housing and for employment development”. If adopted without the modifications proposed above by CCT, this will mean the end of any significant green belt policy in Christchurch.					
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1966</a>	Map 7.1	Yes	No					The area covered by the “Strategy for the Airport Northern Business Parks” in Policy BA2 (Figure 7.1) incorporates the site at Bournemouth Airport which is identified in the Bournemouth, Dorset and Poole Waste Local Plan (June 2006) for the location of a Mechanical Biological Treatment Plant with Refuse Derived Fuel. The Core Strategy makes no reference to this fact either in the policy wording or supporting text. While the wording of the policy does not preclude the development of a waste treatment facility, this is not made clear. On this basis the Christchurch and East Dorset Core Strategy does not comply with the Bournemouth, Dorset and Poole Waste Local Plan 2006 and is therefore not sound. The supporting text and the policy should be amended to recognise this.	The following text is proposed for inclusion under the section on “Airport Business Parks” (paras 7.10 – 7.12) and in Policy BA2. Waste Management Facility The western area of the proposed Northern Business Park incorporates the area designated in the Bournemouth, Dorset and Poole Waste Local Plan (2006) for a waste management facility	Yes, I wish to participate at the oral examination	Dorset County Council wishes to partake in any oral hearing on this matter in order to fulfill its role under the duty to cooperate and ensure that its interests are considered in the emerging Core Strategy.	350	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1318</a>	Map 7.2	No	No	No	No	No	No	Para 7.29 suggests that “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”. This is welcome to provide protection to the Moors River and the Dorset Wildlife Trust’s Troublefield Nature Reserve which lies to the south. However Map 7.2 shows the proposed Green belt change right up to the Moors River north of the Dorset Wildlife Trust’s reserve. If land here in the Moors River floodplain was developed as part of the operational part of the airport it would result in considerable loss of biodiversity and loss of open land. We do not consider this is consistent with the text in para 7.29 or complies with NPPF (109, 114, 117).	On Map 7.2, retain land within the Moors River floodplain and woodland areas within the Green belt to provide an open area between the airport and the river.	No, I do not wish to participate at the oral examination		356	