

7 Bournemouth Airport & Business Park

Introduction

7.1 Bournemouth Airport is a key asset for the region, one of the UK's fastest growing regional airports and is projected to grow to approximately 3 million passengers per annum by 2030. The Airport incorporates a major employment site of strategic significance for the sub-region which comprises up to 60ha of employment land. The business park has potential to deliver in the region of 30ha of new employment development over the plan period subject to transport infrastructure improvements along the B3073 and A338. The airport and business park has the potential to attract major new investment and create a range of new employment opportunities which could influence a step change in the South East Dorset economy.

7.2 The Airport adjoins and abuts a number of internationally designated sites and the policy approach for the airport and business parks must not compromise the integrity of these sites.

7.3 The strategic status of the Airport and business park is recognised in local policy and sub regional evidence studies through the Bournemouth, Dorset and Poole Structure Plan (2001), the Dorset Local Enterprise Partnership and the Bournemouth, Dorset and Poole Workspace Strategy (2008) and 2012 Workspace Study update.

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

- An overall vision and strategy for development of the airport and its northern business parks.
- Strategic Green Belt changes to facilitate sustainable growth of the airport.

7.5 For further detail concerning the development of policies for the airport and business park please refer to the Bournemouth Airport & Business Park background paper available on www.dorsetforyou.com.

Key Facts

- Passenger growth at the airport is projected to grow to approximately 3 million passengers per annum by 2030.
- £45m has recently been invested in the airfield, the terminal and in infrastructure at the Airport to improve facilities to help to attract new services to European business markets.
- Development of the Airport as a whole is constrained by sensitive nature conservation designations within close proximity to the site which include Special Protection Areas (SPA), Special Areas of Conservation (SAC), Ramsar site, Sites of Special Scientific Interest (SSSI) and Sites of Nature Conservation Interest (SNCI).
- The Airport is located within close proximity to the Hurn Conservation Area.
- Flight paths to and from the airport pass over the New Forest National Park.
- Improvements to the B3073, A338 and associated junctions are required to support the growth of the airport and its business parks and growth in the wider area.
- Employment land located within the airport site is comprised of the North West and North East business parks where there is approximately 60ha of employment land for development.
- There is in the region of 30ha of employment land that could come forward over the plan period to 2028 subject to transport infrastructure improvements.

Key Facts

- The airport business parks currently support in the order of 2,500 jobs.
- The range of investment that can be attracted to the business park is constrained by the current image of the site as primarily an industrial location and the quality/type of available premises.
- Parts of the North West business park are included within areas of high flood risk (Zone 3a).

Bournemouth Operational Airport

7.6 The main operational airport includes the passenger terminal, car parks and administrative offices. Annual passenger numbers in 2010 were 650,000 compared to recent years where numbers have exceeded 1 million per annum.

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

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

7.9 A Masterplan was prepared by Bournemouth Airport which covers the southeast and southwest sectors and was formally adopted in May 2007. It sets out the Airport's vision for the growth and development of the operational airport to 2030.

Airport Business Parks

7.10 Employment land located within the Airport site is comprised of the North West and North East business parks where there is approximately 60ha of employment land remaining for development. This supply is critical for meeting projected employment land requirements for the South East Dorset sub region as identified in the Bournemouth, Dorset and Poole Workspace Strategy (2012).

7.11 Bournemouth Airport Business Park is a key strategic site within the sub region and is required to contribute towards future requirements and particularly the undersupply in Bournemouth. There is potential for 30ha of employment land to come forward at the airport over the plan period.

7.12 Master planning has been undertaken as part of the the 2011 airport business park application for 42,000sqm (12 - 15ha) of new employment space in the north west business park. The Council will work closely with Manchester Airports Group in facilitating further employment development over the plan period.

Biodiversity and Geological Conservation

7.13 The proximity of sensitive environmental habitats and European designated sites is a constraint on the level of development that can ultimately come forward at the airport and the business park. Increases in road and air traffic have implications for air quality which have potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site. There are also potential implications of increasing levels of traffic on National Park roads which will need to be considered. 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). Mitigation measures include sub regional planting schemes, minimisation of direct habitat loss, use of sustainable drainage systems, lighting strategy to avoid illumination of semi-natural habitats, habitat recreation along verges, reduction in emission levels elsewhere, implementation of a green travel plan, sustainable construction and use of renewable energy.

The Economy

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

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

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

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

Transport and Highway Capacity

7.18 Achievement of the airport's development potential is limited by poor strategic and local road access (particularly for the North East business park), traffic congestion, adjoining nature conservation and floodplain areas, and distance from the range of services typically found in town centres. The enhancement of public transport services/facilities for cyclists for the airport and business park is a priority in reducing harmful emissions and ensuring development can come forward within the capacity of the highway network. Significant online improvements are also required to the highway network and associated junctions primarily along the B3073 and A338 to accommodate projected growth at the airport and associated business park, as well as accommodating other development in the area and natural growth in traffic.

7.19 Manchester Airport Group commissioned Peter Brett Associates to undertake a transport and infrastructure study which was completed in 2010. Specific improvements to the B3073 previously considered by Dorset County Council were assessed by the study and the impacts of development scenarios on these improvements tested including possible future residential development in the vicinity of Parley Cross. The purpose of the report was to determine the level of potential industrial and airport development that could be accommodated by improvements along the B3073. The study tested the impact of committed development and new employment development at the business park comprising B1, B2 and B8 totalling 42,000sqm or approximately 12-15 ha.

7.20 Further transport modelling work has been undertaken by Dorset County Council and Buro Happold building upon previous work undertaken by Dorset Engineering Consultancy and Peter Brett Associates. The purpose of this work was to test the upper limit of development that can come forward at the business park with improvements to the B3073 and the A338. This is critical to ensure that development in the region of 15 – 30 ha can come forward at the business park during the plan period to 2028. This work also informs a major scheme business case being prepared by Dorset County Council to secure funding for transport infrastructure improvements. In this way, it is intended that the Core Strategy can facilitate delivery of a transport package that enables long term growth of the airport and its business parks, and other developments affecting the transport corridor around the airport. Funding for this transport package will come from a range of sources including developments at the airport itself, the northern business parks, other major developments in the vicinity, the South East Dorset Transport Contributions Scheme, and funding bids to Government.

Airport Growth and Local Settlements

7.21 The settlements of Hurn and West Parley are located in close proximity to the airport and future growth of the operational airport and business park will need to consider any potential impact on these settlements. Particular issues to consider relate to any possible impact of traffic growth and options for junction improvements at Hurn and West Parley. As stated above future growth of the airport should not adversely affect the the character of Hurn Conservation Area. It is also important to consider that West Parley could support economic development at the Airport through housing provision available to the local workforce which would also reduce the need to travel.

Flood Risk

7.22 The outputs of the level 2 Strategic Flood Risk Assessment undertaken for the whole of Christchurch Borough, including the Airport, determine that a significant proportion of the North West business park is subject to high flood risk (Zone 3a) when considering the effects of climate change to 2086. A sequential approach has been undertaken by the Council in allocating the business park as a strategic site in the Core Strategy, however it will be necessary to adopt a sequential approach within the business park to firstly locate commercial development in areas of lower flood risk. As part of the 2011 business park application to bring forward 12 - 15ha of development, a flood risk strategy has been established which sets out flood storage and works to the water course running through the business park which also includes environmental enhancements to the site.

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

Landscaping

7.24 Landscaping measures that form part of flood defences and air quality mitigation are fundamental to supporting growth of the airport and the business park. Landscaping measures are required for the northern business park to improve the image of the site and enhance market attractiveness. Substantial landscaping is taking place along the B3073 as part of the Airport upgrade.

The Vision for the Airport and Northern Business Parks

7.25 The vision has been established in planning for the sustainable future of the airport and business parks to 2028 and beyond by promoting economic development within environmental limits. The vision and strategic allocation has been informed by an extensive evidence base including environmental / ecology, floodrisk, transport and economic assessments to ensure the strategy is appropriate to meet local and sub regional needs. Ongoing dialogue with the owners of the Airport has also enabled the vision and strategy for the Airport and business parks to reflect current plans for sustainable development of the Airport and business park.

Policy BA1

Vision for Bournemouth Airport

Bournemouth Airport will develop as a flagship regional airport serving Christchurch and the South East Dorset sub-region. It will enhance its passenger facilities, provide new services for business and leisure travellers and develop as an aviation and local transport hub.

The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local and sub-regional economy. This will include the potential to attract new business sectors in knowledge based industries and other growth sectors to increase opportunities for higher skilled employment and to stimulate economic growth. The business parks will utilise their extensive high quality airside access, to encourage further growth in the aviation and aviation related business sectors.

Development of the airport and business park will incorporate low carbon and energy efficiency measures in accordance with national policy and Policy ME4 of the Core Strategy. New development will also utilise energy from decentralised, renewable and low carbon sources in accordance with Policy ME5.

Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and adopting adequate mitigation and avoidance of environmental impacts if required in accordance with Policy ME1. Development of the airport and business park will be integrated within the high quality natural and water environment. In particular growth of the airport and business park will address the following issues:

Floodrisk: (As shown in the Level 2 Strategic Flood Risk Assessment (2009): Strategic measures will be put in place within the airport boundary including flood storage and associated watercourse improvements. Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site.

Emissions from air traffic / road traffic: In relation to airport and business park growth mitigation measures include implementation of the airport area wide travel plan, landscaping and strategic tree planting as required by the 2007 terminal consent.

Environmental Designations: The provision of off site infrastructure including junction improvements to facilitate growth of the airport and growth in the wider area will avoid adverse effects on designated sites of biodiversity and geological importance including European designated sites. Where harm is likely to result, measures will be provided to avoid or mitigate that harm.

Highway Capacity / Sustainable Transport: Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. These junction improvements and improvements in public transport and cycle access are set out in the Key Strategy Policy KS10 and in Local Transport Plan 3. Delivery of

these improvements will be facilitated by appropriate contributions from airport development and development in the wider area. Successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park.

Bournemouth Airport and Business Park Strategic Allocation

Policy BA 2

Strategy for the Operational Airport

New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

- Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.
- Airside airport related retail and catering facilities.
- Public and staff car parking.
- Public transport facilities and enhanced services in accordance with airport travel plan.
- Other facilities for general aviation.
- Cargo facilities, including bonded warehousing and associated infrastructure.
- Connection to the mains foul sewer (Wessex Water).

Associated facilities to enhance the services offered by the airport will also be encouraged subject to consideration of their impact on other Core Strategy policies, including:

- Development of hotel accommodation.
- Training centres for airlines and related services.
- Petrol filling stations.
- Aviation maintenance facilities.

To enable development of these airport operational improvements, the Core Strategy will implement recommendations of national airports policy by removing sufficient further land within the airport boundary from the South East Dorset Green Belt (see Policy BA3 below).

The Council will work with the airport to support the development of new routes and services to business and leisure destinations which will meet the needs of local businesses and communities.

Strategy for the Airport Northern Business Parks

The northern business parks comprising the north west and north east sectors contain 80ha of land of which approximately 60ha is available for development. The business parks are allocated primarily for employment uses (B1, B2 and B8). Non B class employment uses which create high quality employment opportunities and contribute to raising levels of economic productivity will also be supported.

Aviation uses which require airside access will have preference for airside locations, other employment uses including B1, B1c, B2 and B8 uses can be successfully co-located across the business parks.

Non employment uses ancillary to the core employment functions and sufficient to meet the needs of the working population of the northern business park may include:

- Convenience retail
- Restaurant
- Banking
- Amenity space
- Conference and leisure facilities.

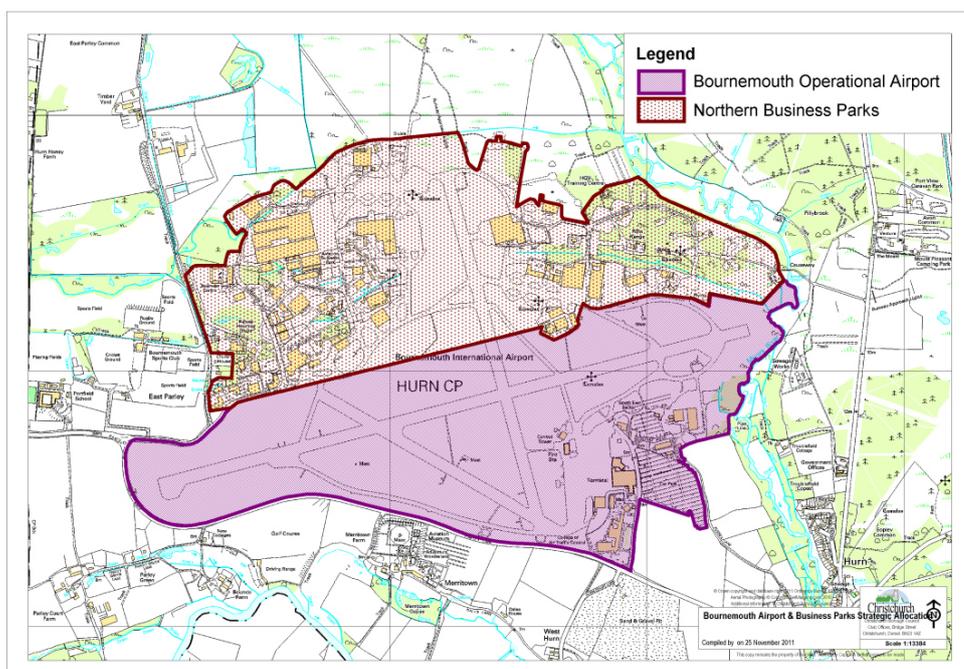
The phasing of future employment development in the airport northern business parks will be in line with the necessary improvements required to the highway network to facilitate development. Over the plan period to 2028 it is envisaged that up to 30ha of new employment development may come forward across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

Economic assessments identify the following sectors with significant requirements for land and premises at the airport.

- General manufacturing
- Advanced engineering
- Financial and business services
- ICT
- Distribution / Logistics

The following types of premises are required to support this sector activity:

- Small business units / industrial (B1c, B2 predominantly)
- Larger business units/ industrial
- Small purpose built office units
- Warehousing
- Start up incubator premises
- Recycling / environmental industries



Map 7.1 Bournemouth Airport & Business Parks Strategic Allocation

Delivery and Monitoring

7.26 On site infrastructure improvements to be delivered as part of the vision and strategic allocation for the operational airport and business park will be delivered by Manchester Airports (airport owners) and private businesses. Off site infrastructure improvements including online improvements to the B3073 will primarily be delivered by Manchester Airports and Dorset County Council over the plan period. It is envisaged that junction improvements will be delivered between 2014 - 2024 subject to major scheme funding for selected junction improvements. The delivery of on site and off site infrastructure will be undertaken in association with Natural England, The Environment Agency and The Highways Agency.

The Future of the Airport and the Green Belt

7.27 Policy BA3 proposes to remove the operational airport from the Green Belt in order to facilitate growth of airport facilities which can be achieved within environmental limits. Changes to the Green Belt can be made through the Core Strategy since the abolition of the South West Regional Spatial Strategy and now that the Structure Plan will not be updated. Planning Policy Guidance Note 2 states that the Green Belt can be amended in exceptional circumstances. Exceptional Circumstances remain for changes to the Green Belt at the Airport which are as follows:

- National policy support in the Air Transport White Paper (2003) for the growth of Bournemouth Airport.
 - The Air Transport White Paper 2003 as confirmed by the 2006 progress report supports additional terminal capacity within the airport boundary at Bournemouth Airport, subject to action to minimise impacts on environmentally sensitive sites and improved access.
 - Removal of land within the operational airport boundary from the Green Belt is required to implement national policy.
- Evidence and debate as part of the preparation of the South West RSS supported local Green Belt boundary change at the airport to accommodate growth.
- The significant benefits arising from airport operations and its growth to the south west region:
 - The operational airport and business park are identified as of strategic significance for the South East Dorset sub region in the Bournemouth, Dorset and Poole Structure Plan. The Dorset Local Enterprise Partnership identifies Bournemouth Airport as a global hub for trade and international business.
 - Removing land within the existing operational airport boundary from the Green Belt provides added flexibility to support the sustainable economic growth of the airport in line with national and local policy.
- Removal of the land within the existing operational airport boundary will provide flexibility for improvement in airport operational facilities in accordance with the adopted Airport Master Plan 2007.
- There is a precedent of previous decisions at other regional airports for amendments to the Green Belt.
- Despite being developed, operational restrictions mean that essentially certain areas such as the airfield, including runway and taxiways will remain open.

7.28 Green Belt Impact

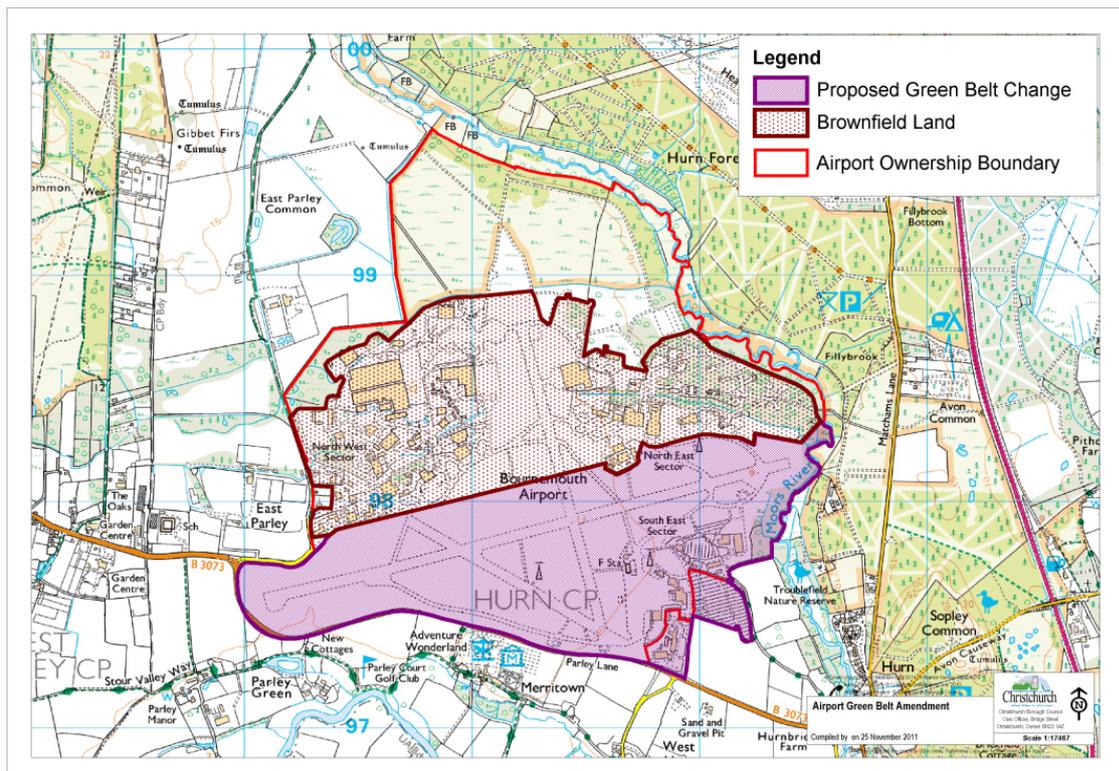
7.29 The proposed amendment to the Green Belt boundary will maintain a gap between the airport and the Moors River and future development within the airport boundary will need to avoid any adverse impact on the openness of the Green Belt within this gap. Proposals will also need to

consider any potential impact on the setting of Hurn Village and the Conservation Area. The removal of the Green Belt within the existing boundary of the operational airport will not result in an encroachment into the countryside.

Policy BA 3

Green Belt at Bournemouth Airport

Land required to meet the operational needs of the Airport will be removed from the Green Belt as identified in the plan below.



Map 7.2 Proposed Green Belt Amendment

