

Core Strategy

12 Bournemouth Airport and Business Park Key Issue Paper

Options for Consideration Consultation
4th October – 24th December 2010



Prepared by Christchurch Borough Council and
East Dorset District Council as part of the Local Development Framework

October 2010

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1 Introduction

1.1 This Airport background paper has been prepared as part of the Local Development Framework (LDF) to inform the development of preferred strategy options for Bournemouth Airport. The preferred strategy for the airport will be set out in the Christchurch and East Dorset Core Strategy and detailed planning and design issues in a subsequent Supplementary Planning Document (SPD). This paper is one of a number of thematic background papers which address distinct planning issues affecting Christchurch and East Dorset. These issues have been identified from National and local policy documents, stakeholder and local community engagement, the local development framework evidence base and Community Plans for Christchurch and East Dorset. This document sets out the process of how the strategy for the airport has been refined toward the development of a preferred strategy following Issues and Options work undertaken for the Core Strategy in spring 2008. The Airport paper sets out the critical issues, problems and challenges to be considered in planning for the future of the Airport. The development of a preferred strategy to address these issues has been informed by the following:

- National, regional and local policy
- Objectives of other relevant plans and programmes (National to local)
- Sustainability Appraisal
- Core Strategy Issues and Options Stakeholder Engagement
- Evidence studies undertaken by the Council and key stakeholders.

1.2 The preferred strategy for the airport provides the context to inform decisions about the future of the airport and adjoining Business Park. There is also a very significant 'action planning' element to the strategy which includes an implementation framework for the delivery of infrastructure and realisation of Core Strategy 'strategic objectives'. Detail of the proposed implementation framework is included within this paper.

2 Baseline

Bournemouth Airport Context

2.1 Bournemouth Airport is one of the UK's fastest growing airport which incorporates an employment site of strategic significance to the South East Dorset sub region.

2.2 The airport lies within Christchurch Borough, within the parish of Hurn. It is approximately 5km (3 miles) from Christchurch town centre and 7km (4.5 miles) from Bournemouth town centre. The site is in reasonable proximity to the trunk road network, approximately 2km (1 mile) from the A338 Bournemouth Spur Road, which connects to the A31 trunk road at Ashley Heath. The airport has no rail connection, the nearest station being Christchurch, approximately 4km away. An hourly airport bus service connects the airport with Bournemouth travel interchange and the town centre and main hotels. There is currently no bus service operating to the airport business park.

2.3 The site is often described as different sectors:

- The Southeast sector comprising the main passenger terminal buildings, the NATS Air Traffic Control College, Flying Club and other associated airport buildings and uses, including car parks
- The southwest sector, essentially comprising runway and taxiways
- The northeast sector comprising a mixture of significant aviation related businesses, and other low key employment uses.
- The northwest sector comprising a varied range of business uses, including high quality office development.

2.4 Passenger growth at the airport is projected to grow to approximately 4 million passengers per annum by 2030. The 2007 permission for the expansion of the terminal limits passenger volume to 3 million per annum. Passenger numbers recorded for 2007 exceed 1 million.

2.5 Employment land located within the Airport site is comprised of the North East and North West business parks. Approximately 59ha of land is available for development across both of these business parks which is a very significant proportion of existing employment land supply for South East Dorset as a whole.

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

2.7 Elements of the North West Business Park are included within areas of high flood risk (Zone 3a) and require the provision of strategic flood defences to ensure sufficient land can be brought forward in the business park to meet projected employment land requirements over the plan period to 2027. The operational airport and north east business park are largely unaffected by floodrisk.

Critical Issues Facing the Northern Business Parks

2.8 The Airport Northern business parks form two of a very limited number of strategic employment sites in South East Dorset. Other sites of strategic significance for the sub region include Ferndown Industrial Estate and the central Poole Regeneration area. In the sub region there is a limited supply of developable employment land and shortage of sites available in the short to medium term. In this respect, the Airport northern business parks are significant in meeting demand for land and premises across South East Dorset.

2.9 Despite relatively strong economic growth the sub region suffers from an out migration of skilled graduates, a low skilled workforce, and limited inward investment in recent years, poor strategic road access and limited public transport infrastructure. The northern business park has the potential to contribute to sustainable economic growth and could form part of a package of measures influencing a step change in the sub regional economy.

2.10 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.

2.11 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.

2.12 Airlines operating from Bournemouth Airport predominantly fly to tourist destinations with limited connectivity to European business markets. This acts as a constraint to the range of business activity which can be attracted to the airport business parks and also the South East Dorset sub region.

2.13 Achievement of the site's potential is limited by poor strategic and local road access (particularly for the North East business park), lack of public transport access, traffic congestion, adjoining nature conservation and floodplain areas, and distance from the range of services typically found in town centres.

2.14 The range of investment that can be attracted to the site is also constrained by the current image of the site as primarily an industrial location and the quality / type of available premises available.

2.15 There is also a lack of service uses on site which are considered necessary to attract high quality occupiers and office staff in particular. This type of service provision is required to effectively compete with town centre locations and business parks in the M3/M27 corridor. The range of facilities associated with modern business parks include convenience retail, restaurant, banking, amenity space, conference and leisure facilities, dental, medical and legal services.

2.16 The scale and nature of infrastructure improvements required to serve the business park is dependent upon the level of anticipated development. The level of employment land provision required to serve business needs during the plan period is determined through the employment land review process informed by projections contained within the Bournemouth, Dorset and Poole Workspace Strategy 2008. The quantum of development that will trigger specific improvements has been the focus of work undertaken by Peter Brett transport consultants, Buro Happold and Dorset County Council.

2.17 In order to realise the full development potential of the North East and North West Business Parks a link road is required from the North East business park to the A338. Improvements to the B3073 are required to enable further development to come forward at the north west business park in particular. Growth of the Airport business park coupled with growth in Bournemouth and Poole is likely to require improvements to the A338 itself such as the provision of additional lanes. The cost of such improvements is very substantial and would require funding from public sources in addition to contributions obtained from new development.

Green Belt

2.18 The draft Regional Spatial Strategy incorporating the Secretary of State's Proposed Changes recommended the removal of land serving the operational airport from the Green Belt. Regional Spatial Strategies have now been revoked but this paper maintains options for removal of Green Belt to meet the operational needs of the airport based on national and local policy support for the sustainable growth of the airport.

Sustainability Appraisal Baseline Information

2.19 This baseline section sets the context through the identification of critical issues relating to the Airport that will be addressed through the Core Strategy and Airport Supplementary Planning Document. Issues are identified from the Sustainability Appraisal Scoping Report (informed by the LDF evidence base and the policy background).

Climate Change / Biodiversity

2.20 Climate change is likely to affect biodiversity, increase hazards from fluvial and coastal flooding.

Air Quality

2.21 Future development of the operational airport and the Northern business park must consider the impact on air quality from increases in road traffic and aircraft movements. As part of the section 106 agreement for the 2007 terminal permission an air quality monitoring framework has been put in place. This provides baseline data to assess the impact of future development options.

Habitats

2.22 The airport northern business parks adjoins and abut a number of sensitive habitats. The Core Strategy will need to anticipate the impacts of climate change and development options on sensitive habitats and where possible adopt measures to protect, enhance and expand habitats and protected species.

Floodrisk

2.23 The Strategic Flood Risk Assessment (level 1 assessment) identified a very large percentage of the North West Business Park within flood zone 3B when considering the impact of climate change. The Strategic Flood Risk Level 2 assessment undertaken for Christchurch has provided a more detailed assessment of flood risk for the Airport. Following the outputs of the level 2 assessment and from advice received from the Environment Agency there are

no areas of flood zone 3b affecting the Airport business parks or operational Airport which provides more flexibility in terms of 'less vulnerable' uses that can be accommodated at the Airport. However, there are significant areas of the North West Business Park affected by flood zone 3a and a strategic approach to flood defence measures will be required to reduce this risk.

Picture 1 Flood Risk Affecting the Airport to 2086

North West Business Park

2.24 The Strategic Flood Risk Assessment Level 2 report identifies a large are of North West Business Park subject to high flood risk (flood zone 3a).

North East Business Park

2.25 The North East Business Park has some areas within flood zone 2 and a small area within flood zone 3a which is unlikely to present any significant issues for future employment development.

Operational Airport

2.26 The southern operational airport is not largely unaffected by floodrisk. The main runway is unaffected by floodrisk but some taxi ways to the north east are subject to floodrisk zone 2 (SFRA Level 2.)

Renewable Energy and Green House Gas Emissions

2.27 Close consideration must be given to the polluting nature of specific forms of economic activity and the effect this has on levels of harmful emissions. Growth of the operational airport and associated business parks will need to consider measures to increase in the use of renewables and sustainable standards of construction.

Countryside

2.28 The SA Scoping Report identifies key sustainability issues concerning the impact of urban influences on the countryside and maintaining the separate identity of settlements.

2.29 In promoting sustainable development the priority is toward accommodating new employment development on Brownfield sites to minimise the impact on the countryside and encroachment into the Green Belt. The Airport Northern Development Zone is a Brownfield site and the Council will seek to locate future employment development within the existing site boundary to avoid encroachment into the countryside.

Biodiversity / Landscape

2.30 Areas of landscape importance within the vicinity of the Airport site include:

International Nature Conservation Sites	Sites of Special Scientific Interest	Sites of Nature Conservation Interest.
Dorset Heathlands (Ramsar site SAC, SPA	Town Common	Avon Common Plantation
Avon Valley (SAC, SPA)	St Leonards and St Ives Heaths	Fillybrook Plantation

River Avon (SAC)	Parley Common	Fillybrook-Crabs Field
The New Forest (Ramsar, SAC, SPA)	Moors River System	Fir Grove Copse
	Hurn Common	Hurn Airport – NE industrial area
		Hurn Forest
		Sopley Common Plantation

Table 2.1

2.31 The Core Strategy must address the need to maintain and enhance local character and environment of the area while meeting changing needs and demands. In this respect new employment development should seek to avoid adverse impacts on landscape character. Although outside the Green Belt further development within the existing northern business parks boundary must ensure that the visual amenities of the Green Belt are not harmed by conspicuous development. New development at the airport must be of suitable standard with properly structured landscape infrastructure to the site area.

2.32 The scale of development at the airport must consider the impact on the landscape character of the New Forest National Park. This is particularly in consideration of potential impact of any increase in road traffic from airport development.

Historic Environment

2.33 The airport is in close proximity to the Hurn Conservation Area and future development at the airport and any associated road traffic generation should not adversely affect the character of the conservation area and scheduled ancient monuments.

Energy

2.34 In reducing non – renewable energy consumption and green house gas emissions the Core Strategy will consider the requirement for renewable energy provision within new commercial development. This issue is further addressed within the climate change key issue paper.

Pollution

2.35 The Core Strategy must consider the range of business activity permitted at the airport in respect of its polluting nature. This considers pollutants created from on site activity and off site in respect of traffic generation.

Soil Contamination

2.36 The Core Strategy will address how levels of soil contamination will be reduced and future contamination prevented in relating to the range of business activity locating at the business park.

Air, noise and light pollution

2.37 This issue concerns how new employment development should minimise harm in relation to air, noise and light pollution (Levels of air pollutants are particularly affected by increased road traffic generation). In respect of air pollution the Core Strategy will consider the likely traffic generation for different employment mixes at the airport and road traffic generated by development of the operational airport and how levels of pollutants can be reduced.

Water pollution

2.38 Future development of the airport will need to ensure that water pollution levels do not cause harm to natural systems.

Economic Baseline and Considerations

Employment Structure

2.39 The Christchurch economy is centred on Distribution, hotels and restaurants and public administration, education and health. Together these account for half of all employment in the Borough. Christchurch has an above average proportion of employment in transport and communications; higher than the county average by 4%. Manufacturing and distribution and Hotels and restaurants are also just above average. A significant proportion of knowledge based industries are located within the airport northern business park.

Main Employment Sectors	Employees	% of Total Employment	
		Christchurch	DCC
Total Employment	17,600		
Distribution, hotels and restaurants	5,100	28.8%	26.6%
Public administration, education and health	3,700	21.1%	28.5%
Banking finance and insurance	2,600	14.7%	15.7%
Manufacturing	2,300	13.3%	12.3%
Transport and communications	1,800	10.5%	4.1%
Construction	1,100	6.5%	5.3%
Other Services	900	4.8%	4.6%
Agriculture and fishing	C	C	2.3%

Energy and water	C	C	0.5%
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Table 2.2

2.40 (Annual Business Inquiry 2006 (ONS))

Business Sector Requirements

2.41 Locational / site requirements need to be met for those businesses currently in the Borough and for those that can be attracted to the area over the plan period to 2027. In promoting sustainable economic growth consideration needs to be given to accommodating growth sectors that provide high quality employment opportunities and make a significant contribution to raising productivity (increased GVA output). Relevant policy interventions include providing the appropriate mix of employment sites in the right locations with the types of premises and locational attributes that meet the needs of business sectors which can be attracted to the plan area. The Bournemouth Airport Economic Study (2008) identifies a range of business activity that can be attracted to the airport and the locational requirements of these sectors.

Availability of Skilled Labour

2.42 There is scope for the local economy to grow significantly over the next 20 years but this is limited by access to appropriately skilled labour. Policy interventions to attract specific forms of business activity must consider the availability of appropriately skilled individuals. Within Christchurch 29.6% of the population are over the age of 65. 74.7% of those of working age in the Borough are economically active (18,000) which is 40% of the total population, 50% of the Christchurch population are of working age. The low number of economically active people in the Borough raises issues for the supply of skilled labour for businesses at the Airport.

Town Centre Vitality

2.43 The Core Strategy considers an appropriate mix of employment activity to be accommodated at the Airport. In determining the range of uses to be accommodated it is necessary to assess the impact on the vitality and viability of town centres within the plan area and key centres within South East Dorset such as Bournemouth and Poole. This is particularly in respect of the level of office and retail uses to be accommodated at the airport business park.

Tourism

2.44 The scoping report identifies the need to promote tourism without harming the environmental assets of the area. The growth of the airport provides the opportunity to enhance the local tourist economy but this must be achieved within environmental limits.

Transport

2.45 Improvements to transport infrastructure required to support development of the operational airport and northern business parks are considered in conjunction with demand management measures which aim to reduce the need to travel and encourage the use of more sustainable modes of transport. In supporting projected employment growth there are specific highways improvements that are necessary to enable development to come forward.

2.46 Capacity issues are identified in the following areas

- In the vicinity of the airport the existing capacity of the B3073 (and associated junctions) acts as a restraint on even modest levels of development coming forward.
- In order to bring forward significant development in the north east business park a link road is required from the business park to the A338.
- The capacity of the A338 is affected by projected housing growth across South East Dorset and in combination with growth of the operational airport and associated employment land.
- Christchurch is well served by public transport within the urban area providing reasonable access to employment sites but there is currently no services operating to the airport northern business park.

Core Strategic Messages

- Sensitive habitats surrounding the Airport are vulnerable to the effects of fluvial flooding affected by climate change
- Potential development options for the Airport must consider impact upon habitats including Special Protection Areas (SPA), Special Areas of Conservation (SAC), RAMSAR sites, Sites of Special Scientific Interest (SSSI) and Sites of Nature Conservation Interest (SNCI).
- Future development should ensure that the visual amenities of the Green Belt are not harmed by conspicuous development.
- New development should avoid adverse impacts on landscape character and should be of a suitable standard with appropriate landscape infrastructure.
- New development should avoid adverse impacts on the character of the Hurn Conservation Area
- Future development of the Airport Business Park and the Operational Airport may affect air quality
- The Airport northern business park is affected by high flood risk (3a) and this will need to be addressed to ensure sufficient land can come forward for development to meet the needs of business to 2027.
- The Airport will need to increase the use of renewable forms of energy and adopt sustainable standards of construction to minimise the impact of future development upon factors contributing to climate change.
- New employment development should be concentrated on brown field land in the northern business park. Amendments to the Green Belt boundary can be considered to meet the operational needs of the Airport.
- Consideration must be given to the potential polluting nature of uses which could be accommodated at the airport and their contribution to air, water, noise and light pollution. Potentially polluting activity can adversely affect sensitive habitats and contribute to climate change.
- The airport business parks have the potential to support a range of knowledge based industries and contribute to the diversification of local business and employment opportunities that contribute to sustainable economic growth
- A range of business activity has been identified which can be attracted to the Airport. The locational requirements of businesses needs to be met which include improvements in transport infrastructure and provision of appropriate premises.

- Business opportunities at the Airport have the potential to attract skilled labour which contribute to sustainable economic growth.
- Employment development at the Airport must consider the impact upon town centre viability and vitality, in particular Poole and Bournemouth town centres.
- The growth of the operational Airport provides the opportunity to enhance the tourism industry which must be achieved within environmental limits.
- Improvements in transport infrastructure are required to facilitate further development coming forward at the Airport and in particular junctions along the B3073 and the A338.

Policy Background

<p>The Civil Aviation White Paper 2004 / Civil Aviation Act 2006</p>
<p>Analysis</p> <ul style="list-style-type: none"> • The White Paper sets the strategic framework for public bodies, airport operators to plan ahead. • Masterplans produced by the airport owners will inform the Core Strategy • The Core Strategy must consider airport expansion in terms of economic benefits but within environmental limits • Airport growth must minimise impacts on environmentally sensitive habitats and provide improvements in public transport access.
<p>Core Strategic Messages</p> <p>The Core Strategy will establish an employment vision for the Northern Business Park with the necessary improvements in transport infrastructure which can be delivered within environmental limits. The Core Strategy will also establish priority limits for the growth of the business park and the operational airport.</p>

Table 2.3

<p>Securing the Future – Delivering UK Sustainable Development Strategy (March 2006)</p>
<p>Analysis</p> <ul style="list-style-type: none"> • The Core Strategy must reflect the Government's principles of sustainable development set out in this strategy which are as follows • Living within environmental limits • Ensuring a strong healthy and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly
<p>Core Strategic Messages</p>

The Core Strategy will plan for growth of the northern business park and operational airport that can be achieved within environmental limits to achieve sustainable economic growth.

Planning Policy Statement 1: Delivering Sustainable Development (February 2006) /

Planning and Climate Change (Supplement to Planning Policy Statement 1(Dec 2007)

Analysis

- Sets out the Government's overarching vision for planning and the key policies and principles that underpin the planning system.
- The Core strategy must be consistent with the principles of sustainable development set out in this PPS
- Key considerations for the Core Strategy and the development of the airport relate to achieving outcomes in which environmental, social and economic objectives are achieved together over time.
- Airport development must consider climate change in reducing energy use, reducing emissions, promoting renewable energy and the location and design of development.
- The role of the airport must be maximised in promoting a strong, productive and sustainable local economy (in the context of the South East Dorset sub region). This is in respect of maximising the potential of the business park and the operational airport.
- Ensuring that infrastructure and services are provided to support new and existing economic development.
- The Core Strategy should contribute to achieving zero carbon development, reducing emissions and stabilising climate change and take into account unavoidable consequences
- New development should secure the fullest possible use of sustainable transport which reduce the need to travel by car
- Conserve and enhance biodiversity, recognising the distribution of habitats and species and how they will be affected by climate change.
- The proposed provision for new development, and its spatial distribution, location and design should be planned to limit carbon dioxide emissions.
- Targets should be set for the percentage of energy used in new development to come from decentralised and renewable or low carbon energy sources where it is viable.

Core Strategic Messages

Key considerations for the Core Strategy are to achieve a sustainable pattern of employment development which works to fulfil environmental and economic objectives. Future employment development has potential impacts for climate change and suitable measures need to be put in place to minimise / reduce adverse impacts such as standards of sustainable construction, provision of renewable energy, provision of public transport services and avoiding direct adverse impacts on sensitive habitats and species.

The North West Business Park is affected by high flood risk when considering the effects of climate change. The employment vision for the business park must plan accordingly to the flood risk constraint.

<p>The Natural Environment</p> <ul style="list-style-type: none"> • Planning Policy Guidance 2: Green Belts • Bournemouth Dorset and Poole Structure Plan • Christchurch Local Plan 2001
<p>Analysis</p> <ul style="list-style-type: none"> • Presumption against development in the Green Belt • The Structure Plan identifies the airport for major employment development and in contributing to the employment and economic needs of the South East Dorset sub region. • The southern operational sector is currently subject to Green Belt policy ENV18 • The Airport is subject to Local Plan policy ENV21 which seeks to retain landscape features and introduce new landscaping
<p>Core Strategic Messages</p> <p>The Core Strategy should consider amendments to the Green Belt boundary taking into account the development needs of the operational airport.</p>
<p>Biodiversity and Geological Conservation</p> <ul style="list-style-type: none"> • Planning Policy Statement 9: Biodiversity • The Conservation (Natural Habitats, &c.) Regulations 1994 • The Environment Act 1995 - National Park Policy • Christchurch Local Plan 2001
<p>Analysis</p> <ul style="list-style-type: none"> • PPS9 sets out national policy on protection of biodiversity and geological conservation through the planning system. • Planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible • Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology. • Sites designated under the Habitats Regulations include SAC, SPA and are considered within the Natura 2000 network. • The Environment Act 1995 states that any relevant authority shall have regard to the need to prevent or minimise or mitigate the effects of pollution on the environment. • Christchurch Local Plan policy ENV11 presumes against development that will adversely affect the integrity of a SSSI.
<p>Core Strategic Messages</p>

The Airport site as a whole includes and abuts several international, national and locally designated sites of nature conservation importance. The New Forest National Park lies approximately 5.4 kilometres to the east of the Airport. In the preparation of the Core Strategy the Council is required to assess the impact of airport development options according to the Habitats Regulations. Appropriate Assessment must be undertaken where a development proposal will affect the integrity of a Natura 2000 site.

Development proposals at the airport must consider the impact on the New Forest National Park in respect of the impacts on the purposes of designation of the Park and sensitive habitats.

Table 2.4

Design
<ul style="list-style-type: none"> • Planning Policy Statement 5: Planning for the Historic Environment • Christchurch Local Plan 2001
<p>Analysis</p> <ul style="list-style-type: none"> • Development at Bournemouth Airport must preserve and enhance the setting of the Hurn conservation area • Care must be taken to ensure the views from and into the conservation area are safeguarded. • Detailed design briefs should be prepared to guide the development of key sites • Policy BE5 of the Local Plan states that development within the setting of a conservation area must make positive contribution to the character of the conservation area.
<p>Core Strategic Messages</p> <p>The Core Strategy and Airport Supplementary Planning Document should seek to achieve high quality design for new development within the business park and operational airport. The operational airport is located within the setting of Hurn Conservation area and development should make a positive contribution to the conservation area and ensure that views from and to the conservation area are safeguarded.</p>
Economy
<ul style="list-style-type: none"> • Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) • Christchurch Local Plan 2001
Analysis

PPS4 places emphasis on the role of 'economic development' in the plan making process which includes development within B use classes, public and community uses and main town centre uses. PPS4 also applies to other forms of development which achieves one of the following objectives:

1. provides employment opportunities
2. generates wealth or
3. produces or generates an economic output or product

The Government's overarching objective is sustainable economic growth. To achieve sustainable economic growth the Government's objectives are to:

- Build prosperous communities by improving the economic performance of cities, towns, regions, sub regions and local areas, both urban and rural
- Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation
- Deliver more sustainable patterns of development , reduce the need to travel, especially by car and respond to climate change
- Raise the quality of life and environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst protecting the open countryside for the benefit of all.

Local Authorities should:

- Assess the overall need for land and floorspace for 'economic development' including land for employment development within B and non B use classes.
- The existing and future supply of land available for economic development should be assessed, ensuring that existing site allocations are reassessed against the policies in PPS4.

Local authorities should ensure that the development plan:

- Sets out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth identifying priority areas with high level of deprivation that should be prioritised for regeneration investment.
- Support existing business sectors and new or emerging sectors likely to locate in the area
- Promotes the expansion of clusters or networks of knowledge driven or high technology industries.
- Makes the most efficient and effective use of land, prioritising previously developed land and which reflects the locational requirements of businesses.
- Identifies, protects and promotes key distribution networks, and locates or co-locates developments which generate substantial traffic movements in sustainable locations.
- Plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary provides advice on phasing and programming of development

- Identify a range of sites to facilitate a broad range of economic development, including mixed use.
- Consider how sites for different business types can be delivered

Planning for Economic Development in Rural Areas

Local planning authorities should ensure that the countryside is protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure that it may be enjoyed by all.

In rural areas, local planning authorities should:

- Strictly control economic development in open countryside away from existing settlements, or outside areas allocated for development in development plans.
- Identify local service centres and locate most new development in or on the edge of existing settlements where employment, housing (including affordable housing), services and other facilities can be provided close together.

Christchurch Local Plan 2001:

- Policy EI5 of the Local Plan requires the preparation of a development brief to guide development of the airport including a programme for the phased release of land, the sequence of on and off site infrastructure improvements and measures to protect SSSIs
- Policy EI6 makes provision for limited development for employment uses within B1, B2 and B8 prior to the preparation of a development brief.

Core Strategic Messages

PPS4 sets out a requirement for local authorities to meet the land and floorspace requirements of 'economic development' which includes B use classes and non B use class commercial uses. The Airport is a strategic site contributing to the economic development needs of South East Dorset. As a strategic employment site careful consideration is required concerning the nature of business activity that can be attracted with opportunities taken to promote innovation, growth sectors and clusters of related activity. The nature of business activity promoted at the Airport must consider relationships with other centres with the focus of large scale office development to be located in Poole and Bournemouth town centres.

The Airport site is significantly constrained by the capacity of the existing highway network. Significant infrastructure improvements are required to ensure that sufficient land is brought forward to meet projected demand over the plan period. The Airport Business Park is not well served by public transport and improvements are required in order to improve the sustainability of this employment location. There is currently a shortage of employment land in highly sustainable locations in South East Dorset and subsequently development opportunities need to be maximised at the Airport in order to meet projected requirements for employment land.

The development of the operational airport has potential to support economic growth but must be achieved without adverse impacts on the sensitive habitats which adjoin and abut the Airport site.

The Core Strategy and accompanying SPD informed by the Airport's own master planning will set out the framework for development to come forward at the airport.

Transport

- **Planning Policy Guidance 13: Transport (April 2001)**
- **Christchurch Local Plan 2001**

Analysis

Planning Policy Guidance 13: Transport (April 2001)

- Support sustainable development through extending choice in transport and securing mobility.
- By shaping the pattern of development, location, scale, density, design and mix of land uses planning can help reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs by public transport, walking and cycling.
- Employment related development should be highly accessible by public transport, walking and cycling.

Christchurch Local Plan 2001

- Local Plan policy T7 provides a safeguarded route for a corridor of land linking the Airport north east sector to the A338
- Policy T13 promotes more sustainable modes of transport and alternatives to the car particularly cycling and cycle facilities.
- Policy T14 identifies cycle routes for construction which includes Chapel Gate to Christchurch Hospital.
- Policy T15 states that new development must allow for the safe passage of pedestrians and T16 requires new development proposals to provide access for mobility impaired individuals.
- Policy T18 sets out the transport improvements required by new development generating additional road traffic.
- Policy P6 sets out the parking requirements for new development.
- Policy EI7 restricts the scale and level of development within the Airport safeguarding zone which includes the majority of the Borough.

Core Strategic Messages

Improvements to public transport services serving the operational airport and business park are essential to ensure that development can be brought forward sustainably minimising levels of congestion and avoiding adverse impacts on sensitive habitats from nitrogen deposition. As part of measures to reduce car travel, congestion and harmful emissions airport businesses must be encouraged to engage in travel planning. Transport infrastructure improvements are required to accommodate new development at the airport business park and the operational airport.

Renewable Energy

<ul style="list-style-type: none"> • PPS22 Renewable Energy (August 2004) • Christchurch Local Plan (2001)
<p>Analysis</p> <p>PPS22 Renewable Energy (August 2004)</p> <ul style="list-style-type: none"> • The Core Strategy should promote and encourage the development of renewable energy • The Core Strategy should consider the percentage of energy to be used in commercial and industrial developments to come from on site renewable energy developments.
<p>Core Strategic Messages</p> <p>The Core Strategy will determine the percentage of energy in commercial and industrial developments to come from renewable sources and the appropriate level of onsite renewable energy provision. Renewable energy policy for Core Strategy is addressed in the climate change background paper.</p>

Table 2.5

<p>Planning and Pollution Control</p> <ul style="list-style-type: none"> • PPS23 Planning and Pollution Control (November 2004) • Dorset Biodiversity Action Plan (2003)
<p>Analysis</p> <ul style="list-style-type: none"> • Commercial / Industrial development at the airport should minimise adverse impacts on the quality of land, air and water to ensure the sustainable and beneficial use of land. • Polluting activities necessary for the economy should be sited and planned so that their adverse effects are minimised and contained within acceptable limits. • A particular concern for the airport is the level of traffic generated from expansion of the operational airport and development of the business park. • The Local Development Framework will need to establish criteria based policies against which applications for potentially polluting activities can be considered. • The cumulative impacts of airport development particularly in relation to air quality and the impact on the heathland need careful consideration in the Core Strategy. <p>Dorset Biodiversity Action Plan 2003</p>

<ul style="list-style-type: none"> The Dorset BAP includes targets for the maintenance and enhancement of the following habitats that are within 3km of the Airport: Lowland mixed deciduous woodland, wet woodland, lowland dry acid grassland, lowland meadow, lowland heathland. (These habitats are also identified as UK priority habitats). <p>Christchurch Local Plan</p> <ul style="list-style-type: none"> Christchurch Local Plan policies ENV2 and ENV3 set out the Councils policies regarding polluting development. Policy ENV5 covers the issue of surface water drainage systems which is particularly relevant to the airport.
<p>Core Strategic Messages</p> <p>On site polluting activities at the operational airport and northern business parks may have significant adverse impacts on sensitive habitats which adjoin and abut the airport site. In planning for the future of the airport it is essential to plan for improvements in public transport services and other alternatives to the car to reduce harmful emissions from road traffic and adverse impacts on surrounding habitats.</p>

Table 2.6

<p>Planning and Noise</p> <ul style="list-style-type: none"> The Environment Act 2005 PPG24 Planning and Noise (October 1994)
<p>Analysis</p> <p>PPG24 Planning and Noise (October 1994)</p> <ul style="list-style-type: none"> Future development of the Airport should consider current levels of noise exposure and anticipated levels resulting from anticipated growth. PPG24 sets out detailed procedures for assessing acceptable levels of noise in relation to airports. Special consideration is required for noisy development proposed near Sites of Special Scientific Interest / Natura 2000 sites. <p>The Environment Act 2005</p> <ul style="list-style-type: none"> To conserve and enhance the natural beauty, wildlife and cultural heritage of the New Forest. The impact of noise on the National Park requires special consideration. This is particularly in relation to preserving the special qualities of the National Park which include tranquillity.
<p>Core Strategic Messages</p>

Special consideration is required concerning the impact of noise on Sites of special scientific interest and Natura 2000 sites and priority species.

Table 2.7

Development and Flood Risk
<ul style="list-style-type: none"> • PPS25 Development and Flood Risk (2010)
<p>Analysis</p> <ul style="list-style-type: none"> • Floodrisk should be taken into account at all stages of the planning process to avoid inappropriate development in areas at risk from flooding and to direct development away from areas at highest risk. • Where new development is necessary in such areas, policy aims to make it safe without increasing floodrisk elsewhere and where possible, reducing floodrisk overall.
<p>Core Strategic Messages</p> <p>Significant areas of the North West Business Park are affected by high floodrisk (Christchurch Strategic Flood Risk Assessment Level 2, 2009). The Core Strategy and Airport Supplementary Planning Document need to set out an approach to ensure that sufficient employment land can be brought forward to meet projected demand over the plan period with a flood management strategy agreed between the Environment Agency, The airport and the Borough Council.</p>

Table 2.8

Christchurch Local Plan 2001
<p>Analysis</p> <p>Local Plan policy EI1 relates to the protection of existing industrial employment sites and states that:</p> <p><i>‘In order to preserve the availability of employment-generating land and buildings, planning permission involving the loss of existing industrial and commercial uses, including those within use classes B1, B2 and B8, will not be permitted unless they are situated in residential areas causing environmental and amenity problems to the locality’.</i></p> <p>Airport Policies</p>

Policy EI5 states that land within the boundaries of the airport is identified for a comprehensive or redevelopment scheme for employment uses (B1, B2 or B8). The policy allows development subject to the approval of a comprehensive brief to guide future development which will include:

1. A programme for the phased release of development land
2. The sequence of on-site/off-site infrastructure improvements
3. The timing of highway/transport improvements which shall include improvements to the B3073 county distributor road between Parley Cross Roads and Blackwater Junction, The provision of a link road to the A338 Bournemouth/ Ringwood spur road, the closure of the existing access onto Matchams Lane and provision for cyclists and public transport.
4. Where appropriate measures to protect neighbouring sites of special scientific interest.

Land with airside access shall predominantly be used for aviation-related activities requiring such a facility.

Upon the adoption of the Local Plan in 2001 it was considered that prior to the implementation of EI5 limited development could come forward in the short term with improvements to the existing highway network. Prior to the approval of any further development the council will therefore need to be satisfied that the existing highway network has the capacity to cater for the increase in traffic flows with the provision of any necessary highway improvements and that no unacceptable pressure is placed on the local environment.

‘Limited development for either employment uses, use classes B1, B2 and B8, or operational airport activities shall be permitted at Bournemouth International Airport providing that the development does not prejudice the implementation of policy EI5’.

Policy EI5 will be satisfied through the preparation of the Core Strategy and Airport Supplementary Planning Document.

Core Strategic Messages

The Core Strategy will need to ensure that sufficient employment land is provided in the plan area to meet projected requirements for traditional B class employment and anticipated demand for employment uses within Non B use classes. The Airport northern business park forms a large proportion of local employment land supply and needs to make a significant contribution to meeting the needs of economic development over the plan period.

The Core Strategy will also establish a vision for the airport and northern business parks which will be accompanied by a package of transport infrastructure improvements. Further detail will be established through the Airport SPD dealing with issues such as design and the phasing of development.

Table 2.9

Analysis

The following issues were identified as part of the community engagement undertaken in 2006 relevant to the future development of the operational airport and the associated business park.

- Noise and light pollution
- Pollution from road traffic on Parley Lane
- The need to protect and preserve wildlife and natural habitats
- The need to provide adequate flood defences to address floodrisk
- Concern over increased traffic generation from the development of Bournemouth Airport

Core Strategic Messages

In planning for future development of the airport business park and the operational airport growth should be achieved which results in no net increase in harmful pollutants which may adversely affect sensitive habitats in proximity to the airport. A package of transport infrastructure improvements to Parley Lane and associated junctions need to be put in place in combination with improvements to public transport to reduce congestion.

Table 2.10

Christchurch Borough Council Corporate Plan 2008 - 2012**Analysis**

The Corporate Plan sets out the following objectives for transport which will assist sustainable economic growth:

TR1 Encourage the use of a variety of sustainable and fuel efficient modes of transport to reduce congestion

TR2 Implement Local Transport Plan schemes on time and on budget

BT1 Develop robust plans to support the creation of business and employment opportunities

BT2 Increase the level of business activity in the Borough

BT4 Support expansion at the Airport which promotes economic growth and mitigates environmental impacts.

Core Strategic Messages

The Core Strategy will need to address requirements for strategic transport infrastructure improvements required to support the level of employment growth at the airport necessary to meet projected requirements for the plan area. BT1 and BT2 relate to the provision of suitable land and premises to meet the needs of local business which is established in the employment vision for the airport business park.

Table 2.11

2.47 Core Strategic Messages

- Development options for the Airport must avoid or minimise adverse impacts on international, national and locally designated sites of nature conservation importance. This includes the consideration of potentially adverse effects upon the New Forest National Park.
- The potential polluting nature of commercial activities on the Airport Business Park and Operational Airport must be considered in relation to potential adverse impacts on sensitive habitats which adjoin and abut the site.
- The Airport Business Park is affected by high flood risk and appropriate measures need to reduce floodrisk to enable further development to come forward. A flood management strategy for the Business Park needs to be agreed with the Airport and the Environment Agency.
- In accordance with the Civil Aviation White Paper and Civil Aviation Act the Core Strategy will establish a vision for the airport and northern business parks informed by master plans produced by the airport. The Core Strategy will need to establish priority limits for the growth of the operational Airport to ensure development can come forward sustainably.
- Sustainable economic growth of the airport business parks and operational airport must be achieved within environmental limits.
- Future development of the airport business parks and operational airport must minimise its impact on climate change through use of renewable sources of energy and sustainable construction and improvements in public transport services to the airport.
- The Core Strategy will determine the percentage of energy in commercial and employment developments to come from renewable sources and the appropriate level of onsite renewable energy provision.
- The Core Strategy must consider amendments to the Green Belt boundary taking into account the development needs of the operational Airport.
- The Core Strategy and Airport Supplementary Planning Document should seek to achieve high quality design for new development within the airport and business parks.
- Airport development should make a positive contribution to Hurn Conservation Area and ensure that views from and to the conservation area are safeguarded.
- The airport business parks are strategic employment sites contributing to the employment land supply requirements of South East Dorset.
- The Airport Business Park will make a significant contribution to meeting the land requirements of B use classes and non B uses that contribute to sustainable economic growth.
- The Airport Business Park has the potential to accommodate innovative and knowledge based industries that contribute to raising levels of productivity and creating highly skilled and well paid employment opportunities.
- Employment development at the Airport should avoid adverse impacts upon the vitality and viability of Poole and Bournemouth town centres.
- Transport infrastructure improvements are required to facilitate further development coming forward at the Airport and in particular junction improvements along the B3073 and improvements to the A338.

- Improvements in public transport are required to serve the Airport Business Park to improve the sustainability of this employment site.
- The Airport Business Park must undertake effective travel planning to reduce car travel, congestion and harmful emissions.

3 Identification of Issues

This section considers the validity of the issues raised in the Issues and Options consultation, and how appropriate they were, based on responses received and other issues identified by stakeholders and members of the public. In addition, this section will set out any issues that have been identified from new evidence arising since the Issues and Options engagement. This will then form a consolidated list of issues for the development of preferred options in Section 4.

Critical Issues raised through issues and options engagement from consultation undertaken in March / April 2008:

BA1) What are the priority issues which should determine the limits to which growth at the airport should be controlled?

The validity of this issue was not questioned at Issues and Options. National policy requires the Local planning authority to determine these limits.

Preferred Options for this issue raised at issues and options are set out under issue: What are the priority issues which should determine the limits to which growth at the airport should be controlled?

BA2) Which transport improvements should the Core Strategy consider as part of the transport requirements for the Airport?

Responses to issues and options and consultation during the preparation of preferred options has requested that this issue be broadened to encompass the impact of anticipated local development in addition to the airport on the B3073 and A338. It is still acknowledged that transport infrastructure improvements are required to the local road network in order for further development to come forward at the airport.

Preferred Options for this issue raised at issues and options are set out under issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?

BA3) Which development options should be pursued in consideration of current infrastructure constraints?

The validity of this issue was not questioned at issues and options. Development options for the airport need to be determined in view of the current site constraints.

Preferred Options for this issue raised at issues and options are set out under Issue: Which development options should be pursued in consideration of the current infrastructure constraints?

BA4) Which part of the Airport do you think should be released from the Green Belt?

The validity of this issue was not questioned at Issues and Options. The draft Regional Spatial Strategy incorporating the Secretary of State's Proposed Changes recommended the removal of land serving the operational airport from the Green Belt. Regional Spatial Strategies have now been revoked but this paper maintains options for removal of Green Belt to meet the operational needs of the airport based on national and local policy support for the sustainable growth of the airport.

Preferred Options for this issue raised at issues and options are set out under Issue: Which part of the Airport do you think should be released from the Green Belt?

BA5) What policy approaches should be pursued at the airport to effectively promote sustainable economic growth?

The validity of this issue was not questioned at Issues and Options. However this issue can be addressed in formulating an employment vision for the business park which encapsulates BA5, BA6 and BA7.

Preferred Options for this issue raised at issues and options are set out under Issue: What should the vision and strategy be for Bournemouth Airport and its northern business parks?

BA6) What type of business activity should we be promoting at the airport?

The validity of this issue was not questioned at Issues and Options. However this issue can be addressed in formulating an employment vision for the airport and business park which encapsulates BA5, BA6 and BA7.

Preferred Options for this issue raised at issues and options are set out under Issue: What should the vision and strategy be for Bournemouth Airport and its northern business parks?

BA7) What type of premises should be provided in the North West and North East areas?

The validity of this issue was not questioned at Issues and Options. However this issue can be addressed in formulating an employment vision for the business park which encapsulates BA5, BA6 and BA7.

Preferred Options for this issue raised at issues and options are set out under Issue: What should the vision and strategy be for Bournemouth Airport and its northern business parks?

Bournemouth Airport Focus Group

An advisory group was established to inform the Core Strategy and Airport Supplementary Planning Document. The advisory group also provides an input into the production of evidence studies as they relate to the operational airport and business parks. The advisory group comprises a range of key stakeholders including local authorities, parish councils, airport land owners and relevant government bodies. Members of the advisory group were invited to attend a focus group addressing spatial issues that require more qualitative exploration as part of the issues and options engagement process. The following issues were discussed:

- ***What are the transport infrastructure requirements and mechanisms for delivery / avoiding / mitigating the impacts of infrastructure provision.***
- ***What should the employment vision be for the northern business parks?***

Delivery of transport infrastructure

The delivery of strategic transport infrastructure to serve the airport is significantly dependent on how improvements can be linked to benefit the wider area. This is largely because the improvements serving the airport alone are very unlikely to lever in sufficient funds for their delivery.

Improvements to Parley Cross junction were identified as a priority in advance of further development at the airport and in advance of the urban extension which may be delivered at Parley Cross. Delivery of infrastructure such as the A338 link road is currently dependent on the scope to link such as scheme into a wider package of strategic improvements serving the conurbation which would be required to secure sufficient funding.

Funding opportunities currently identified for infrastructure delivery include the following:

- Planning obligations – Section 106 / emerging Community Infrastructure Levy.
- Possible funding through the 'Local Enterprise Partnership'

Peter Brett (Transport consultants working on behalf of Manchester Airports and Dorset County Council) have undertaken an assessment to determine the quantum of development which triggers improvements to the local highway network). The study has identified a package of improvements to Parley Lane and associated junctions which will enable in the region of 12 – 15 ha of employment land to come forward at the North West Business Park. Further assessment work is ongoing which may identify a package of improvements to unlock in the region of 30ha of new employment development over the plan period to 2027.

Ecological Implications

The group raised concerns regarding the implications of increasing road traffic on the National Park and minor roads in particular. It was considered that there was potential for small traffic increases to have significant impacts on the Avon Causeway, routes through the Park, especially in the west.

Air Traffic Growth

Growth in passenger numbers and increases in the number of commercial flights is likely to result in low level private flying being progressively reduced.

Air Quality

Members of the focus group emphasised the importance of reducing car travel and effectively mitigating against the impacts of aircraft emissions. Woodland planting was identified as a measure to mitigate against aircraft and car emissions.

Sewerage Infrastructure

New sewerage infrastructure, including a new sewer and treatment facility is required for the airport and Manchester Airports are currently in discussion with Wessex Water.

Links to Parley Cross

Improvements to Parley Cross junction will need to consider the impact of potential new housing development at Parley Cross in addition to the impact of airport growth. Dorset County Council has raised concerns that improvements to Parley Cross junction may need to happen in advance of decisions made about potential housing options at Parley Cross.

Employment Vision for Northern Business Park

Employment Uses

Poole and Bournemouth authorities have expressed the view that the northern business parks should not accommodate a high level of office provision. There is a concern that such provision may draw investment away from Bournemouth and Poole centres.

The 2003 EDAW master plan commissioned by the Airport proposed high levels of office provision. Since the production of the 2003 Masterplan the airport has changed their position to promoting a similar range of uses to those currently represented at the airport northern business parks (As set out in their spatial planning framework).

The Core Strategy issues and options paper considers the potential for a zoning approach with respect to employment uses. The airport is concerned of an approach that may be overly prescriptive and lack flexibility. However, the airport acknowledges that airside locations would need to be reserved for aviation related uses requiring airside access.

Bournemouth and Poole are supportive of the preferred development option put forward in the Airport Economic Study (2008) produced by Nathaniel Lichfield and Partners for 80% industrial and 20% office.

The use of design standards was discussed as an instrument to influence the type of business activity to be attracted to specific zones of the airport.

Site Image

The group discussed possible measures to improve the image of the site and attract high order business activity. These include:

- Improvements to the internal road network to improve legibility
- Landscaping Improvements
- Provision of facilities for workers (ancillary uses e.g. amenity centre)

Development Progress / Employment Land Demand

Development progress has been restrained by a range of factors including:

- The adopted Local Plan states that until a development framework is put in place for the airport business park the level of employment development will be restricted.
- Development progress is constrained by the need for transport infrastructure improvements particularly affecting land coming forward in the north east business park.
- The proposal for an MBT plant in the North West sector is potentially a significant disincentive for attracting business activity.

Factors constraining land take up

The strategic transport infrastructure deficit was acknowledged as the most significant factor in constraining employment land supply. This issue is most significant for the North East sector.

The proposed MBT plant has the potential to deter certain businesses from locating in the North West Business Park.

There is currently a claw back arrangement in the lease for the airport which requires a sum to be paid back to the original airport owners. This has an effect upon the commercial viability of the site.

Employment Land Supply

The airport northern business park forms the majority of employment land supply for South East Dorset (approx 60% of employment land supply and approx 22% of deliverable employment land supply to 2026) Through the LDF process South East Dorset authorities are determining future requirements for employment land and premises. This process may allocate new sites to meet demand over the plan period.

Summary of Key Issues

- ***What are the transport infrastructure requirements and mechanisms for delivery / avoiding / mitigating the impacts of infrastructure provision.***

This will be addressed by consolidated Issue: **Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?**

- ***What should the employment vision be for the northern business park?***

This will be addressed by consolidated Issue: **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**

Critical Issues Identified Through the Evidence Base

- **Christchurch and East Dorset Employment Land Review**
- **Bournemouth Airport, The Masterplan (Manchester Airports Group May 2007)**
- **Bournemouth International Airport Business Park (Spatial Strategy to Guide Redevelopment) RPS Burks Green (2007)**
- **Bournemouth Airport Aviation Park Planning Framework (Manchester Airports Development Limited September 2007)**
- **Economic Study of Development Land at Bournemouth Airport (Nathaniel Lichfield and Partners March 2008)**
- **Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley December 2008)**
- **Bournemouth International Airport Transport and Infrastructure Study (Peter Brett Associates LLP September 2008)**
- **Bournemouth Aviation Park Highway Access Route Corridor Options (Dorset Engineering Consultancy August 2007)**
- **Bournemouth Airport, Ecological Study to Support Appropriate Assessment (Land Use Consultants October 2008)**
- ***Christchurch Level 2 Strategic Flood Risk Assessment (Halcrow, 2009)***

Christchurch and East Dorset Employment Land Review 2007:

Employment Land Character / Market Segment

The prevailing market segment in the northern business park is general industrial / business. A proportion of the North West business park along Enterprise Way can be described as a high quality business park. The prevailing industrial character of the northern business park is a disincentive for higher order uses that may otherwise choose to locate at the business park.

Business Sector Representation

The most prevalent business sectors currently located on the business park include:

- General Manufacturing / Engineering
- Advanced Engineering
- Transport / Storage / Distribution
- Construction
- Air Transport
- Professional Services

The following assessment has been made in relation to the scope for growth in business sector activity at Bournemouth Airport informed by the Airport Economic study (2008)

Business Sector	Scope for Growth in Christchurch
Business Aviation	Limited scope for growth
Aircraft Maintenance / Repair and Overhaul	Low level growth possible
Air Freight	Limited scope for growth
General Manufacturing / Engineering	Good prospects for growth
Advanced Engineering	Good prospects for growth
Environmental Technologies	Low level growth possible
General Office / Financial and Business Services	Reasonable prospects for growth
ICT	Low level growth possible
Biotechnology and Medical Related Services	Limited scope for growth
Marine Technologies	Reasonable scope for growth
Cultural / Creative Industries	Limited scope for growth
Leisure / Hospitality	Low level growth possible
Distribution and Logistics	Reasonable prospects for growth
Food and Drink	Limited scope for growth

Table 3.1

Employment Land Supply

Overall employment land supply across South East Dorset is fractionally under the projected land requirements for B1, B2 and B8 uses over the plan period 2006 – 2026. The Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies an undersupply of employment land in the short to medium term. Additionally a number of sites within identified supply have significant constraints, including Ferndown Industrial Estate and opportunities for new

employment development in that vicinity. For South East Dorset a significant proportion of employment land supply is concentrated at the airport business park. Due to current infrastructure constraints the North West Business Park is the focus for land that can come forward during the plan period to 2027. Therefore, there are significant issues for the sub region in providing sufficient land to meet projected employment land requirements.

Employment land requirements for non B uses have not been quantified and will require a proportion of land on established employment sites and town centre locations. It is envisaged that the airport will require ancillary uses within Non B to meet the needs of employees on the business park.

Employment land supply in the Bournemouth TTWA is as follows: Bournemouth 16ha, Christchurch 20ha, East Dorset 8.9ha.

Key issues relating to employment land supply include:

- There is a shortage of employment land supply in the short to medium term but adequate supply in the long term.
- Significant infrastructure investment is required to bring forward the 58ha employment land resource at the airport. With suitable infrastructure this level of development would contribute to employment land requirements beyond the existing plan period. Additionally, unlocking this land resource could contribute to a step change in the sub regional economy.
- Limited amount of land available for development in the short term without Bmth airport.

Employment Demand

There is some demand for larger units at the airport in the region of 9,000 – 10,000 sqft, however demand is mainly for smaller units of approximately 1000sqft.

Demand for larger premises comes from the following sectors:

- General manufacturing / engineering
- Health
- Construction
- Distribution

Employment land projections set out in the 2008 Bournemouth, Dorset and Poole Workspace Strategy are as follows:

- Demand for 184ha of employment land for B class uses in Dorset.
- Demand in the Bournemouth TTWA 66.8ha
- Demand in Christchurch 3.6ha
- Demand in East Dorset 21.5ha

The Workspace Strategy identifies demand for the following employment uses.

- Demand mainly for office and warehousing accommodation.

- Office demand is concentrated in the Poole and Bournemouth TTWAs.
- Aviation related demand in East Dorset and Christchurch

In order to meet projected demand for employment land the Workspace Strategy identifies a need to bring forward a minimum of approximately 15 – 20 ha of employment land at the Airport business park to 2027.

Demand for Office

Demand for office accommodation in the Borough is for smaller premises around 800 – 1400 sq ft with larger units more difficult to let. However the airport has been attractive to larger scale office development. The demand is for modern, purpose built premises built to a high specification. Demand has been noted by local agents for modern premises to accommodate small and medium sized enterprises (SMEs). General use requirements – The provision of new premises should consider providing for elements of B1, B2 and B8 to enable flexibility which is attractive to the market.

Freehold / leasehold

Historically demand has been for freehold premises for investment purposes. However, in the current economic climate limited access to finance has reduced the level of demand for freehold premises.

Airport Premises Demand

The highest demand for premises is for B1/B8 illustrating the requirement for flexibility of use. There is also a very strong demand for pure B8 premises and B2 reflecting the current industrial character of the northern development zone.

Locational Requirements

The key locational requirements influencing business movement in the Borough include:

- Good access to the highway network
- Access to local amenities for employees
- Optimum size / quality of premises
- ICT provision.

Summary of Key Issues

- **What level of development is required to come forward at Bournemouth Airport to meet projected requirements for land and premises for the Bournemouth Travel to Work Area?**

The level of required development is established in the evidence base and the transport infrastructure improvements and development options necessary to deliver this growth are addressed by consolidated issues:

- **Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?’and**
- **Which development options should be pursued in consideration of current infrastructure constraints?**
- **What range of business activity can be attracted to the Airport northern business park?**

This has been established through the 2008 Airport Economic Study produced by Nathaniel Lichfield and Partners and is addressed by Issue: **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**

- **What type and size of premises are required to meet the needs of business?**

The requirements for premises provision is addressed by Issue: **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**

- **Does the northern business park meet the locational requirements of business that can be attracted to the area?**

This is addressed by issues:

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

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

- **How can we meet the needs of non B class employment?**

There is no established methodology for determining the land requirements for Non B employment uses and as such the land requirement for the airport cannot be determined at this stage. The issue of Non B uses to be accommodated at the Airport is addressed in under Issue: **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**

- **What should the employment vision be for the airport northern business park?**

This issue is addressed under issue:

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

Bournemouth Airport - The Master Plan (May 2007)

The Master Plan prepared in response to the Government’s Future of Air Transport White Paper for the operational airport sets out the Airport’s own vision for the growth and development over the next 25 years. The White Paper set out the context for the growth of Bournemouth Airport and envisaged growth in the region of 3 – 4 million passengers by 2030. The Master Plan provides an assessment of the impact of proposals on traffic generation and sensitive sites of nature conservation importance. Major development proposals put forward in the Master Plan include:

- Provision of additional terminal space with a proposed gradual expansion to meet projected growth up to 2030 (from 5430sqm to 12700 sqm). Planning permission is currently held for a new terminal building to the south west of the existing building. However, instead of constructing a new facility it is currently proposed to gradually improve and extend the existing facilities to match growth;
- Provision of additional, and rationalisation of existing aircraft parking stands (passenger and cargo) to enable higher aircraft numbers, with associated surface water drainage systems;
- From 2006 – 2030 the provision of approximately 6404 additional car parking spaces with a proposed new car park in the south by 2015 as well as in the northern business park in later years. Enhancements will also be undertaken of the surface access routes and coach and bus facilities. However, it is proposed that the private car will remain the preferred mode of transport.
- Associated infrastructure works, including upgrading of the existing sewerage and treatment works. A preliminary option would include provision of a new sewer from the southern sector to the Holdenhurst Wastewater treatment works which is some 2.5km south east of the airport. New facilities and accommodation will also be required for crew and ground staff, rationalisation of fuelling operations, and upgraded fire station facilities.

Summary of Critical Issues:

- **What should the employment vision be for the operational airport?**

This issue is addressed under Issue: **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**

In 2006 Manchester Airports Development Limited (MADL) instructed Drivers Jonas, working alongside Peter Brett Associates and EKOS consulting to review the commercial and planning strategy for the business park, and to update the key findings of the Master Plan prepared by EDAW in 2003. The current review has provided a clear strategy for bringing forward the next stages of employment development at the business park, prioritising new development and redevelopment within the north west sector. This planning framework estimates that between 20,000sqm and 75,000 sqm of net additional floorspace, supporting a range of aviation and non aviation occupiers across the full range of employment use classes, can be accommodated with local access improvements.

This document seeks to provide a planning framework for bringing forward phased redevelopment at the business park in the short to medium term, in parallel with improvements to the airport and local highway infrastructure.

The Peter Brett transport study undertaken separately provides detailed assessment of the level of development that can come forward at the business park and operational airport with highways improvements.

RPS Burks Green Bournemouth International Airport Business Park - Spatial Strategy to Guide Redevelopment (2007)

In 2007 Manchester Airport Developments commissioned RPS Burks Green to produce a spatial planning framework for the North West Business Park.

The 2007 Planning Framework suggests that a more deliverable strategy, requiring only minor access improvements, would be required to progress development / redevelopment of the northern business park western sector to offer 'between 20,000sqm and 75,000sqm of net additional floorspace supporting a range of aviation and non aviation occupiers across a full range of employment classes'. The 2007 Planning Framework presents a number of principles to ensure development in the Northern Business Park is progressed.

Site Appraisal findings

- Improvements required to internal road infrastructure (to assist site legibility)
- Poor site navigation
- Site not pedestrian friendly or safe
- Lack of public transport access / cycle facilities

Existing Buildings

- Good quality B1 premises at entrance to western business park (100+ year leases)
- Lower quality units within the rest of the site with many premises beyond their life cycle.
- High occupancy rates
- MADL existing building stock – older B2/B8 premises.
- The quality of older B2 / B8 units is low and brings the quality of the park down.

The Spatial Strategy divides the business park into sub zones which include separate zones for commercial, industrial, aviation and renewables.

Boundary Definition

- Hard to distinguish between public and private areas
- No definition of parking areas
- Airside/landside boundary not secure
- Lack of boundaries relating to lease
- Fly tipping occurring including abandoned cars.

Signage

- Existing signage out of date and not consistent in style / not effective as a way finding tool.

Landscape Assessment

- No structural planting to the park
- New developments have planted their own structural landscape but this is limited.
- The site is bounded to the north by Hurn Common SSSI / Moors River SSSI.
- There are a large number of mature trees and coppices in the park.
- There is no communal outdoor space with the exception of a few benches at the café.
- Landscape is not maintained in areas

General Conclusion

- No sense of business park centre
- Lack of amenities apart from one small café
- No formal road structure beyond entrance area
- No footpaths beyond entrance area
- Conflict between pedestrians and vehicles
- Lack of boundaries to units
- No structural planting
- No communal external space
- Many buildings beyond life cycle
- Very few unleased buildings
- Park signage outdated
- No public transport provision
- SSSI boundary

Land Availability

The spatial strategy document identifies parcels of land in the western business park that are potentially available to support new employment development. Parcels of land totalling approximately 35ha are identified. .

Existing floorspace provision within the identified development parcels according to use class is as follows:

- A3 – 223 sqm
- B1 a – 4,877 sqm
- B1 c – 6,453 sqm
- B2 – 13,425 sqm
- B8 – 25,972 sqm

Total floorspace created by new development parcels:

- A1 / A3 – 1,121 sqm
- B1a – 16,239 sqm
- B1 c – 6,453 sqm
- B2 – 45,940 sqm
- B8 – 42,364 sqm

Additional Floorspace Supported by Existing Local Highway Network:

B1a – 11,000 sqm

B2 – 20,000 sqm

B8 – 10,000 sqm

Summary of Critical Issues

- **What should the employment vision be for the North West Business Park?**

This issue is addressed under Issue: **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**

- **How can development be brought forward sustainably in view of ecological and infrastructure constraints?**

Development options considered for the Airport are subject to Habitats Regulations Assessment which will determine ecologically acceptable development options that can be brought forward.

Bournemouth Airport Aviation Park Planning Framework (MADL September 2007)

In 2006 MADL instructed Drivers Jonas, working alongside Peter Brett Associates and EKOS consulting to review the commercial and planning strategy for the business park, and to update the key findings of the Master Plan prepared by EDAW in 2003. The current review has provided a clear and deliverable strategy for bringing forward the next stages of employment development at the business park, prioritising new development and redevelopment within the western sector. This planning framework estimates that between 20,000sqm and 75,000 sqm of net additional floorspace, supporting a range of aviation and non aviation occupiers across the full range of employment use classes, can be accommodated with local access improvements.

This document seeks to provide a planning framework for bringing forward phased redevelopment at the business park in the short to medium term, in parallel with improvements to the airport and local highway infrastructure.

The Peter Brett transport study undertaken separately provides detailed assessment of the level of development that can come forward at the business park and operational airport with deliverable highways improvements.

Summary of Key Issues

- **What should the employment vision be for the North West Business Park?**

This issue is addressed under Issue: Issue: **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**

- **How can development be brought forward sustainably in view of ecological and infrastructure constraints?**

This is addressed by issues:

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

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

Economic Study of Development Land at Bournemouth Airport (March 2008)

Nathaniel Lichfield and Partners (NLP) were commissioned to assess the economic potential of the airport northern business parks. The study explores options to inform an overall vision for the site, employment sectors which can be attracted / promoted and how the site could best be promoted to achieve its potential.

The study was prepared in consultation with economic development departments across South East Dorset, business organisations, the South West Regional Development Agency, commercial property agents and a range of local firms.

In addition to the main study objectives a number of sub questions were also explored in the study. A summary of the issues identified by the study is set out below:

What is the relationship of land at the airport within the existing economy of South East Dorset and the wider region?

Across the South East Dorset Sub region there is currently a very limited supply of employment land available for development in the short term. In this context the airport business park is extremely significant in meeting sub regional demands for employment land and premises.

The business park also provides one of the few opportunities in the sub region to provide a high quality office campus attractive to knowledge based sectors which are currently not well represented in the sub region. The level of office accommodation promoted at the airport would need to complement the office roles of Bournemouth and Poole town centres.

What types of economic sectors could the site attract and be promoted for? What role should the following types of employment play at the airport: aviation related employment, knowledge based employment, major office developments, other types of B class employment, lower order uses?

The NLP 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 modest 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 compliment the office related development in Bournemouth and Poole town centres.

From their market facing assessment NLP have determined that the following economic sectors can be attracted to the northern business parks:

- Clusters of aerospace and advanced engineering firms are key sectors to be promoted. However, the site should not be branded exclusively as a specialist aerospace/aviation site as this could affect the ability to attract other sectors to the site.

- Start-up firms particularly in knowledge based sectors and industrial / engineering sectors. Incubation facilities for higher technology firms with some potential for a linkage to higher education or a research institution.
- Small workshop units for higher end manufacturing or move on space for firms in some sort of incubation/innovation centre with management support/mentoring.
- High quality office campus of around 10 – 12ha, aimed at attracting small to medium sized firms in sectors such as financial and business services and ICT related activities with potential link to the creative sector e.g. web design, publishing etc.
- Although not a sector to be specifically promoted, it may be appropriate to retain some lower value industrial and repair uses located in specific zones

Should certain types of the listed employment development be specifically promoted, avoided or restricted in some way?

The study has determined that the following uses are inappropriate for the northern business park.

- Inefficient users of the strategic site
- Uses that would constrain other more desirable uses
- Uses that would affect the overall image and attractiveness of the site.
- Uses that will generate excessive levels of traffic relative to their wider economic benefit.
- Very large scale, strategic warehousing requiring large sites
- Large scale office developments requiring many staff
- Bad neighbour activities such as recycling, metal working, vehicle repair that would conflict with attracting higher value uses to the site.

The potential siting of an MBT plant in the North West Business Park may constrain the types of uses which can be promoted in this part of the business park. However, with careful layout, building design and screening it may not have a detrimental impact and could create an opportunity to attract waste and renewable energy firms.

What is the role of the airport land for aviation related businesses?

There is a moderate requirement for airside access to serve aircraft maintenance, repair and overhaul (MRO) and business aviation. There is unlikely to be significant future demand due to strong competition from other established airports and maintenance bases in the UK and overseas. There is limited opportunity for air freight activity due to the factors including its position away from major centres of commercial activity and the well established bases of other major freight operators at other large airports. The prospects for business aviation activities appears limited and is unlikely to generate significant land requirements.

The overall vision and context in which development of the site can take place

Establishing the right image is fundamental for improving the market attractiveness of the site. There is potential to establish the business park as a premier business location for the sub region for a mix of employment uses, including knowledge based firms. It is important that the site is not promoted as primarily a site for industrial sheds which would detract from its market attractiveness. It is possible to determine distinctive sub areas for specific forms of business

activity which would need to be branded and marketed accordingly. Specific design standards could be set for each zone as a method of influencing the range of business activity to be accommodated in the business park. The use of design standards is particularly important in establishing the high quality image of an office zone.

An alternative approach is for a development framework to be prepared by the developer and adopted by the Council which would establish design guidance.

Key elements of an overall vision for the site could include

- A high quality design of buildings, both for office areas and higher end industrial uses, particularly at site gateways and key road frontages
- A sustainable approach to construction, operation and energy provision on the site.
- Distinctly defined zones for different activities e.g. aviation related, offices/R&D, high value industrial.
- A 'ladder' of premises of different sizes including start up/incubation space up to larger units;
- Excellent on site support facilities such as shopping, restaurants and possibly crèche, training and health care facilities.
- Promotion for a moderate level of aviation linked firms including those requiring airside access.
- Creation of a good quality environment, with landscaping, clear road layout, good signage, well defined plot boundaries and site management;
- Good external road access.

What type and size of premises should the airport land be developed for?

Employment Use	Scale / Type of Unit
Industrial	Below 465 sqm (5000sqft)
	Small flexible industrial units with office space 100 – 200sqm
	Wider range of plot sizes to develop larger units
Offices	Small / medium sized premises in the range of 200 – 1,000sqm
	Plots of 5,000 – 10,000sqm to attract an anchor tenant

Table 3.2

To meet current demand and future needs of the sub-region's firms and maximising the prospects for attracting investment from outside the sub region key property features should include:

- Provision of a range of premises, in terms of styles and functions as well as sizes suitable for different types of uses;
- Flexible buildings that allow for expansion and reconfiguration to meet changing future needs

- A balance between premises available for leasing and plots provided for design and build by potential occupiers
- Incorporating some striking architecture that is innovative and creates an appropriate forward looking image for the site
- Appropriate and cost effective broadband communications linkages

What are the key locational requirements of future occupiers of the site?

An assessment of the locational requirements of key sectors which can be attracted / promoted on the airport site will be set out within the stage 2 report of the employment land review. In summary there is a need for readily available, good quality sites or premises with the ability to expand or move into larger premises within the site. The cost of land / premises needs to be competitive with other location in the sub region and Southampton with reasonable public transport access to the site. Other key locational requirements include:

Business Activity	Locational Requirements
Office based firms	Good quality buildings, attractive environment, good car parking, retail / catering facilities for staff
Advanced engineering / higher end manufacturing / design firms	Similar factors to office
Distribution / general manufacturing	Units with high eaves heights, good road access and parking / loading space combined with competitive costs.
Smaller office / industrial firms / start – ups	Small flexible units with a range of sizes and flexible leases.

Table 3.3

Is there a need for any associated development at the airport which would complement or enhance its economic role e.g. hotel and leisure development?

A range of services / facilities have been identified to serve the core employment functions of the northern business park:

- On site service uses at an early stage to be attractive to office and high quality occupiers
- Convenience retail
- Restaurant
- Banking
- Amenity space
- Conference and leisure facilities
- Dental, medical and legal services
- Possible hotel to serve the airport with conference, catering facilities.

3 Identification of Issues

The level of provision should be limited to serve the site needs of the business park without conflicting with nearby town centres.

What level of employment is development at the airport likely to provide in the short, medium, long term?

The amount of developable land and floorspace is dependent upon the development option considered for the site. A range of development options are set out below which provide floorspace options according to employment use.

(Potential Employment Generation (mainly industrial))

Use	Offices / R&D	Aviation Related	Manu- facturing	Distribution	Amenity / Other	Total
Net Developable Area (ha)	0	11	24	22	2	59
Plot ratio	0.45	0.4	0.4	0.4	0.4	
Floorspace (msq)	35,000	44,000	96,000	84,000	8,000	236,000
Employment / floorspace ratio	20	50	34	40	20	
No. of new jobs	0	880	2,720	2,200	400	6,300

Table 3.4

(Potential Employment Generation (Mainly Office))

Use	Offices / R&D	Aviation Related	Manu- facturing	Distribution	Amenity / Other	Total
Net Developable Area (ha)	55	0	0	0	4	59
Plot ratio	0.45	0.4	0.4	0.4	0.4	

Floorspace (msq)	247,500	0	0	0	16,000	263,500
Employment / floorspace ratio	20	50	34	40	20	
No. of new jobs	12,370	0	0	0	800	13,170

Table 3.5

(Potential Employment Generation (50% industrial / 50% office))

Use	Offices / R&D	Aviation Related	Manu- facturing	Distribution	Amenity / Other	Total
Net Developable Area (ha)	28	9	9	10	3	59
Plot ratio	0.45	0.4	0.4	0.4	0.4	
Floorspace (msq)	126,000	36,000	36,000	40,000	12,000	250,000
Employment / floorspace ratio	20	50	34	40	20	
No. of new jobs	6,300	720	1060	1000	600	9,680

Table 3.6

(Potential Employment Generation (80% Industrial / 20% office))

Use	Offices / R&D	Aviation Related	Manu- facturing	Distribution	Amenity / Other	Total
Net Developable Area (ha)	12	11	14	19	3	59

3 Identification of Issues

Plot ratio	0.45	0.4	0.4	0.4	0.4	
Floorspace (msq)	54,000	44,000	56,000	76,000	12,000	242,000
Employment / floorspace ratio	20	50	34	40	20	
No. of new jobs	2,700	1,080	1,650	1,900	600	7,930

Table 3.7

Assessment of Land Use Options

Objective	Option 1	Option 2	Option 3	Option 4
Mix of uses	Industrial / aviation uses only	Offices / R&D uses only	Mainly industrial (80% with less offices & aviation related)	Balance of industrial / aviation – related & offices (50%)
Meet sub-region industrial land needs	√√√√	√	√√√√	√√√
Supports knowledge economy aims	√	√√√√√	√√√	√√√√
Diversity of employment	√	√	√√√	√√√√√
Best use of runway access	√√√	√	√√√	√√
Traffic generation	√√√√√	√	√√√	√√
Impact on town centres	√√√√√	√	√√√√	√√
Infrastructure requirements	√√√√	√	√√√√	√√
Speed of delivery	√√√√	√	√√√√	√√
Market demand	√√√	√√	√√√√	√√√

Overall rating (1=best)	2	4	1	3
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Table 3.8

(√√√√√ = highest contribution √ = lowest contribution)

Achievable Floorspace (NLP / MADL Masterplans 2003 / 2007)			
Use	Net Developable Area (ha)	Plot ratio	Floorspace
Option1: Industrial / aviation – related uses	59	0.45	236,000
Option 2: Predominantly office uses	59	0.4	263,500
Option 3: 80% industrial / 20% offices	59	0.4 – 0.45	242,000
Option 4: 50% industrial / 50% offices	59	0.4 – 0.45	250,000

Table 3.9

Infrastructure Constraints

The NLP study has also identified the need for improvements in road infrastructure to fulfil the potential of the site.

A level of development is possible with improvements to the B3073 and without the provision of a link road to the A338. The quantum of development which will trigger the need for specific improvements to the B3073 is the subject of a study undertaken by Peter Brett Associates (see assessment of Peter Brett study below.) The mix of employment uses promoted on the site will influence the nature of transport improvements required.

Lower level trip generating uses such as distribution and aviation could be accommodated by improvements to the B3073. Full scale development of the site with a range of uses including a significant office element would require the provision of a link road and potentially improvements to the A338 such as additional lanes.

Highways infrastructure improvements required to serve future development of the operational airport and business park cannot be met by developer contributions alone and will require funding from public sector sources.

Phasing of Development

Phased development of the business park is appropriate to match market demand and to ensure development does not exceed the pace of transport improvements.

Summary of Critical Issues

- **What should the overall vision / context be for the site for future development to take place?**
- **What range of business activity can be attracted to the airport?**
- **How can the business park best be promoted to achieve its potential?**

The above issues are addressed by Issues:

- **What should the vision and strategy be for Bournemouth Airport and its northern business parks?**
- **Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?**

South West Regional Development Agency – Bournemouth, Dorset and Poole Workspace Strategy and Delivery Plan (December 2008 GVA Grimley)

The Workspace Strategy was undertaken to ensure there is delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure the sustainable growth of the sub regional economy.

The strategy comprises two parts:

- The strategy provides a baseline review and assessment of the sub region and establishes demand and supply patterns and provides strategic recommendations.
- The Delivery Plan identifies in general terms possible interventions to improve the employment land supply situation in the sub region and assesses key sites and makes site specific recommendations.

The following issues were identified in relation to achieving a strong and sustainable economy

- The sub regional economy is not as productive as it should be and is a relatively low wage economy.
- There is a need to provide a flexible and responsive supply of employment land, sites and premises to meet the needs of businesses at the market rate.
- There is a strong competition for land, particularly from housing which enjoys significant policy support.
- There is a need to develop regional strategic sites to help meet the region's employment and housing needs.

Commercial Property Market Review

- There is concern about the sub region's infrastructure capacity as a deterrent to inward investment (compared to Southampton and Portsmouth).
- A lack of employment land supply that is readily available.
- A perceived shortage of large sites capable of accommodating large inward investment enquiries or major local expansions.
- Current market slowdown in rental and capital growth.
- A longer term view over the plan period predicts a steady property return growth.
- Christchurch contains the lowest number of warehouses, and second lowest number of factories. In terms of floorspace area the Borough has slightly higher than average unit sizes. The Borough contains the third lowest number of offices by district.
- East Dorset is characterised by a high level of factory floorspace, largely attributed to Ferndown Industrial Estate.

Office Market

- The office market is focused on Bournemouth and Poole Town Centres
- There is a lack of large scale investment in the South East Dorset sub region as its detached from the London market in comparison to Southampton and Portsmouth.
- Concern that inward investment that has been attracted to the sub region is particularly susceptible to the global economic crisis with the weighting toward financial companies.
- Demand for office stock in Christchurch and East Dorset is mainly from local companies. However changes to the image of the airport business park can attract a significant office cluster.

Industrial Market

- The Airport and Ferndown provide significant pockets of industrial premises with Poole as the main focus of industrial development.
- Most enquires are for industrial / light industrial.
- Employment land at Bournemouth airport has between 93 – 100% occupancy.
- There is a shortage of available stock.
- There is a shortage of large sites capable of accommodating large inward investment or major local expansions.
- A lack of suitable sites suitable for expansion in terms of location, flexibility of size, tenure and design.

Industrial Availability

- Christchurch has low levels of stock choice.
- A lack of deliverable land coming forward (A reasonable supply of land but not readily available.)

Non B Demand / flexibility in employment uses

- Education, health and hotel operators seeking to locate on industrial / warehouse sites.
- The need for premises not to be limited to single employment uses. Purchasers want sites / premises with at least B1 and B8 use.

Socio – Economic Context:

- The sub region has a lower proportion of working age residents (20 to 64) than the region as a whole.
- Christchurch and East Dorset have the least favourable age distribution with a high proportion of over 65 year olds and a relatively low proportion of 20 – 34 year olds.
- Christchurch has an economic activity rate above the sub regional average. East Dorset's economic activity rate is below the sub regional average.
- Earnings within the sub-region are below the national average.
- The proportion of those of working age population who are economically active and the percentage in employment are above the national average (for the subregion).
- The workforce has a generally low proportion of higher level skills and an occupational structure with a small proportion of professional workers.
- Levels of GVA per resident head within the sub region are below those of other significant urban areas within the South West.
- Labour market indicators – working age population growth, economic activity rate, higher level occupation and skills. East Dorset's performance in 2 indicators is below the sub regional average. Christchurch performs similar to the sub regional average with one indicator performing below the sub regional average.

Economic Projections / Business Sector Activity

- Employment growth within the Bournemouth TTWA is projected to be 0.7% per annum according to a 3.2% increase in GVA.
- Low projected labour market growth of working age between 2006 – 2026. Indicates that economic growth (in GVA terms) has to be driven by an increase in value added rather than pure employment growth.
- Sub regional economy dominated by the service sector with decline in manufacturing, primary & utilities sectors and an increase in health & education, financial and business services and distribution (1981 – 2006) Trend projected to continue to 2026.
- A significant part of employment growth will come from non B class uses such as health and education, retail and hotel catering.
- There has been a re-structuring of the South East Dorset economy over the past twenty-five years. Traditional sectors, such as those associated with tourism, have declined whilst employment levels have grown substantially in new sectors. By 2001 a combined Bournemouth and Poole area had a lower proportion of its employment in the manufacturing and 'other' production, than both the South West region and the UK.

Skills

- The percentage of the working age population with qualifications equivalent to NVQ4 or above (i.e. degree level) is lower than the average rate in both the South West and South East region.
- Christchurch and East Dorset have fewer residents with no or other qualifications compared to the sub regional average and similar proportions of residents with NVQ3+ as the sub region.

Unemployment

- Christchurch has a relatively high unemployment rate of 4.8% compared to the sub regional average of 4.1%. East Dorset has an unemployment rate of 3.8% which is significantly below the sub regional average.

Bournemouth Airport

- Road infrastructure constraints on significant land coming forward at the airport.
- Developer contributions alone will not fund the cost of a link road.
- Important ecological considerations for the delivery of a link road

Employment Land Demand

- Demand for 184ha of employment land for B class uses in Dorset.
- Demand in the Bournemouth TTWA 66.8ha
- Demand mainly for office and warehousing accommodation.
- Office demand is concentrated in the Poole and Bournemouth TTWAs.
- Aviation related demand in East Dorset and Christchurch

Employment Land Supply

- Employment land supply in Bournemouth TTWA: Bournemouth 16ha, Christchurch 20ha, East Dorset 8.9ha.
- There is a shortage of employment land supply in the short to medium term but adequate supply in the long term.
- Significant infrastructure investment required to bring forward 58ha at the airport.
- Limited amount of land available for development in the short term without Bmth airport.

Long term planning for regional infrastructure

- A holistic / cross border approach is required for in planning for infrastructure to support projected housing and employment growth.

Delivery Strategy

This element of the Workspace Strategy identifies strategic sites which are fundamental to meeting the projected employment land requirements over the plan period. The North West and North East airport business parks are identified within the strategic site list and combined offer approximately 58ha of developable land. The strategy identifies the infrastructure and ecological constraints affecting the delivery of further employment land from the northern business parks. Planning interventions considered relate to the North West and North East business parks, however the focus is upon the western park which is far less constrained by infrastructure requirements.

- Provision of a link road from the North East Sector to the A338 has implications for the impact on sensitive ecological habitats and may not be deliverable during the plan period due to the cost of the scheme. However, the study identifies the possibility of delivering the link road through a developer contributions policy operated on a sub regional level.
- 15ha of employment land is required to come forward at the North West Business Park with associated junction improvements along the B3073 before the implementation of the link road from the North East Business Park to the A338.
- Significant investment is required in major services including electricity and drainage.
- Careful and active marketing of the business park is required in line with NLP's recommendations to realise the economic potential of the site.
- Opportunities to develop linkages between businesses located at the airport and higher education institutions should be pursued.
- Amenities and services should be provided to meet the needs of employees located at the airport.
- The proposed South East Dorset transport contributions strategy will assist the delivery of necessary transport infrastructure to bring the site forward.
- Appropriate floodrisk mitigation measures need to be defined to ensure sufficient employment land can be brought forward from the North West Business Park.
- The outcomes of the Peter Brett transport assessment will inform the level of employment land that can be brought forward at the North West Business Park with deliverable transport infrastructure improvements. The outcomes of this study will determine the likely phasing of development.

Summary of Key Issues

- **How can we ensure the delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure the sustainable growth of the sub regional economy?**

This is addressed by issues:

- **Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?**
- **Which development options should be pursued in consideration of the current infrastructure constraints?**

Bournemouth Aviation Park Highway Access Route Corridor Options (Dorset Engineering Consultancy August 2007)

In order to accommodate airport expansion off site transport infrastructure works are required. This study commissioned by Dorset County Council has identified options for the provision of a new access route to the north east of the airport (North East Business Park) and improvements to the southern corridor (associated with the existing B3073).

Northern Corridor

Options have been identified for both a dual carriageway and a single carriageway link road connecting the northern business park to the A338. The dual carriageway option can be further divided into design proposals for a 'dumb-bell' junction and a 'loop' junction where the link road connects with the A338 north east of the airport. In terms of ecological effects the study indicates there is minimal difference between either option.

A single carriageway option would require settling ponds to attenuate water run off, however, these would be of a lesser size to those required for the dual carriageway. It is considered that eventually a dual carriageway would be needed to accommodate predicted future traffic flows. If implemented as an upgrade to an existing single carriageway this would result in a higher land take than if a dual carriageway were to be constructed in the first instance.

Southern Corridor

The Southern Corridor would entail improving Blackwater Junction to the south east of the Airport with potential redirection of the River Stour. Two options were considered for linking between Blackwater Junction and Airport / employment zone.

- a) A northern route, which would upgrade the existing B3073 by tracking the existing route as closely as possible.
- b) A southern route which would cross the Moors River as its narrowest point and take the most direct route to the Chapel Gate roundabout south west of the Airport.

Both routes would entail construction of a new / widened bridge at Blackwater Junction taking the B3073 over the A338. The southern route would also involve improvements to the bridge taking the A338 over the River Stour at Blackwater Junction, and would encroach on the River Stour floodplain and affect the flow of the river. Both routes would require new bridges over the Moors River.

A338 Widening

The report discusses potential requirements for the widening of the A338. The A338 is currently at capacity and requires upgrading to improve capacity to cope with other development proposals in the vicinity, including residential and employment proposals as detailed in various development plans.

Summary of critical issues

- **What strategic transport infrastructure improvements are required to bring forward further employment land in the North West and North East airport business parks?**

This is addressed by issue:

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

Bournemouth International Airport, Transport and Infrastructure Study (Peter Brett Associates LLP) September 2008.

This study assesses the likely transport and infrastructure requirements arising from future development of the operational airport and the associated business park. This includes the impact of future development of the operational airport in line with the 2007 planning consent. The study has also tested the impact of committed development and new development comprising B1, B2 and B8 totalling 42,000sqm or approximately 11 – 12 ha. The report also takes into account the transport impacts of future residential development in the vicinity of Parley Cross. The purpose of the report is to determine the level of potential industrial and airport development that can be accommodated by improvements along the B3073.

Assessment of Junctions:

Parley Cross Junction

This junction is currently operating at capacity and physical improvements are required before any further development can come forward in the immediate local area. Additional development in the North West Business Park and any expansion of the terminal beyond the current permitted expansion will require improvements to this junction.

Chapel Gate Junction

This junction is currently operating well within existing capacity. Improvements would only be required when considering new housing development at Parley Cross in addition to new employment and terminal development.

Airport Entrance Junction

This junction currently runs at capacity at peak times. The proposed junction improvement as part of the 2007 terminal permission is sufficient to accommodate all development options considered in the study.

Hurn Roundabout Junction

This junction is currently running at capacity during peak times. The improvements agreed as part of the section 106 agreement to support the terminal expansion can accommodate all the development scenarios considered in the report.

Blackwater Interchange

This junction is currently operating over capacity. The study states that with the reinstatement of an eastbound lane on the western junction all development scenarios considered in this study could be accommodated. Parallel improvements to the eastern Blackwater Junction would be required to deal with eastbound traffic queues backing into the Western Junction.

The following improvements are examined to the junctions along the B3073 along Parley Lane:

- Parley Cross Signalised gyratory
- Chapel Gate Larger roundabout
- Airport Access Signalised staggered T-junction with additional signalled T-junction to the west.
- Hurn Village Larger off-line roundabout
- Blackwater Interchange West Staggered T-junction with additional lane or roundabout
- Blackwater Interchange East Signalised T-junction with additional ahead land and two eastbound exit lanes

Summary of Critical Issues

- **What is the potential for industrial and operational airport development that can be accommodated by highway access provided from the existing B3073 Parley Lane?**

This is addressed by issues:

- **Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?**
- **Which development options should be pursued in consideration of the current infrastructure constraints?**
- **Where are highway or junction improvements and infrastructure required and how much further development can be accommodated by these improvements?**

This issue is addressed by issue:

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

Bournemouth Airport, Ecological Study to Support Appropriate Assessment (Land Use Consultants October 2008)

Bournemouth Airport is heavily constrained to the north and the east and in part to the west by national and international nature conservation designations. To the north, east and west lie extensive blocks of lowland heathland within Hurn Common, Town Common, and St Leonards and St Ives Sites of Special Scientific Interest (SSSI). Much of this area of heathland SSSI is also included within two European wildlife sites, the Dorset Heaths Special Area of Conservation (SAC) and the Dorset Heathlands Special Protection Area (SPA). Significant parts of the heath within St Leonards and St Ives SSSI nearest the airport curtilage are not SPA or SAC as these areas did not meet the Government's requirements for land to be SSSI at the time of the SPA and SAC submissions. Some parts of the heathland SSSIs are also part of the Dorset Heathlands Ramsar site. The Moors river valley dissects the heathland areas on the east side and is part of the Moors River System SSSI.

Growth of the northern business park and operational airport will result in increasing road and air traffic. These increases have implications for air quality which has potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site. Fulfilling the potential of the site will depend on the level of impact on habitats and whether a sustainable pattern of development can be ensured. There are also potential implications for increasing levels of traffic on National Park roads.

The Core Strategy and Airport Supplementary Planning Document must be subject to Appropriate Assessment and the requirements of Strategic Environmental Assessment and Sustainability Appraisal. Appropriate Assessment under the Habitats Regulations is necessary due to the proximity of internationally designated habitats and the likely significant effect of development on these habitats.

Land use consultants were appointed by Christchurch Borough Council in January 2008 to examine the potential ecological impacts and mitigation options associated with the expansion of Bournemouth Airport and associated employment land. The following development options were assessed by the study:

3 Identification of Issues

- Expansion of terminal and airport facilities to meet projected growth in air passenger numbers;
- Development of employment land in the northern business park within the existing airport boundary.
- Associated transport infrastructure improvements associated with the above proposals.
- Associated drainage and sewerage infrastructure

The study has assessed the likely ecological impacts and mitigation options of airport expansion proposals on the following habitats and species:

- Internationally designated sites (Natura 2000 sites comprising Special Areas of Conservation and Special Protection Areas and Ramsar Sites);
- Nationally designated Sites of Special Scientific Interest
- County-level Sites of Nature Conservation Importance;
- European Protected Species
- Habitats and species of principal importance for biodiversity (UK and Regional / Local Biodiversity Action Plan Priorities).

The main purpose of the study is to provide a sufficient evidence base to fulfil requirements for appropriate assessment under the Habitats Regulations 1994 of the Christchurch Core Strategy. The study also informs other policy requirements of the Council in relation to the expansion of the airport which include:

- The duty to conserve and enhance SSSIs and the contribution this makes to achieving national targets of maintaining 95% of SSSI in favourable or recovering condition by 2010.
- The conservation of species protected by law either within or adjoining statutory sites in the vicinity of the airport;
- National policy that local authorities should take steps to further the conservation of habitats and species of principal importance (e.g. priority BAP habitats and species), which are within or adjoining the airport.

Airport Terminal and Facilities Expansion

A Masterplan was developed for the airport in May 2007 on behalf of Manchester Airport Developments Ltd. This sets out the future scale and direction of growth for the operational airport. Key development proposals required to meet the projected growth in air passenger numbers include:

- Provision of additional terminal space with a proposed gradual expansion to meet projected growth up to 2030 (from 5430sqm to 12700 sqm). Planning permission is currently held for a new terminal building to the south west of the existing building. However, instead of constructing a new facility it is currently proposed to gradually improve and extend the existing facilities to match growth;
- Provision of additional, and rationalisation of existing aircraft parking stands (passenger and cargo) to enable higher aircraft numbers, with associated surface water drainage systems;
- From 2006 – 2030 the provision of approximately 6,404 additional car parking spaces with a proposed new car park in the south by 2015 as well as in the northern business park in later years. Enhancements will also be undertaken of the surface access routes and coach and bus facilities. However, it is proposed that the private car will remain the preferred mode of transport.

- Associated infrastructure works, including upgrading of the existing sewerage and treatment works. A preliminary option would include provision of a new sewer from the southern sector to the Holdenhurst Wastewater treatment works which is some 2.5km south east of the airport. New facilities and accommodation will also be required for crew and ground staff, rationalisation of fuelling operations, and upgraded fire station facilities.

In 2007 a planning application was submitted and full planning permission granted for works including surface access and parking facilities, a new terminal building, and associated infrastructure (waste water) and landscape works and included an HRA. Planning permission was accompanied by a section 106 agreement in part to prevent and monitor environmental impacts of the scheme.

Development of the Northern Business Parks

In 2007 Manchester Airport Developments commissioned RPS Burks Green to produce a spatial planning framework for the north west business park.

The 2007 Planning Framework suggests that a more deliverable strategy, requiring only minor access improvements, would be to progress development / redevelopment of the northern business park western sector to offer 'between 20,000sqm and 75,000sqm of net additional floorspace supporting a range of aviation and non aviation occupiers across a full range of employment classes. The 2007 Planning Framework presents a number of principles to ensure development in the Northern Business Park is progressed with environmental considerations in mind.

The focus of the 2007 Planning Framework is on the North West Business Park in the short to medium term, however there is a remaining aspiration to realise the full development potential of the northern business park in the long term. It is acknowledged that a link road is required from the north east business park to the A338 to realise the full development potential.

Assessment of Potential Impacts on Ecological Receptors

The study has assessed the impact of the development proposals set out above upon ecological receptors and the magnitude and significance of these impacts. At this stage development proposals are at an early stage so it is not possible to assess impacts associated with detailed design. Where adverse impacts are identified mitigation measures are set out. Due to the nature of development proposals at this stage it is not possible to set out finalised mitigation proposals.

Ecological Receptor	Likely impacts on receptor arising from the proposals	Potential Impact Magnitude	Potential Impact Significance	Are significant impacts likely to be in combination with other plans?	Are impacts mitigable?
Special Protection Areas, Special Areas of Conservation and Ramsar Sites (International Value)					
River Avon SAC	Airport terminal and facilities expansion	High	Major	Yes	Yes
	Northern Business Park	High	Major	Yes	Yes

3 Identification of Issues

Avon Valley SPA and Ramsar Site	Transport Infrastructure Enhancements: Northern Corridor	Medium	Major	Yes	Yes
Dorset Heaths / Heathlands SAC, SPA, Ramsar Site	Northern Business Park	High	Major	Yes	Yes
	Southern Corridor	High	Major	Yes	No
	Northern Corridor	High	Major	Yes	Yes
The New Forest SAC, SPA and Ramsar Site	Cumulative ecological effects resulting from airport expansion plans	Low	Moderate	Yes	Yes
Sites of Special Scientific Interest					
Hurn Common SSSI	Northern Business Park	Medium	Moderate	Yes	Yes
	Cumulative ecological effects resulting from airport expansion plans	Medium	Moderate	Yes	Yes
Moors River System SSSI	Northern Business Park	High	Major	Yes	Yes
	Northern Corridor	High	Major	Yes	Yes
Parley Common SSSI	Cumulative ecological effects resulting from airport expansion plans	Low	Moderate	Yes	Yes
St Leonards and St Ives Heaths SSSI	Northern Corridor	Medium	Moderate	Yes	Yes
	Cumulative ecological effects resulting from airport expansion plans	Medium	Moderate	Yes	Yes
Town Common SSSI	Northern Corridor	Medium	Moderate	Yes	No (in relation to habitat loss from Natura 2000 sites)

	Cumulative ecological effects resulting from airport expansion plans	Medium	Moderate	Yes	Yes
Ecological Receptor	Likely impacts on receptor arising from the proposals	Potential Impact Magnitude	Potential Impact Significance	Are significant impacts likely to be in combination with other plans?	Are impacts mitigable?
Avon Valley (Bickton to Christchurch) SSSI	Northern Business Park	High	Major	Yes	Yes
	Northern Corridor	High	Major	Yes	In combination effects uncertain
Sites of Nature Conservation Importance					
Avon Common Plantation	Cumulative ecological effects resulting from airport expansion plans	Low	Minor	Yes	Yes
Fillybrook Plantation	Northern Corridor	High	Moderate	Yes	Yes
	Cumulative ecological effects resulting from airport expansion plans	High	Moderate	Yes	Yes
Fillybrook, Crabbesfield	Northern Corridor	High	Moderate	Yes	Yes
	Cumulative ecological effects resulting from airport expansion plans	High	Moderate	Yes	Yes
Fir Grove Copse	Minimal Impacts	Neutral	Negligible	Yes	Further work required to assess air quality impacts.
Hurn Airport NE Industrial Area	Northern Business Park	High	Moderate	Yes	Yes

3 Identification of Issues

	Cumulative ecological effects resulting from airport expansion plans	High	Moderate	Yes	Yes
Sopley Common Plantation	Minimal Impacts	Neutral	Negligible	Yes	Further work required to assess air quality impacts.

Table 3.10

Ecological Receptor	Likely impacts on receptor arising from the proposals	Potential Impact Magnitude	Potential Impact Significance	Are significant impacts likely to be in combination with other plans?	Are impacts mitigable?
European Protected Species (International Value)					
Bats	All proposals excluding terminal expansion	High	Major	Yes	Mitigation measures determined from EIA with specialist ecological input.
Otter	All proposals alongside watercourses (eastern sector of Northern Business Park, potential river crossings and Blackwater Junction)	High	Major	Yes	Mitigation measures determined from EIA with specialist ecological input.
Sand Lizard / Smooth Snake	All proposals excluding terminal expansion	High	Major	Yes	Mitigation measures determined from EIA with specialist ecological input.
Habitats (Habitats and species of varied value)					

Farmland	Southern Corridor	High	Major	Yes	Mitigation measures determined from EIA with specialist ecological input.
Rivers and Wetlands (Impacts also considered in relation to the Moors River SSSI)	Southern Corridor	High	Major	Yes	Mitigation measures determined from EIA with specialist ecological input.
Woodland	All proposals excluding terminal expansion	High	Major	Yes	Mitigation measures determined from EIA with specialist ecological input

Table 3.11

Air Quality

3.1 Airport expansion proposals have the potential to have an adverse impact on air quality from increased flights and road traffic. The assessment of air quality impacts also considers the impact of housing growth that was set out in the draft South west Regional Spatial Strategy.

3.2 Pollutants likely to arise as a result of proposals for airport expansion are:

- Acid deposition
- Nitrogen deposition
- Nitrogen oxides
- Ozone

Site	Grid ref	Main habitats present (% area)	APIS habitat (dominant habitats on site)	Acid deposition as % of critical load	N Deposition as a % of critical load.	N oxides as a % of critical level	Ozone as a % of critical level
Natura 200 Sites							
River Avon SAC	SU142,984	Water courses (95%)	Data not available from APIS				

3 Identification of Issues

		Alkaline fens (2%)	Alkaline fens and reed - beds	49%	95%	44%	134%
		Alluvial forests (1%)	Habitat 1% or less of area				
Avon Valley SPA and Avon Valley Ramsar Site	SU142,984	Inland water bodies (14%)	Data not available from APIS				
		Humid / Mesophile grassland (85%)	Unimproved hay meadow (low and medium altitude hay meadows)	49%	95%	44%	134%
		Broad – leaved deciduous woodland (1%)	Habitat 1% or less				
Dorset Heaths SAC, Dorset Heathland SPA and Dorset Heathland Ramsar	SU111,991	Dry heath (83%)	Lowland heathland (dry heath)	260%	158%	44%	134%
		Bog / Marsh / Fen (6%)	Alkaline fens and reed beds (rich fens)	260%	95%	44%	134%
		Dry Grassland (4%)	Acid grassland (Non Mediterranean dry acid and neutral closed grassland)	260%	158%	44%	134%
		Coniferous Woodland (4%)	Planted coniferous woodland	355%	370%	44%	135%
		Sand dunes (1%)	Habitat 1% or less of area				

		Inland water bodies (1%)	Habitat 1% or less of area				
		Broad leaved deciduous woodland	Habitat 1% or less of area				
The New Forest SAC, SPA and Ramsar site	SU 184,008	Inland water bodies (0.2%)	Data not available from APIS				
		Bog/Marsh/Fen (5.9%)	Alkaline fen and reed – beds (rich fen)	1320%	103%	42%	172%
		Dry Heath (27%)	Lowland heathland (dry heaths)	1320%	103%	42%	172%
		Dry (acid) grassland (17.6%)	Acid grassland (non Mediterranean dry acid and neutral closed grassland)	1320%	103%	42%	172%
		Humid / Mesophile grassland (2.1%)	Unimproved hay meadow (Low and medium altitude hay meadows)	1320%	62%	42%	172%
		Broad leaved deciduous woodland (28%)	Oak woodland	347%	240%	42%	168%
		Coniferous Woodland (17.3%)	Planted coniferous woodland	605%	240%	42%	168%

UK BAP Priority Habitat types not considered above							
UK BAP Priority Habitat	SZ 104,992 (representative location of three habitat patches amounting to 3ha.	Lowland mixed deciduous woodland	Oak woodland (deciduous)	364%	251%	54%	165%

Table 3.12

Summary of Air quality Results

- Air quality in relation to NOx levels is below critical levels for all the sites.
- For the River Avon SAC, SPA and Ramsar critical levels for ozone are exceeded (for alkaline fen and mesophile grassland habitats). The Dorset Heaths and New Forest are at greater risk from critical ozone levels.
- The air quality of the Dorset Heaths SAC, SPA and Ramsar site is currently exceeded for a number of its key habitats. Critical levels are exceeded for all key habitats for acid deposition and ozone.
- Critical load for nitrogen deposition is exceeded for dry heath, coniferous woodland and dry grassland habitats.
- In the New Forest SAC, SPA and Ramsar site the critical load for acid deposition is significantly exceeded for all habitats (by up to 1320%), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands

3.3 The study findings indicate that for certain pollutants and habitats all sites would be vulnerable to some extent to decreasing air quality. Where exceedance has already been reached, these habitats would be vulnerable to further declining quality, whilst further declines in air pollution may result in the critical levels / loads being exceeded in habitats which are currently below the threshold.

Assessment of Environment Statement to Support 2007 Terminal Application

3.4 The ES for the 2007 terminal application concluded that ambient air quality conditions for NOx and N deposition are predicted to improve between 2005 and 2010, further improving by 2015. This reflects predicted reductions in the UK wide and international emissions.

3.5 For both NOx concentrations and N depositions the study concludes that despite increases in emissions from airport operations associated with the proposed scheme, predicted levels / loads of both pollutants in both 2010 and 2015 would be lower than current levels (in 2005) at all receptor locations.

3.6 The Airport has identified a number of mitigation measures to reduce emissions of NOx and associated nitrogen deposition (submitted with the 2007 terminal application).

Proposed Mitigation Measure	Rationale
Planting of a bund along the airport southern boundary	Use of species such as scots pine which are known to absorb NOx. The bund will also physically intercept nitrogen from being deposited on heaths to the east.
Expand current practice of emissions testing	Vehicles producing excessive emissions will be decommissioned.
Hybrid / dual fuel emissions vehicles	These will be trialled.
Expansion of the airports diffusion tube monitoring scheme.	The airport diffusion tube monitoring scheme will be expanded from 8 monitoring locations to 15, principally centred on the heathland.

Table 3.13

3.7 The ES produced for the Airport did not include wider air quality impacts as a result of:

- Increased traffic as a result of increased vehicle movements associated with the expansion of the northern development zone.
- New link road construction, particularly to the northern employment zone, which would result in greater exposure of habitats to air pollution (greater area of habitat adjacent to roads);
- Other in combination effects, for example increased road traffic as a result of residential and employment development in the vicinity.

3.8 Given the current exceedance of critical levels and loads and without an assessment of potential implications of other drivers for increased road traffic, it is therefore not possible at this stage to conclude without doubt the proposals will not, in combination with wider proposals, have an adverse impact upon Natura 2000 and Ramsar sites.

- In the absence of a further air quality study mitigation measures will need to demonstrate ‘nitrogen neutrality’. This means that any increase in nitrogen emissions arising from development would need to be offset by some related reduction to ensure that no net increase in NOx and N levels and loads, thereby preventing further impacts on internationally designated sites.

Nitrogen neutrality can be achieved by a number of measures

- Implementation of a green travel plan capable of restricting increases in vehicle numbers.
- Improvements to the public transport network to the airport / business park.
- Restricting the northern transport corridor (A338 link road) as multi-occupational vehicles or for public transport.
- Measures to reduce energy requirements of developments, including the thermal efficiency of buildings.
- Use of renewable or low energy sources.

- Screening strategy to reduce the dispersal of pollutants from the road network. (identification of strategic areas for screening planting e.g. key junctions that do not adversely impact on protected sites).
- Energy reduction through the design and energy supply of proposed new terminal facilities and reducing emissions of operational ground vehicles.

Development of the Northern Business Parks

3.9 The formulation of an employment vision for the northern business park has been guided by the 2007 spatial framework prepared by RPS Burks Green and Drivers Jonas and the airport economic study prepared by NLP in 2008.

3.10 The following impacts have been identified in developing the long term vision for the Northern Business Park:

- Direct habit loss of semi-natural habitats, particularly in the eastern sector and of Hurn Airport NE Industrial Area SNCI
- Abstraction and impacts of water flow on the Moors River SSSI and Avon Valley SAC;
- Air pollution particularly in relation to Dorset Heath SPA/SAC and Ramsar as well as other heathland habitats;
- Contamination including dust and run off;
- Disturbance, from human presence, noise and lighting.

3.11 The study concludes that the types and level of ecological impacts are unlikely to vary significantly with the various options considered for employment use. Development options currently being considered are restricted to the current northern business park boundary and would not involve a land take of adjacent sites and habitats.

3.12 Many impacts can be addressed through the following measures:

- Best construction practice and appropriate design including buffer areas and landscaping proposals, provision of high quality open space within the proposals to reduce potential recreation impacts off site, improved boundary security and development of a lighting strategy sensitive to nature conservation.

3.13 The scale of development within the business park boundary would affect the loss of semi – natural habitat fragments within the business park (dependent on the extent to which new development proposals extend beyond the existing building footprint. This may affect woodland, a UKBAP priority habitat, the Hurn Airport NE Industrial Area SNCI and protected species including sand lizard, smooth snakes and bats.

3.14 With the appropriate ecological survey and advice it should be possible to minimise these impacts through the avoidance of areas of highest ecological value and the SNCI and implementation of species mitigation measures such as provision of replacement habitat where necessary and translocation.

3.15 A focus of development on the western business park (as set out in the 2007 Masterplan is likely to result in a smaller area of direct habitat impact. Significant further development of the eastern business park will require a link road and the impacts of this have been discussed.

3.16 The scale of development will also have an impact on the waterways in terms of abstraction. Mitigation will be required for any development which results in increased abstraction. **Any further development should be ‘water neutral’ and not require abstraction above existing levels.** This can be achieved through measures including enhanced water efficiency, water harvesting and reuse, metering and audits of water use.

3.17 Further air quality work required to determine the impact of increased road traffic levels and the tipping point for an adverse impact on ecology.

Transport Infrastructure Enhancements

Northern Corridor Option

3.18 The following ecological impacts have been identified in relation to the options considered for a link road from the north east sector to the A338.

- Direct habitat loss of semi natural habitats, including the Moors River System SSSI;
- Impacts on protected, UKBAP and notable species including habitat fragmentation (physical barriers and disturbance as a result of human/vehicle presence and lighting), risk of injury / killing during construction as a result of traffic collision;
- Contamination including dust and runoff during construction and operation, including of the Avon Valley SPA/Ramsar site, Moors River SSSI, and adjacent and nearby SNCIs;
- Increased air pollution particularly in relation to Dorset Heaths SPA/SAC and Ramsar.

3.19 Ecological impacts are likely to be broadly similar between the different design options considered for the link road. The detailed design and micro siting would need to be informed by a full ecological survey.

3.20 The crossing of the Moors River has implications for habitat fragmentation. To minimise habitat loss within the Moors River SSSI (including wetland habitats adjacent to the river) would require a viaduct design spanning the SSSI, with direct impacts associated with footings and construction access. Further mitigation options are discussed the report with regard to protecting species and air quality measures.

Southern Corridor Option

3.21 The Dorset County Council report identifies two options for new road links between Blackwater Junction and the airport / northern development zone.

- i. A northern route, which would upgrade the existing B3073 by tracking the existing route as closely as possible.
- ii. A southern route which would cross the Moors River at its narrowest point and take the most direct route to the Chapel Gate roundabout south of the airport.

3.22 Both routes would entail construction of a new / widened bridge at Blackwater Junction taking the B3073 over the A338 and associated junction improvements. Both routes would also require new bridges over the Moors River. The southern route would also involve improvements to the bridge taking the A338 over the River Stour at Blackwater Junction, and would encroach on the River Stour floodplain and require realignment of the river.

3.23 Both options set out here are likely to have significant impacts on the quality of the Dorset Heaths SAC and SPA sites associated with direct habitat loss associated with improvements to Blackwater Junction. Any loss of habitat within the international sites would require fulfilment of the IROPI test for the proposals to proceed.

3.24 The preferred option from an ecological perspective would be the northern corridor option. It is unlikely that an IROPI test could be met for a 'southern route' when the northern route exists as an ecologically acceptable alternative. Additionally, the southern corridor route is prohibitive from a financial perspective.

Other In-combination effects

A338 Widening

3.25 A case for the widening of the A338 has been made irrespective of development proposals at the airport and based on existing capacity and anticipated RSS housing growth. Therefore, further expansion of the airport and northern business park and increased traffic generation will increase the need for widening of the A338.

3.26 Widening of the A338 would involve land take from the Dorset Heaths SAC/SPA and Ramsar site. This would require fulfilment of the IROPI test and the implementation of compensation measures, including the provision of replacement habitat. The case of overriding public interest would need to be made on the basis that the infrastructure enhancement is required to accommodate sub regional growth. It is unlikely that a satisfactory alternative could be found.

Increased Traffic Volumes and the Avon Causeway

3.27 Concern has been raised regarding increased traffic on the Avon Causeway from sub regional development and the expansion of the airport and northern business park.

3.28 Traffic modelling has not been undertaken to determine the precise increase in traffic volumes resulting from development proposals and associated ecological impacts. There is concern about the potential disturbance to over wintering birds within the Avon Valley SSSI, which may be deterred from using parts of the SSSI reducing habitat and availability.

3.29 The LUC study recommends that in line with the precautionary principle measures are implemented to ensure that traffic levels along the Avon Causeway do not increase as a result of airport expansion. This may also include implementation of a green travel plan and potentially traffic calming / measures on the Avon causeway.

Concluding Comments

3.30 Many of the development options impacts are mitigable given:

- Appropriate ecological survey and input, including detailed Environmental Impact Assessment and Appropriate Assessment

- The implementation of best construction measures
- Careful design and incorporation of mitigation and enhancement measures within the development (including substantial sustainable design / construction features and landscaping).
- Sufficient financial resources

In-combination effects

3.31 Air pollution is a significant in-combination issue within the region and is beyond the remit of the airport ecological study to determine. In the absence of a further study Natural England has stated that an approach of 'nitrogen neutrality' would enable a judgement to be made of no significant impact on internationally designated sites.

Options where mitigation is not possible

3.32 The southern corridor options would result in a direct loss of habitats within the Dorset Heaths SAC / SPA / Ramsar and would need to meet the IROPI test with compensation measures put in place. The IROPI test is also invoked in consideration of the A338 widening.

Summary of Key Issues

- **What are the ecological impacts and mitigation options associated with the expansion of Bournemouth Airport?**
- **What is the impact of the expansion of terminal and airport facilities to meet projected growth in air passenger**
- **What is the impact of the development of employment land in the northern business park within the airport boundary?**
- **What is the impact of associated transport infrastructure improvements associated with the above proposals?**
- **What is the impact of the provision of associated drainage and sewerage infrastructure?**

3.33 It should also be noted that the transport infrastructure options identified above have evolved significantly through work undertaken by Peter Brett, Buro Happold and Dorset County Council. These options are the subject of further HRA work undertaken by Land Use Consultants.

Christchurch Borough Council Strategic Flood Risk Assessment (Level 2 SFRA Jan 2009) Halcrow Group Limited

3.34 Halcrow were commissioned to produce a level 2 strategic flood risk assessment for all populated areas at risk of flooding and locations being considered for future development in Christchurch. This includes an assessment of employment sites subject to flood risk. The level 2 assessment refines and builds upon the level 1 SFRA conducted in 2008 providing more detailed information on all forms of floodrisk: fluvial, tidal, surface water, groundwater, sewer and from impounded water bodies (reservoirs), both now and in the future given the likely impacts of climate change.

3.35 The outputs of the level 2 assessment determine that a significant proportion of the north western business park is subject to high flood risk (zone 3a). An appropriate programme of flood defences must be agreed with the Environment Agency to ensure that sufficient land can come forward for employment development over the plan period.

Summary of Critical Issues

- **How can we ensure the delivery of projected requirements for employment land and premises across the plan area to 2026 in view of sites affected by high floodrisk?**
- **What floodrisk management policies should be adopted to ensure the delivery of employment sites in an appropriate timescale to meet market demand?**

3.36 A flood risk strategy for the Airport is being developed by the Airport owners that will require endorsement from the Environment Agency to ensure that sufficient employment land can be brought forward to meet projected land requirements and support the development options set out under issues:

3.37 Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it? will assess the transport improvements required to bring forward development to meet business needs at the Airport.

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

Cross Border Issues

3.39 The business park performs a crucial role in meeting the projected requirements for land and premises that have been set out in the 2008 Dorset, Bournemouth and Poole Workspace Strategy. In this respect the delivery of the site and overcoming infrastructure constraints is a strategic concern for the South East Dorset authorities. In particular the airport business park is fundamental for meeting the employment land requirements for the Bournemouth, Christchurch and East Dorset authority areas.

3.40 Issue: How can we ensure the provision of sufficient employment land and premises to meet sub regional requirements to 2026?

3.41 This is addressed by the following issues which consider the transport infrastructure requirements and development options for the airport necessary to bring forward sufficient land to contribute to sub regional requirements.

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

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

3.44 The following highlighted issues are the **consolidated issues** determined following issues and options engagement on the Core Strategy and consideration of relevant policy and evidence studies. Sub issues linked to the consolidated issues are listed:

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

- What range of business activity can be attracted to the Airport northern business park?
- What type and size of premises are required to meet the needs of business?

- Does the northern business park meet the locational requirements of business that can be attracted to the area?
- How can we meet the needs of non B class employment?
- What range of business activity can be attracted to the airport?
- How can the business park best be promoted to achieve its potential?

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

- What should the employment vision be for the operational airport?
- How can development be brought forward sustainably in view of ecological and infrastructure constraints?

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

- How can development be brought forward sustainably in view of ecological and infrastructure constraints?
- What are the ecological impacts and mitigation options associated with the expansion of Bournemouth Airport?

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

- What are the transport infrastructure requirements and mechanisms for delivery / avoiding / mitigating the impacts of infrastructure provision.
- Does the northern business park meet the locational requirements of business that can be attracted to the area?
- How can development be brought forward sustainably in view of ecological and infrastructure constraints?
- How can we ensure the delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure the sustainable growth of the sub regional economy?
- What strategic transport infrastructure improvements are required to bring forward further employment land in the north west and north east airport business parks?
- What is the potential for industrial and operational airport development that can be accommodated by highway access provided from the existing B3073 Parley Lane?
- Where are highway or junction improvements and infrastructure required and how much further development can be accommodated by these improvements?

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

- What level of development is required to come forward at Bournemouth Airport to meet projected requirements for land and premises for South East Dorset and Bournemouth, Christchurch and east Dorset authorities in particular?
- How can development be brought forward sustainably in view of ecological and infrastructure constraints?
- How can we ensure the delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure the sustainable growth of the sub regional economy?

3 Identification of Issues

- What is the potential for industrial and operational airport development that can be accommodated by highway access provided from the existing B3073 Parley Lane?
- What are the ecological impacts and mitigation options associated with the expansion of Bournemouth Airport?
- What is the impact of the expansion of terminal and airport facilities to meet projected growth in air passenger
- What is the impact of the development of employment land in the northern business park within the airport boundary?
- What is the impact of associated transport infrastructure improvements associated with the above proposals?
- What is the impact of the provision of associated drainage and sewerage infrastructure?

4 Formation of Options

4.1 The formulation of preferred options set out within this section considers the outcomes of the Core Strategy Issues and Options engagement process, relevant evidence documents and Sustainability Appraisal and Habitats Regulations Assessment. The process includes a critical assessment of the options put forward to address issues identified in the Issues and Options paper. In some instances additional issues have been identified as a result of the evidence gathering process and or responses to issues and options consultation which is also examined here.

Issue Identified at Issues and Options

Issues and Options Consultation Response

4.2 Issue BA1 – What are the priority issues which should determine the limits to which growth at the airport should be controlled?

4.3 Option A – Flood Risk

Option	High	Medium	Low
A	46	35	46

Table 4.1

4.4 The Environment Agency has stressed the importance of demonstrating the sequential approach for new employment development located at the airport. For B1, B2 and B8 uses it is not necessary to undertake an Exception test as these are ‘less vulnerable’ uses (as determined in PPS25).

Consideration of Evidence and Policy

4.5 A level 2 Strategic Flood Risk Assessment has been undertaken by Halcrow for the Borough of Christchurch. The level 2 assessment identifies a large proportion of the North West Business Park within zone 3a which is a very significant constraint on the level of development which can come forward in this area. Options for flood defences need to be examined for the business park to determine the extent to which flood risk is reduced and the subsequent level of development that can come forward.

Issues and Options Sustainability Appraisal

4.6 The Issues and Options SA has identified the importance of identifying floodrisk as a priority issue in limiting the extent of airport growth. This is particularly in respect of the need to protect, enhance and expand habitats and protected species (Objective 1). The SA also identifies the need to limit levels of water pollution (Objective 9) and reduce vulnerability to flooding (Objective 10).

Conclusions and Implications for Preferred Options

4.7 Flood risk is a high priority constraint and will require appropriate mitigation measures to be put in place early on to ensure that sufficient land can come forward to meet market demand over the plan period (2006 – 2026).

Issues and Options Consultation Response

4.8 Option B – Emissions from air traffic / road traffic

Option	High	Medium	Low
B	76	30	30

Table 4.2

4.9 East Dorset Environment TAG has raised concerns regarding the impacts on air quality and habitats in East Dorset from traffic generation.

4.10 The New Forest National Park has requested further evidence for how Co2 emissions will be cut by 60% by 2050 and the strategy to respond to climate change reducing greenhouse gas emissions by 30% by 2026. The park authority has requested that a legal limit be set on aircraft movements to minimise adverse impacts on landscape and protected habitats. Future development proposals for the airport will need to be accompanied by a detailed assessment on the impact on the National Park (fulfilling the requirements of the habitats regs).

Consideration of Evidence and Policy

4.11 The Airport Ecological Study produced by Land Use Consultants (October 2008) has identified nitrogen deposition from road traffic and air traffic having the greatest impact on sensitive habitats. See below.

4.12 Airport Ecological Study (2008)

4.13 The ecological study undertaken by LUC identifies the potential for declining air quality as a result of the potential expansion of Bournemouth Airport (including employment development and infrastructure enhancements) and implications for nature conservation have been highlighted as a particular concern. Airport expansion proposals have the potential to result in declining air quality as a result of increased flights, but perhaps more significantly as a result of increased levels of road traffic in the area through increased passenger numbers (and other vehicle activity associated with the airport) and increased employment provision in the northern development zone. This is against a backdrop of wider increases in traffic volumes due to economic and residential growth anticipated across the sub region to 2027.

4.14 The ecological study provides an assessment of pollution information for each Natura 2000 Ramsar site listed for inclusion in the study and for Lowland Mixed Deciduous Woodland within 3km of the airport centre point. The results indicate that currently the air quality at all the sites is below critical levels for NO_x above which any habitat condition would decline. For the River Avon SAC, SPA and Ramsar only the critical levels for ozone are already exceeded (for alkaline fen and mesophile grassland habitats.) However, the habitats of the Dorset Heaths and New Forest are currently at greater risk.

4.15 The air quality of the Dorset Heaths SAC, SPA and Ramsar site is currently exceeded for a number of its key habitats. In particular the critical levels are exceeded for all of the key habitats for acid deposition and ozone. Furthermore the critical load for Nitrogen deposition is exceeded for dry heath, coniferous woodland and dry grassland habitats.

4.16 In the New Forest SAC, SPA and Ramsar site the critical load for acid deposition is significantly exceeded for all habitats (by up to 1320%) with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands.

4.17 This indicates that for certain pollutants and habitats, all sites would be vulnerable to some extent of decreasing air quality. Where exceedance has already been reached, these habitats would obviously be vulnerable to further declining quality, whilst further declines in air pollution may result in the critical levels / loads being exceeded in habitats which are currently below the threshold.

Issues and Options Sustainability Appraisal

4.18 The SA process identifies the need to protect and enhance habitats and protected species (Objective 1) which requires air and road traffic emissions to be identified as a priority limit (Objective 6). Emissions also need to be managed in respect of the impact on the contamination of soil and water pollution. The assessment also identifies the need to promote renewable forms of energy (Objective 11) and to protect and enhance landscape character (Objective 22).

Conclusions and Implications for Preferred Options

4.19 Emissions from road and air traffic are a high priority in constraining development at the Airport. The Core Strategy will need to ensure that emissions do not exceed levels which affect the integrity of Natura 2000 sites. The Core Strategy may consider the option of 'nitrogen neutrality' as set out in the LUC study to establish no net gain in emissions.

Issues and Options Consultation Response

4.20 Option C – Impact upon environmental designations

Option	High	Medium	Low
C	77	27	26

Table 4.3

4.21 New Forest National Park: See response as set out under B.

4.22 Natural England has raised particular concerns regarding the potential for traffic generation to exceed the environmental capacity for the National Park and designated conservation sites. Concern is also raised about increased traffic on road margins and the tranquillity of the National Park.

4.23 In respect to mitigation Natural England identify the need for tree and woodland planting near surrounding transport corridors (not on the heathlands)

Consideration of Evidence and Policy

4.24 Airport Ecological Study (2008)

4.25 The area surrounding the airport comprises a range of habitats including acid heathland, wide river valleys and floodplains, broadleaved woodlands, and beaches, sandy cliffs and salt-marshes. The area contains two European wildlife sites – the Dorset Heaths SAC and Dorset Heathlands SPA, as well as the Dorset Heathland Ramsar Site and a number of SSSIs and SNCIs. These areas are subject to continued pressure from development and use of land, including fragmentation and a range of indirect effects such as declining air quality and reduced water levels.

4.26 The Council has a duty to conserve and enhance SSSIs and the contribution this makes to achieving national targets of maintaining 95% of SSSI in favourable or recovering condition by 2010. There is a duty to conserve species protected by law either within or adjoining statutory sites in the vicinity of the airport. National policy also states that local authorities should take steps to further the conservation of habitats and species of principal importance (e.g. priority BAP habitats and species), which are within or adjoining the airport.

4.27 The Council has a duty under the Habitats Regulations to determine whether a plan, policy or proposal would adversely affect the integrity of a Natura 2000 site.

4.28 As noted under the preceding option the ecological study has identified nitrogen deposition from road and air traffic as the most significant pollutant affecting the integrity of sensitive habitats. Road traffic in particular is considered to have the greatest adverse impact on air quality and nitrogen deposition. Further work on air quality is being undertaken to determine the precise impact of air and road traffic on habitats.

Issues and Options Sustainability Appraisal

4.29 The SA process identifies the impact on environmental designations as a high priority constraint (Objective 1). This is in relation to the need to protect and enhance habitats and protected species, limit soil contamination (Objective 3), limit water pollution (Objective 9) and to protect and enhance landscape character (Objective 22)

Conclusions and Implications for Preferred Options

4.30 The impact on sensitive environmental habitats is a priority constraint placing a limit on the level of development permissible at the operational airport and northern business park as confirmed by the airport ecological study undertaken by LUC.

4.31 See Natural England response under D.

Issues and Options Consultation Response

4.32 Option D – Traffic generation beyond existing highway capacity

Option	High	Medium	Low
B	48	35	11

Table 4.4

4.33 The Highways Agency is concerned about the impact of airport expansion on the strategic road network and the A31. Further evidence is required to determine the precise nature of impacts.

Consideration of Evidence and Policy

4.34 Bournemouth International Airport Transport and Infrastructure Study (PBA 2008)

4.35 Peter Brett transport consultants have undertaken research examining the quantum of development that can come forward at the airport in relation to the capacity of associated junctions along the B3073. Peter Brett have identified that improvements to junctions along the B3073 including Blackwater Junction, Hurn Roundabout, The airport entrance, Chapel Gate and Parley Cross would enable in the region of 12-15 ha of land to come forward at the North West Business Park and would support the existing planning consent for terminal expansion.

4.36 Further work is being undertaken by Buro Happold and Dorset County council to assess the upper limit of development that can come forward at the airport through junction and highway improvements including the examination of the following new options:

- Dualling of the A338 from Cooper Dean Roundabout to Blackwater Junction
- Upgrading Blackwater Junction through the provision of an extra deck
- An alternative solution to Parley Cross not involving a gyratory.

Issues and Options Sustainability Appraisal

4.37 The extent of transport improvements to accommodate growth of the Airport and associated business park is significantly limited by the location of sensitive habitats (Objective 1) and the level of financial resources available to deliver improvements in the plan period. Transport infrastructure improvements required to accommodate growth also risk adverse impacts on soil quality (Objective 3). Improvements to highway capacity are likely to increase levels of road traffic and air / noise pollution (Objective 6). Increases in road traffic will also raise levels of Co2 and nitrogen deposition.

Conclusions and Implications for Preferred Options

4.38 The capacity of the existing highway network is a high priority constraint on the level of development which can come forward at the operational airport and the northern business parks. The proximity of sensitive environmental habitats and Natura 2000 sites is an ultimate constraint on the extent of road and junction improvements that are possible within environmental limits.

Issues and Options Consultation Response

4.39 Option E – Aircraft noise

Option	Agree	Disagree	No Opinion
E	66	38	28

Table 4.5

4.40 Concern has been raised regarding the impact of aircraft noise on the Cranborne and West Wiltshire Downs AONB. (adverse impact on Ramsden and Hurn Forest).

Consideration of Evidence and Policy

4.41 Through the section 106 agreement for the 2007 terminal expansion consent the airport has identified measures to minimise the impact of aircraft noise from restrictions to flight paths / take off and landing procedures and night flying restrictions. Further detail is available through the Bournemouth Airport Monitoring Report.

Issues and Options Sustainability Appraisal

4.42 The SA process identified concern regarding the increased noise levels from increased air craft movements (Objective 6)

Conclusions and Implications for Preferred Options

4.43 Aircraft noise has been identified as a priority constraint upon the development of Bournemouth Airport.

Issues and Options Consultation Response

4.44 Option F – Provision of public transport services

Option	High	Medium	Low

F	106	25	4
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Table 4.6

4.45 The Highways Agency supports the improvement of public transport services including the extension of operating hours to serve the airport and northern business park and extension of the existing route to serve Poole in addition to other methods of demand management.

Consideration of Evidence and Policy

4.46 Airport Ecological Study (2008)

4.47 The airport ecological study undertaken by LUC identifies road traffic as having the most significant adverse impact on air quality and the integrity of sensitive habitats. Therefore the enhancement of public transport and other demand management measures must be pursued to reduce reliance on the car and levels of harmful emissions.

Issues and Options Sustainability Appraisal

4.48 The enhancement of public transport services to the Airport and provision of services to the northern business park are key measures to reduce the need to travel (Objective 7), reduce congestion and harmful emissions (Objective 6). The provision of public transport services is also very significant in accommodating employment growth to ensure that workers can access the Airport and business park by sustainable modes (Objective 7).

Conclusions and Implications for Preferred Options

4.49 The extent of public transport provision to the airport and northern business park is a priority constraint on growth.

4.50 Option G – Landscaping

Option	High	Medium	Low
G	39	54	37

Table 4.7

4.51 The issues and options response did not identify this as a priority constraint but it is significant in terms of realising the employment vision for the airport and business parks and developing a package of measures to mitigate against adverse ecological impacts arising from airport expansion proposals. The provision of bunding around the operational airport is necessary to act as a sink for harmful emissions from road traffic.

Consideration of Evidence and Policy

4.52 The Nathaniel Lichfield and Partners economic study (2008) for the airport business park /Bournemouth Airport master planning work (2007) identifies that a landscaping strategy is required for the northern business park and operational airport as part of improvements to the image of the site necessary to improve market attractiveness and to deliver air quality mitigation measures.

Issues and Options Sustainability Appraisal

4.53 Landscaping measures such as the provision of bunding and tree planting for the airport are key measures for airport safety and air quality mitigation (Objective 22 and Objective 6). For the northern business park appropriate landscaping work will enhance the market attractiveness of the site and support flood defences required particularly for the North West Business Park (Objective 22 and Objective 24)

Conclusions and Implications for Preferred Options

4.54 Landscaping measures that form part of flood defences and air quality mitigation are fundamental to supporting growth of the airport and the business parks. Landscaping measures are required for the Northern Business Parks to improve the image of the sites and enhance market attractiveness.

Issues and Options Consultation Response

4.55 Option H – Provision of sustainable forms of transport e.g. walking and cycling

Option	High	Medium	Low
H	46	43	43

Table 4.8

4.56 The issues and options response did not identify this as a priority limit for new development. However, in the pursuit of sustainable development in line with PPS1 this is an important consideration.

Consideration of Evidence and Policy

4.57 Airport Ecological Study (2008)

4.58 The promotion of sustainable modes of transport as alternatives to the car are important in reducing levels of harmful emissions from road traffic. The LUC study sets out current pollutant levels on sensitive habitats within 3km of the airport centre and where current levels exceed critical loads.

Issues and Options Sustainability Appraisal

4.59 The promotion of other forms of sustainable transport such as walking and cycling is an important measure in reducing congestion, emissions and impact on sensitive habitats (Objective 1, Objective 6 and Objective 7). Given the location of the airport there are limited opportunities to promote a walking as a realistic alternative to other modes of transport. Cycling can be promoted further through green travel planning and there are cycle lanes already provided along the B3073.

Conclusions and Implications for Preferred Options

4.60 The promotion of sustainable modes of transport such as public transport, walking and cycling are fundamental in reducing levels of harmful emissions upon sensitive habitats in proximity to the Airport.

4.61 Preferred Options for BA1 are addressed under consolidated issue:

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

4.63 Issue Identified at Issues and Options

4.64 BA2 – Which transport improvements should the Core Strategy consider as part of the transport requirements for the airport?

4.65 Option A – A new alignment of the A338 link road to minimise impact on sites of environmental importance and on the operational airport.

Option	Agree	Disagree	No Opinion
A	74	15	17

Table 4.9

4.66 The Highways Agency has stated that careful assessment is required of the need for the A338 link road. The Environment Agency states that the location of new infrastructure should consider the outputs of the level 2 Strategic Flood Risk Assessment (2009) and the requirements of Planning Policy Statement 25. Dorset Wildlife Trust acknowledges that there may be alternative alignments of the A338 link road which would have less impact on sensitive environmental sites. Dorset Wildlife Trust is opposed to this infrastructure option and wish to see it removed from the plan.

Consideration of Evidence and Policy

4.67 The Workspace Strategy identifies a requirement for approximately 15 – 20ha of land to come forward at the Airport between 2006 – 2026 to meet projected demand for land and premises. The Level 2 Strategic Flood Risk Assessment (2009) identifies a large proportion of the North West Business Park within an area of high flood risk. With the implementation of appropriate flood defences it may be possible to bring forward sufficient development to meet projected requirements.

4.68 Should significant land be required in the North East Business Park due to flood risk issues in the western business park, and or changes in the current economic climate which increase demand for employment land, a link road will be required from the North East Business Park to the A338. This is recognised in the master planning work undertaken for the Airport.

4.69 Additional land may be required in the North East and North West Business Park in order to promote a step change in the South East Dorset economy or to provide additional market choice and a link road would be required to enable development to proceed.

4.70 The cost involved in implementing a link road is high and would require public investment and support through a sub regional developer contributions policy. Within the current financial climate it is not considered realistic that sufficient funds will be available for the delivery of a link road during the plan period to 2027.

Airport Ecological Study (2008)

4.71 The assessment undertaken by LUC determines that the implementation of the link road would have an adverse impact on ecological receptors. The following ecological impacts have been identified in relation to the options considered for a link road from the north east sector to the A338.

- Direct habitat loss of semi natural habitats, including the Moors River System SSSI;
- Impacts on protected, UKBAP and notable species including habitat fragmentation (physical barriers and disturbance as a result of human/vehicle presence and lighting), risk of injury / killing during construction as a result of traffic collision;
- Contamination including dust and runoff during construction and operation, including of the Avon Valley SPA/Ramsar site, Moors River SSSI, and adjacent and nearby SNCIs;
- Increased air pollution particularly in relation to Dorset Heaths SPA/SAC and Ramsar.

Habitats Affected by Infrastructure Option

Avon Valley SPA and Ramsar Site

- Potential contamination of ground water supply (new junction with A338) in relation to Ramsar interest features in particular.
- Water quality as a result of contamination due to contamination from residential, employment and infrastructure development
- A338 widening and drainage and contamination impacts
- Avon Common sand and gravel extraction and drainage and contamination impacts.
- Disturbance of over wintering birds from increased traffic flows on roads linking to the A338 (e.g. Avon Causeway) associated with wider development proposals. This could be exacerbated if development of the northern business park leads to greater traffic flows also. However, given the limited capacity of the road and the possible habituation of birds, it is considered that this may not have a significant impact upon over wintering birds populations.

Heathlands SAC, SPA and Ramsar Site

- Air pollution as a result of increased traffic
- Toxic and non toxic contamination (including dust)
- In Combination Effect - Air pollution as a result of increased traffic from residential, employment and infrastructure development
- Cumulative ecological effects resulting from airport expansion plans

The New Forest SAC, SPA and Ramsar site

- Cumulative ecological effects resulting from airport expansion plans
- Air pollution as a result of increased traffic from residential, employment and infrastructure development.

Hurn Common SSSI

- Air pollution largely as a result of increased traffic
- Cumulative ecological effects resulting from airport expansion plans

Moors River System SSSI

- Direct habitat loss from river crossing
- Contamination during construction and operation from spillage , run off, dust etc.
- Hydrological disruption
- Fragmentation as a result of crossing

St Leonards and St Ives Heaths SSSI

- Air pollution
- Contamination during construction and operation from spillage, run off, dust etc.
- Cumulative ecological effects resulting from airport expansion plans

Town Common SSSI

- Air pollution

Avon Valley (Bickton to Christchurch SSSI)

- Potential contamination of ground water supply (new junction with A338) in relation to rare plant interest and freshwater habitats.

Fillybrook Plantation

- Habitat loss and fragmentation
- Contamination during construction and operation from spillage, run off, dust etc.
- Direct killing and injury of species using the site and disturbance
- Cumulative ecological effects resulting from airport expansion plans

Fillybrook, Crabbesfield

- Contamination during construction and operation from spillage, run off, dust etc.
- Habitat fragmentation
- Direct killing and injury of species using the site and disturbance
- Cumulative ecological effects resulting from airport expansion plans

Bournemouth Airport NE Industrial Area

- Habitat loss
- Further fragmentation due to loss of interlinking habitats
- Disturbance from light and noise and recreational use
- Toxic and non – toxic contamination (including surface run off and dust)
- Impacts on hydrology
- Cumulative ecological effects resulting from airport expansion plans.

Hurn Forest

- Habitat loss and fragmentation
- Contamination during construction and operation from spillage, run off, dust etc
- Direct killing and injury of species using the site and disturbance

Mitigation Options

- New crossing associated with link road designed to minimise habitat loss and disturbance during construction and ecological survey to inform location. The Northern corridor design would require a viaduct design to reduce impacts on wetland habitats associated with the river.
- Maintain a buffer between the site and road corridor, including management and / or planting of a native screening belt to filter pollutants
- All development must be informed by full ecological survey and impact assessment to inform detailed design and minimise impacts. This would include micro siting to minimise impact of direct habitat loss.

- Construction impacts to be minimised through best construction practice and use of SuDS, and lighting strategy to avoid increased illumination of semi-natural habitats
- Habitat creation along road verges.

4.72 Any new development should seek to off-set any additional Nitrogen loading by reducing emissions of other activities, resulting in no net increase in loading on Natura 2000 sites. This may include:

- Implementation of Green Travel Plan
- Measures to minimise energy requirements of new development
- Other mitigation options may include the development of a sub regional roadside planting strategy to filter out pollutants at key transport locations such as transport hubs.
- Best construction practice and use of SuDS
- Further detail is required in relation to potential increases in traffic volumes along the Avon Causeway and the distribution of over wintering birds / suitable habitats within the vicinity. Impacts should be mitigable if further increases in traffic volumes along the Avon Causeway are prevented through either a Green Travel Plan or restriction on traffic on the Avon Causeway.

4.73 Further investigation is required to determine whether significant adverse effects may result from decreasing air quality due to in-combination impacts from increased traffic volumes.

Impact on European Protected Species

4.74 **Bats** – Loss of roosts in trees and buildings, Risk of killing or injury as well as implications for the population viability dependent on the number, habitat loss with reduction in foraging habitat, and fragmentation within flight lines. Lighting may reduce available foraging habitat, disrupt roosts and flight lines. Contamination during construction, including dust and water contamination, may result in reduced suitability for foraging habitats for bat, reducing insect prey abundance, killing and injury by vehicles.

Significant In-Combination Impacts

4.75 Other road enhancement schemes and development projects in the area (including urban extensions and employment development) may resulting similar impacts as above.) As well as potential roost loss this may result in severance of numerous flight lines, reducing the areas available to bats to forage.

Mitigation Options

- All development proposals require an EIA given the nature and scale, and the likelihood of impacts. These will require specific ecological input, and appropriate mitigation potentially including licensing to maintain the conservation status of bats in the local area. This must be informed by sufficient survey in line with best practice guidelines. Given the potential widespread nature of potential impacts, mitigation would benefit from a landscape scale approach to maintain ecological corridors within the area.

4.76 Otter – Risk of killing or injury during construction, and as a result of increased collision risk from new roads and increased traffic on existing roads. Loss of holts alongside waterways. Habitat loss or fragmentation of river corridors. Lighting may reduce habitat suitability. Contamination of waterways during construction, including dust, spillage and run off, may result in the reduced water quality and prey abundance.

Significant In Combination Impacts

4.77 Wider impacts on water quality as a result of increasing urban run off, pressure on sewerage treatment works etc. may have an adverse impact on prey abundance for otter.

Mitigation Options

4.78 All development proposals require an EIA given the nature and scale, and the likelihood of impacts. These will require specific ecological input, and appropriate mitigation potentially including licensing to maintain the conservation status of bats in the local area. This must be informed by sufficient survey in line with best practice guidelines. Mitigation and maintenance would be likely to include the maintenance of otter transport corridors along waterways.

Sand Lizard / Smooth Snake

4.79 Loss of habitat, including open habitats other than heathlands particularly in the case of the sand lizard. Risk of killing or injury during construction. Contamination during construction, including dust and water contamination, may result in the reduced habitat quality and prey abundance. Killing or injury by vehicles. The northern business park includes suitable habitat for reptiles within the footprint.

Significant In Combination Effects

4.80 Other road enhancement works in the vicinity, including widening of the A338, have potential for killing, injury, disturbance and habitat loss during land take within open habitats adjacent to the road. Mineral Extraction operations in the vicinity similarly have potential for the above effects, as do widespread residential and employment development.

Mitigation Options

4.81 All development proposals require an EIA given the nature and scale, and the likelihood of impacts. These will require specific ecological input, and appropriate mitigation potentially including licensing to maintain the conservation status of sand lizard and smooth snake in the local area. Mitigation would likely require translocation, and the replacement habitat of at least the same size and quality of that lost. This must be informed by sufficient survey in line with best practice guidelines. Given the potential widespread nature of potential impacts, mitigation would benefit from a landscape scale approach to maintain ecological corridors within the area.

Habitats and Species of Varied Value

Woodland

4.82 Direct loss of woodland habitats. Risk of killing and injury of woodland species. Further fragmentation of remaining woodland parcels. Disturbance to species from noise, lighting and human / vehicle presence, and greater risk of killing or injury through collision.

Significant In-combination Effects

4.83 Air pollution as a result of increased traffic from residential, employment and infrastructure development. Sand and gravel extraction at Hurn Court Farm, and therefore the ecological baseline will have been significantly degraded prior to road construction works, with habitat loss and implications in particular from local hydrology. Widespread residential, employment, and infrastructure development proposals in the vicinity have the potential to similarly impact upon woodland habitats.

Mitigation Options

4.84 All development proposals require an EIA given the nature and scale, and the likelihood of impacts. These will require specific ecological input to determine the likely impacts on ecological receptors in the vicinity and constraints and opportunities mapping to identify routes of least impact. As far as possible, woodland loss should be avoided and ecological connectivity should be maintained. Works should be undertaken in line with best construction practice and with sufficient drainage and screening measures to reduce off site impacts, including air pollution and tree protection.

4.85 Ecological impacts are likely to be broadly similar between the different design options considered for the link road. The detailed design and micro siting would need to be informed by a full ecological survey. The crossing of the Moors River has implications for habitat fragmentation. To minimise habitat loss within the Moors River SSSI (including wetland habitats adjacent to the river) would require a viaduct design spanning the SSSI, with direct impacts associated with footings and construction access. Further mitigation options are discussed the report with regard to protecting species and air quality measures.

Issues and Options Sustainability Appraisal

4.86 At the time of the issues and options SA assessment the airport ecological study had not been completed and it was not possible to provide a clear assessment of the impact on air quality / noise (Objective 6), habitats (Objective 1), contamination (Objective 3), reducing the need to travel (Objective 7), flooding (Objective 10) and landscape (Objective 22). However, at this stage it was possible to identify significant positive impacts economic growth (Objective 24) as the provision of the link road will allow significant land to come forward in the north east business park.

Conclusions and Implications for Preferred Options

4.87 The requirement for a link road will be considered at the preferred options stage primarily due to potential changes in the economic climate over the plan period requiring additional land to come forward. It is necessary at this stage to determine whether an ecologically sound route for a link road can be established should it be required during the plan period to 2027.

4.88 Option B – Extra capacity on the A338 by provision of additional lanes. (Agree 61, Disagree 29, No Opinion 13)

Option	Agree	Disagree	No Opinion
B	61	29	13

Table 4.10

4.89 The Environment Agency has stated that the location of new infrastructure should consider the outputs of the level 2 Strategic Flood Risk Assessment and the requirements of Planning Policy Statement 25. Dorset Wildlife Trust stated that there should be a full examination of options which do not involve road building and the emphasis should be on demand management measures.

Consideration of Evidence and Policy

Christchurch and East Dorset Atkins Transport Assessment (2008)

4.90 The Atkins transport study examined the impact of RSS housing growth across the conurbation on the capacity of the A338. This has identified that widening of the A338 is required in response to growth that was identified in the RSS alone.

Airport Ecological Study (2008)

4.91 The Airport ecological study has examined the ecological impacts of potential widening of the A338. Dorset County Council has undertaken highways design work to determine the extent of land take resulting from additional lanes to the A338. The necessary widening would involve a land take on SSSI, SAC, Ramsar site for A338 widening north of Blackwater Junction. However, it may be possible to provide additional lanes on the A338 north of Blackwater Junction without direct habitat loss with a lower speed limit in place. DCC are undertaking further work to assess the feasibility of this option. Land Use Consultants have expressed the view that the IROPI test is unlikely to be satisfied on the basis of airport growth alone. However it may be possible to make a case for A338 widening in terms of the impact of projected sub regional housing growth and airport growth.

4.92 Widening of the A338 from Cooper Dean to Blackwater Junction does not involve direct habitat loss of designated habitats.

4.93 This infrastructure proposal including widening of the A338 north of Blackwater is likely to have an impact on the following habitats

- River Avon SAC
- Avon Valley SPA and Ramsar Site
- Dorset Heaths / Heathlands SAC, SPA and Ramsar site
- The New Forest SAC, SPA and Ramsar Site
- Hurn Common SSSI
- Parley Common SSSI
- St Leonards and St Ives Heaths SSSI

- **Town Common SSSI**
- **Avon Common Plantation:**
- **Fillybrook Plantation**
- **Fillybrook, Crabbesfield**
- **Fir Grove Copse**
- **Hurn Airport NE Industrial Area**
- **Hurn Forest**
- **Sopley Common Plantation**

Impact on Habitats

- Dualling of the A338 north of Blackwater Junction onwards is extremely likely to involve direct land loss of Town Common SSSI, Dorset Heaths SAC, SPA and Ramsar Site. (Design options for A338 widening were not available to assess during the ecological study to determine habitat loss).
- A338 widening and drainage and contamination impacts and increased air pollution
- Air pollution largely as a result of increased traffic, toxic and non toxic contamination, potential for increased human disturbance, Disturbance from light and noise
- Toxic and non toxic contamination (including dust)
- Air quality impacts as a result of changing travel patterns of those using and employed at the airport.

Mitigation Options

- **Direct habitat loss of SAC and SPA cannot be mitigated against and would require satisfaction of the IROPI test.**
- **This option could be amended to only include widening of the A338 from Cooper Dean to Blackwater Junction.**

European Protected Species

- **Bats**
- **Sand Lizard / Smooth Snake**

4.94 Bats – Loss of roosts in trees and buildings, Risk of killing or injury as well as implications for the population viability dependent on the number, habitat loss with reduction in foraging habitat, and fragmentation within flight lines. Lighting may reduce available foraging habitat, disrupt roosts and flight lines. Contamination during construction, including dust and water contamination, may result in reduced suitability for foraging habitats for bat, reducing insect prey abundance, killing and injury by vehicles.

Significant In-Combination Impacts

4.95 Other road enhancement schemes and development projects in the area (including urban extensions and employment development) may result in similar impacts as above.) As well as potential roost loss this may result in severance of numerous flight lines, reducing the areas available to bats to forage.

Mitigation Options

4.96 All development proposals require an EIA given the nature and scale, and the likelihood of impacts. These will require specific ecological input, and appropriate mitigation potentially including licensing to maintain the conservation status of bats in the local area. This must be informed by sufficient survey in line with best practice guidelines. Given the potential widespread nature of potential impacts, mitigation would benefit from a landscape scale approach to maintain ecological corridors within the area.

Sand Lizard / Smooth Snake

Impacts

4.97 Loss of habitat, including open habitats other than heathlands particularly in the case of the sand lizard. Risk of killing or injury during construction. Contamination during construction, including dust and water contamination, may result in the reduced habitat quality and prey abundance. Killing or injury by vehicles. The northern business park includes suitable habitat for reptiles within the footprint.

Significant In Combination Effects

4.98 Other road enhancement works in the vicinity, including widening of the A338, have potential for killing, injury, disturbance and habitat loss during land take within open habitats adjacent to the road. Mineral Extraction operations in the vicinity similarly have potential for the above effects, as do widespread residential and employment development.

Mitigation Options

4.99 All development proposals require an EIA given the nature and scale, and the likelihood of impacts. These will require specific ecological input, and appropriate mitigation potentially including licensing to maintain the conservation status of sand lizard and smooth snake in the local area. Mitigation would likely require translocation, and the replacement habitat of at least the same size and quality of that lost. This must be informed by sufficient survey in line with best practice guidelines. Given the potential widespread nature of potential impacts, mitigation would benefit from a landscape scale approach to maintain ecological corridors within the area.

Habitats (Habitats and species of varied value)

- Woodland

Woodland Impacts

4.100 Direct loss of woodland habitats. Risk of killing and injury of woodland species. Further fragmentation of remaining woodland parcels. Disturbance to species from noise, lighting and human / vehicle presence, and greater risk of killing or injury through collision.

Significant In-combination Effects

4.101 Air pollution as a result of increased traffic from residential, employment and infrastructure development. Sand and gravel extraction at Hurn Court Farm, and therefore the ecological baseline will have been significantly degraded prior to road construction works, with habitat loss and implications in particular from local hydrology. Widespread residential, employment, and infrastructure development proposals in the vicinity have the potential to similarly impact upon woodland habitats.

Mitigation Options

4.102 All development proposals require an EIA given the nature and scale, and the likelihood of impacts. These will require specific ecological input to determine the likely impacts on ecological receptors in the vicinity and constraints and opportunities mapping to identify routes of least impact. As far as possible, woodland loss should be avoided and ecological connectivity should be maintained. Works should be undertaken in line with best construction practice and with sufficient drainage and screening measures to reduce off site impacts, including air pollution and tree protection.

Issues and Options Sustainability Appraisal

4.103 At the time of the issues and options SA assessment the Airport Ecological Study had not been completed and it was not possible to provide a clear assessment of the impact on air quality / noise (Objective 6), habitats (Objective 1), contamination (Objective 3), reducing the need to travel (Objective 7), flooding (Objective 10) and landscape (objective 22). However, widening of the A338 would improve connectivity to the airport and other employment sites in the Borough enhancing the prospects for sustainable economic growth (Objective 24)

Conclusions and Implications for Preferred Options

4.104 The case for widening of the A338 including widening north of Blackwater Junction is largely based on the impact growth across South East Dorset and should this option involve direct habitat loss of SAC, SPA, Ramsar site it would need to satisfy the Imperative Reasons of Overriding Public Interest (IROPI) test. Should an (IROPI) test be required this is not a matter to be pursued by the Core Strategy and a case would need to be established by Dorset County Council and the South East Dorset Local authorities. There is some possibility that widening of the A338 north of Blackwater could be achieved without direct habitat loss and a lower speed limit which could be pursued within the Core Strategy.

4.105 A separate option for the widening of the A338 from Cooper Dean to Blackwater Junction is considered as an alternative option within this background paper and does not involve direct habitat loss of a Natura 2000 site.

Issues and Options Consultation Response

4.106 Option C – New alignment of B3073 between Chapel Gate and Blackwater Junction. (Agree 52, Disagree 12, No Opinion 36)

4.107 The Environment Agency states that the location of new infrastructure should consider the outputs of the level 2 Strategic Flood Risk Assessment and the requirements of Planning Policy Statement 25.

Option	Agree	Disagree	No Opinion
C	52	12	36

Table 4.11

Consideration of Evidence and Policy

4.108 Modelling work undertaken By Dorset Engineering Consultancy for DCC has examined re-alignment options for the B3073.

4.109 This has included a northern route upgrading the existing B3073 by tracking the existing route as closely as possible. A second option identifies a southern route which would cross the Moors River at its narrowest point and take the most direct route to the Chapel Gate roundabout south west of the airport.

4.110 Further assessment has been undertaken by DCC which has identified the route for a Hurn Southern bypass from Blackwater Junction to Parley Cross. This route will be subject to an HRA assessment as part of the Core Strategy Preferred Options which will determine the precise ecological impacts of this development option.

Airport Ecological Study (2008)

4.111 The southern route would involve improvements to the bridge taking the A338 over the River Stour at Blackwater Junction, and would encroach on the River Stour floodplain and affect the flow path of the river. Both the northern and southern routes would require new bridges over the Moors River.

4.112 The southern route would necessitate the construction of settling ponds to attenuate the increase in surface water run off generated by the scheme.

Habitats affected by Southern Corridor Route Option

- Dorset Heaths / Heathlands SAC, SPA and Ramsar site
- The New Forest SAC, SPA and Ramsar site (Cumulative air quality impacts)
- Hurn Common SSSI (Cumulative air quality impacts)
- Moors River System SSSI
- Parley Common SSSI (Cumulative air quality impacts)
- St Leonards and St Ives SSSI (Cumulative air quality impacts)
- Town Common SSSI
- Avon Common Plantation (Cumulative air quality impacts)

- **Fillybrook Plantation (Cumulative air quality impacts)**
- **Fillybrook, Crabbesfield (Cumulative air quality impacts)**
- **Hurn Forest (Cumulative air quality impacts)**

Ecological Impacts

- At Blackwater junction direct habitat loss from Dorset Heaths SAC, SPA and Ramsar site
- Air pollution and contamination (run off) impacts would extend further into the site as a result of land take.
- Cumulative ecological effects resulting from airport expansion plans
- Impact on Moors River SSSI through associated new crossings – Direct habitat loss, Contamination during construction and operation from spillage, run off, dust etc. Hydrological disruption. Fragmentation as a result of crossing.
- The Town Common SSSI would be affected by direct habitat loss and air pollution and contamination (run off) impacts would extend further into the site as a result of land take.

Mitigation Measures

- Further investigation is required to determine whether significant adverse impacts may result from decreasing air quality due to in – combination impacts with increased traffic volumes.
- Implementation of a Green Travel Plan to reduce private car usage and transport emissions.
- Measures to minimise energy requirements of new development, through appropriate design to improve thermal efficiency, use of renewable and/ or low carbon technologies.
- Other mitigation options may include the development of a sub regional road planting strategy to filter out pollutants at key transport locations, such as transport hubs.
- Impacts would be mitigable through a detailed ecological survey and implementation of measures including best construction practice, use of SuDS, lighting and design.
- Improved boundary security would protect adjacent heathland habitats, whilst development proposals should include high quality greenspace to reduce recreational pressure outside development boundary.
- Further new crossings associated with the southern corridor option must be designed to minimise habit loss and disturbance during construction, with ecological survey to inform location.
- Direct loss of habitat from Town Common SSSI could be mitigable with habitat enhancement elsewhere. **In relation to the loss of Natura 2000 designation direct habitat loss would not be mitigable.**
- **Should transport improvements at the Blackwater Junction require land-take within the Natura 2000 site, this would result in significant impacts on the site in relation to the conservation objective to maintain the area. This would then require the IROPI test to be met.**

European Protected Species

- **Bats**

- Otters
- Sand lizard / smooth snake

4.113 Impacts are as listed under other infrastructure options discussed above. Impacts are mitigable and mitigation measures are as listed under preceding options.

Issues and Options Sustainability Appraisal

4.114 The SA for the issues and options was undertaken prior to the production of the Airport Ecological Study which examines the precise impacts of transport infrastructure improvements at the Airport. Therefore, SA work at this stage identified uncertain impacts in relation to the impact on habitats, (Objective 1) contamination (Objective 3), air / noise pollution (Objective 6), flooding (Objective 10), non renewables (objective 11) and landscape (Objective 22).

Conclusions and Implications for Preferred Options

4.115 The Southern corridor route option is currently prohibitive in terms of cost. Very significant public investment would be required in addition to the collation of sub regional developer contributions towards the scheme. It is likely that this option would involve direct habitat loss from a Natura 2000 site from improvements to Blackwater Junction. Should this be the case it would be necessary to satisfy the IROPI test. Due to these ecological and financial constraints this not a sustainable and deliverable option to pursue.

Issues and Options Consultation Response

4.116 Option D – Improvements to public transport serving the northern business parks and airport.

Option	Agree	Disagree	No Opinion
D	92	6	11

Table 4.12

4.117 The Highways Agency has stated the need to strengthen the area wide travel plan as a principal means of promoting demand management. Public transport improvements should be determined from the outputs of the area wide travel plan.

Consideration of Evidence and Policy

4.118 The Workspace Strategy identifies that there are extremely poor public transport links to both of the business parks which act as a constraint upon the sustainable development of the site. NLP's economic study of the business parks states that in addition to limited local road access lack of public transport services to the business parks limits the sites potential.

Airport Ecological Study (2008)

4.119 The assessment undertaken by LUC determines that road traffic has the most significant adverse impact upon air quality and nitrogen deposition, harmful to sensitive habitats. Improvements to public transport reduce reliance on the car and levels of harmful emissions. Therefore, this option has a positive impact in ecological terms and in respect of reducing congestion.

Issues and Options Sustainability Appraisal

4.120 Improvements to public transport has a positive impact upon the protection of habitats (Objective 1) through the reduction of emissions (Objective 6) and the minimisation of soil contamination (Objective 3). The promotion of public transport reduces the need to travel by car (Objective 7). The provision of public transport is particularly significant for promoting sustainable economic growth (Objective 24) at the northern business park. The park is currently only accessible by car.

Conclusions and Implications for Preferred Options

4.121 Improvements to public transport are integral to the sustainable development of the business parks and enable further land to come forward within the limits of the highway network. Enhancements to public transport services are also necessary to reduce levels of nitrogen deposition on sensitive habitats in proximity to the airport site.

Issues and Options Consultation Response

4.122 Option E – Improvements to Parley Cross Roads

Option	Agree	Disagree	No Opinion
E	86	7	14

Table 4.13

4.123 Persimmon and Banner Homes have stated that development at the airport should contribute to infrastructure requirements at Parley Cross.

Consideration of Evidence and Policy

4.124 The Peter Brett Study undertaken on behalf of Manchester Airports and Dorset County Council identifies the requirement for improvements to be made to Parley Cross Roads to ensure further development can come forward at the business park and the airport. Peter Brett put forward the option of a gyratory to replace the existing junction configuration at Parley Cross.

Airport Ecological Study (2008)

4.125 An HRA assessment of the current options for improvements to Parley Cross is being undertaken to support the preferred options consultation of the Core Strategy. The most likely impact of this proposal relates to possible cumulative air quality impacts. Options to minimise air pollution impacts include:

4.126 Any new development should seek to off-set any additional nitrogen loading by reducing the emissions of other activities, resulting in no net increase in loading on Natura 2000 sites. This may include:

- Implementation of a Green Travel Plan to reduce private car usage and transport emissions.
- Measures to minimise energy requirements of new development, through appropriate design to improve thermal efficiency, use of renewable and/or low carbon technologies.
- Other mitigation options may include the development of a sub regional road planting strategy to filter out pollutants at key transport locations such as transport hubs.
- Best construction practice and use of SuDS would avoid potential construction impacts, including contamination and disturbance.
- Improved boundary security would protect adjacent habitats, whilst development proposals should include high quality green space to reduce recreational pressure outside development boundary.

Issues and Options Sustainability Appraisal

4.127 At the point of undertaking 'Issues and Options' SA the impact on habitats and species was not certain (Objective 1). This has been examined as part of the Habitats Regulations Assessment (HRA) assessment contained in the Airport Ecological Study. Junction improvements enhance the capacity of the highways network which in isolation does not reduce the need to travel by car / lorry or air (Objective 7).

Conclusions and Implications for Preferred Options

4.128 This option forms part of a package of improvements to the B3073 required to bring forward sufficient employment land at the business park to meet projected demand for land and premises. It is also required to enable the increased capacity of the Airport following the 2007 terminal expansion approval.

4.129 Further highways infrastructure options for Parley Cross may be considered which in conjunction with appropriate improvements to other junctions along the B3073 may enable further employment land to come forward in addition to the 12 – 15ha identified in the Peter Brett report.

Issues and Options Consultation Response

4.130 Option F – Improvements to Canford Bottom roundabout on the A31

Option	Agree	Disagree	No Opinion
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B	71	7	20
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Table 4.14

Consideration of Evidence and Policy

4.131 The Peter Brett study does not identify this improvement as a direct requirement to enable further development to come forward at the Airport. This infrastructure option is addressed in the Core Strategy in relation to existing congestion issues and in accommodating projected housing growth over the plan period.

Issues and Options Sustainability Appraisal

4.132 At the point of conducting the issues and options SA the impact on habitats was uncertain (Objective 1) with Habitats Regulations Assessment work not yet undertaken. Improvements to junction capacity taken in isolation do not reduce the need to travel by car / lorry and air (Objective 7). Junction improvements can be considered as part of a sustainable approach in combination with appropriate measures to reduce the need to travel such as green travel planning (Objective 7). Improvements to junction capacity enable further development to come forward at the business park and the airport assisting economic growth (Objective 24).

Conclusions and Implications for Preferred Options

4.133 This option was originally identified at Issues and Options in relation to the Airport on the basis that improvements to Canford Bottom would form part of a package of improvements to enable further development to come forward at the Airport. There are some implications for highway capacity further along the B3073 beyond Parley Cross towards Canford Bottom Roundabout which are affected by general housing growth and airport growth. Solutions to Canford Bottom roundabout are best examined in the transport paper alongside other strategic infrastructure improvements primarily required in relation to housing growth. Options A, B, C, D, E, G, H and J represent localised improvements that directly facilitate further development coming forward at the Airport.

Issues and Options Consultation Response

4.134 Option G –Chapel Gate Roundabout Improvements

Option	Agree	Disagree	No Opinion
G	48	9	34

Table 4.15

Consideration of Evidence and Policy

4.135 Chapel Gate improvements are identified in the Peter Brett study as part of a package of deliverable improvements required to bring forward development at the business park and the airport.

Issues and Options Sustainability Appraisal

4.136 Habitats Regulations Assessment work for the Airport had not yet been undertaken at the point of the Issues and Options SA. The Airport Ecological Study will examine the precise habitat impacts of this proposal once the final Peter Brett report is released.

Conclusions and Implications for Preferred Options

4.137 This infrastructure option forms part of a package of transport infrastructure improvements required along the B3073 to bring forward aspirations for airport growth as set out in the 2007 master plan for the operational airport and in bringing forward sufficient employment land from the northern business parks to meet projected demand over the plan period. The Peter Brett report sets out this proposal alongside other improvements to the B3073 which are financially deliverable over the plan period.

Issues and Options Consultation Response

4.138 Option H –Hurn Roundabout Improvements

Option	Agree	Disagree	No Opinion
H	70	10	23

Table 4.16

Consideration of Evidence and Policy

4.139 The Peter Brett transport study identifies the requirement for improvements to Hurn Roundabout as part of a package of measures for the B3073 that will facilitate further development coming forward at the business park and current planned airport expansion. Improvements to Hurn Roundabout are also a requirement of the section 106 agreement for the 2007 permission for terminal expansion.

Issues and Options Sustainability Appraisal

4.140 SA work for the 'Issues and Options' was undertaken prior to the HRA assessment and examination of habitats impacts was not possible at this stage (Objective 1). It was also not possible to determine the impact of increased capacity on levels of emissions from road traffic which relate to an impact upon (Objective 6) concerning air pollution.

Conclusions and Implications for Preferred Options

4.141 Improvements to Hurn Roundabout form part of a package of online improvements required to the B3073 to deliver anticipated growth of the Business Park and operational airport as set out in the Peter Brett report and are a requirement of the section 106 agreement for the 2007 terminal consent.

Issues and Options Consultation Response

4.142 Option I – Investigate potential for light rail connection to airport from Bournemouth / Christchurch.

Option	Agree	Disagree	No Opinion
I	72	24	12

Table 4.17

Consideration of Evidence and Policy

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

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

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

Issues and Options Sustainability Appraisal

4.145 The provision of a light rail service would reduce the need to travel by car (Objective 7) and reduce levels of harmful emissions (Objective 6). Detailed route options have not been explored and subsequently impacts upon habitats are uncertain (Objective 1).

Conclusions and Implications for Preferred Options

4.146 The pursuit of a light rail option linking Bournemouth and Christchurch to the Airport is prohibitive in terms of financial cost as set out in the discussion above. Improvements to conventional bus services are a more viable option financially.

Issues and Options Consultation Response

4.147 Option J – New and enhanced walking and cycling links.

Option	Agree	Disagree	No Opinion
J	54	25	23

Table 4.18

Consideration of Evidence and Policy

4.148 The Workspace Strategy and NLP economic study identify the need to improve accessibility to the north west and north east business parks by modes other than the car in order to realise the potential of the site. Due to the location of the airport in relation to existing development it is unrealistic to expect a significant number of individuals to walk to the site. Improvements to cycle routes to the airport are more realistic.

Airport Ecology Study (2008)

4.149 Enhanced walking and cycling links to the airport will contribute to reducing harmful emissions and nitrogen deposition on sensitive habitats. Therefore, no significant adverse impacts have been identified for sensitive habitats.

Issues and Options Sustainability Appraisal

4.150 The pursuit of this option supports the objective of reducing the need to travel by car (objective 7) and in reducing air and noise pollution (Objective 6). This also supports the sustainable economic growth of the Airport through the promotion of more sustainable modes and improved access (Objective 24).

Conclusions and Implications for Preferred Options

4.151 Enhancement of cycle links to the airport site is the most realistic measure to pursue in addition to improvements to public transport services. This option is supported by the SA and Habitats Regulations Assessment process in terms of reducing the levels of nitrogen deposition on sensitive habitats within proximity to the airport. Reductions in levels of emissions and congestion on the B3073 through modal transfer will increase the level of development that can come forward at the Airport.

New Option: Dualling of the A338 from Cooper Dean Roundabout to Blackwater Junction

4.152 This option was not put forward at the issues and options stage but has emerged as a result of the Peter Brett work.

Consideration of Evidence and Policy

4.153 Buro Happold has undertaken the highways design work for this option. Peter Brett LLP has undertaken highways modelling work to examine traffic flows resulting from this infrastructure option.

Sustainability Appraisal

4.154 To be undertaken as part of Preferred Options assessment as this option was not identified at Issues and Options.

Conclusions and Implications for Preferred Options

4.155 Delivery of this option would assist in bringing forward sufficient land and premises at the North West Business Park and operational airport development forming part of the 2007 planning consent within the capacity of the highway network. Habitats Regulations Assessment will be undertaken for this option as part of the Core Strategy Preferred Options work and it is not anticipated to result in direct loss of priority habitat. This is a preferential option to widening of the A338 north of Blackwater Junction which would involve direct habitat loss from a Natura 2000 site.

New Option: Hurn Southern Bypass from Blackwater Junction to Parley Cross

Consideration of Evidence and Policy

4.156 This option was not identified at Issues and Options and is the result of further transport assessment work undertaken by DCC and Peter Brett Associates.

Sustainability Appraisal

4.157 To be undertaken as part of Preferred Options assessment as this option was not identified at Issues and Options.

Conclusions and Implications for Preferred Options

4.158 Delivery of this option would significantly reduce levels of congestion on the B3073 which would facilitate further development coming forward at the North West Business Park.

4.159 Preferred Options for issue BA2 are set out under issue:

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

Issue Identified at Issues and Options

4.161 BA3 – Which development options should be, pursued in consideration of the current infrastructure constraints?

Issues and Options Consultation Response

4.162 The Highways Agency (HA) has stated that it will resist significant employment expansion pending the delivery of necessary transport improvements. The HA states the outputs of the Peter Brett study and South East Dorset Transport Study will point to specific improvements required to enable development to come forward.

4.163 The Dampney Trust (represented by Savills) make a general statement that infrastructure improvements are required in rural areas to facilitate the development of the airport.

4.164 A – Only permit development which can be accommodated by improvements to the B3073 (Parley Lane) and its junctions and by other transport improvements to reduce car use.

Option	Agree	Disagree	No Opinion
A	36	38	18

Table 4.19

Consideration of Evidence and Policy

4.165 Improvements to the B3073 identified in the Peter Brett study have reasonable prospects for delivery during the plan period through identified resources (DCC, developer contributions, Terminal section 106 agreement). This package of infrastructure improvements is the minimum required to deliver the projected requirements for employment growth at the airport determined in the 2008 Bournemouth, Dorset and Poole Workspace Strategy (15 - 20ha) and the expansion of the airport terminal in accordance with the 2007 planning consent.

4.166 Permitting development beyond the capacity of existing junctions along the B3073 would result in unacceptable levels of congestion. Congested traffic moving at slower speeds increases levels of harmful emissions due to significantly reduced fuel efficiency which has an adverse impact upon sensitive habitats and contributes to climate change.

Issues and Options Sustainability Appraisal

4.167 No clear positive or adverse impacts could be identified at this stage of the SA process. Detailed assessment will be possible through the Habitats Regulations Assessment undertaken for Preferred Options which will inform the Preferred Options SA assessment.

Airport Ecological Study (2008)

4.168 See assessment from the Airport Ecological Study (2008) undertaken for B3073 improvements examined under Issues and Options BA2.

Conclusions and Implications for Preferred Options

4.169 Further development in the surrounding area, operational airport and associated business park (in accordance with the 2007 terminal consent) and the projected requirements for employment land (set out in the Workspace Strategy) require improvements to the B3073 / A338 and its junctions and improvements to public transport services as a minimum package of improvements. The Peter Brett report determines the precise level of development that can come forward at the Airport and the North West Business Park with a deliverable package of junction improvements to the B3073. Further work undertaken by Dorset County Council has examined improvements to the A338 required to bring further development forward at the Airport and to accommodate the impact of anticipated housing growth across the conurbation. Development in excess of the capacity of the B3073 and A338 will lead to unacceptable levels of congestion and increased levels of harmful emissions. Therefore, only development that can be accommodated within the capacity of the B3073 and A338 (with deliverable on line improvements) should be permitted

Issues and Options Consultation Response

4.170 Option B – Permit development in line with option A through phased development of the site while also seeking funding for the link road to allow development of the remainder, and assembling S106 contributions towards this.

Option	Agree	Disagree	No Opinion
B	33	38	21

Table 4.20

Consideration of Evidence and Policy

4.171 The improvements to the B3073 as set out under Option A are required for further development to come forward in the North West Business Park and to enable development in the surrounding area as identified in the Peter Brett study. The provision of a link road from the North East Business Park to the A338 is required to enable significant employment development over and above the 15 - 20ha identified in the Workspace Strategy. Only very limited new development is possible within the North East Business Park without the provision of a link road as determined in the Airport's Masterplan and Nathaniel Lichfield and Partners economic study (2008). Very significant public sector investment is required in addition to developer contributions collected on a sub regional level to deliver this package of improvements inclusive of the link road and it is very unlikely that sufficient funding could be secured to deliver a link road during the plan period. The requirement for a link road is dependant on the economic climate during the plan period and whether this will require in excess of the 15 - 20ha currently identified.

Issues and Options Sustainability Appraisal

4.172 No clear positive or adverse impacts were identified in relation to this option at this stage. Habitats Regulations Assessment work undertaken for the Core Strategy Preferred Options will provide a detailed assessment of the impact of this option.

Airport Ecological Study

4.173 See HRA assessment set out for these infrastructure options under BA2 for the northern link road option. The HRA work undertaken by LUC sets out a package of mitigation measures which establishes a link road option that is acceptable in ecological terms.

Conclusions and Implications for Preferred Options

4.174 The link road from the northern business park to the A338 will be required if significant additional employment land is needed at the Airport over and above the 15 - 20ha projected in the Workspace Strategy. In the current economic climate it is not clear that additional land will be required in addition to the 15 - 20ha. However, the requirement for additional land could be considered on the basis of providing sufficient market flexibility. Within the Bournemouth TTWA the Workspace Strategy records an employment land supply of 65ha (inclusive of the Ferndown employment extension) and a demand figure of 66.8ha to 2026. In this respect there is an argument to deliver the link road particularly in consideration that a strategic solution is likely to be required for the A31 to bring forward further employment development in East Dorset near Ferndown. Successful implementation of the scheme will require very significant public sector funding and developer contributions from a sub regional level. It is uncertain whether sufficient funds can be assembled to deliver the link road during the plan period. The assembling of contributions toward the link road should only be pursued if economic conditions dictate that significantly more than 15 - 20ha is required.

Issues and Options Consultation Response

4.175 Option C – Do not permit any new development prior to the provision of a new link road to the A338.

Option	Agree	Disagree	No Opinion
C	37	41	9

Table 4.21

Consideration of Evidence and Policy

4.176 The Peter Brett study identifies a package of improvements to the B3073 that will allow a level of new development to come forward at the North West Business Park and the Operational Airport and accommodate projected housing growth in the surrounding area. Therefore, it is not necessary to prohibit any new development prior to the provision of a link road. The need for a link road occurs if a level of employment development is sought significantly above that set out in the Peter Brett study.

Issues and Options Sustainability Appraisal

4.177 Should sufficient resources be available the implementation of a link road would be toward the later part of the plan period. Not allowing any further development prior to the implementation of a link road would severely stifle economic development and have an adverse impact on sustainable economic growth (Objective 24).

Airport Ecological Study (2008)

4.178 Should a link road be deliverable the implications for habitats would be significantly later in the plan period. The precise implications for the implementation of a link road to the A338 are set out under BA2.

Conclusions and Implications for Preferred Options

4.179 Significant development can come forward at the North West Business Park prior to the implementation of a link road. It is not conducive for economic development to restrict all development at the airport prior to the implementation of the link road.

4.180 Preferred Options for issue BA3 are set out under issue:

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

Issue Identified at Issues and Options

4.182 BA4 – Which part of the airport do you think should be released from the Green Belt?

Issues and Options Consultation Response

4.183 The East Dorset Transport Action Group and Environment Action Group object to the amendment of the current Green Belt boundary.

4.184 Savills have made submissions on behalf of Beagle Aircraft to support amendment of the Green Belt boundary to support employment growth.

4.185 Dorset Wildlife Trust has stated that the Green Belt designation is helpful to protect the setting of nature conservation assets within the Airport boundary. No land of nature conservation interest including Sites of Nature Conservation Interest (SNCI's) should be removed from the Green Belt.

4.186 The Dampney Trust (represented by Savills) state that the removal of the Green Belt designation is required to support employment growth.

4.187 Barton Wilmore on behalf of Malmesbury Land Holdings has put forward a site for employment adjacent to the Airport Southern Sector in the Green Belt. They have also put forward a site situated immediately south of the B3073 adjacent to Hurn Roundabout (also in the Green Belt) for residential development.

4.188 A – Only land within the existing airport boundary required for operational development should be removed from the Green Belt.

Option	Agree	Disagree	No Opinion
A	48	35	9

Table 4.22

4.189 Manchester Airports has stated that they require operational land within the existing Airport boundary to be removed from the Airport to accommodate their development needs.

Consideration of Evidence and Policy

4.190 The operational needs of the Airport as set out in their 2007 Masterplan can be accommodated within the existing Airport boundary.

4.191 The 2007 Spatial Strategy produced by Manchester Airports Development Limited for the North West Business Park incorporates an internal link road, elements of which extend into the Dorset heathlands SAC, SPA, Ramsar site. For the Green Belt boundary to be amended in this respect it would need to satisfy the IROPI test. This option will not be pursued in this Core Strategy as there is potential for sufficient employment land to come forward to meet projected demand without this amendment to the Green Belt boundary.

4.192 The 2008 Bournemouth, Dorset and Poole Workspace Strategy determines that approximately 15 - 20ha of employment land is required to come forward from the Airport North West Business Park. There are sufficient parcels of land within the western business park to bring forward this level of development without an extension to the existing business park boundary. Transport infrastructure improvements set out in the Peter Brett study establishes that approximately 12 - 15ha of employment land could come forward from the Western Business Park within the capacity of the B3073.

4.193 The Level 2 Strategic Flood Risk Assessment undertaken by Halcrow identifies a large area of the North West Business Park within an area of high flood risk (3a). Further work is required to examine flood defence options and the extent to which this will reduce flood risk. The outcomes of this work will determine whether sufficient employment land can come forward to meet projected requirements over the plan period.

Issues and Options Sustainability Appraisal

4.194 This option does not result in direct habitat loss from a European site and avoids adverse impacts on Objective 1 (protect and enhance habitats)

Airport Ecology Study (2008)

4.195 Maintaining development within the existing airport boundary would not involve a land take on a Natura 2000 site. Implementation of the internal link road in the Northern business parks as set out in the Airport's Masterplan would involve a land take on a Natura 2000 site which would invoke the IROPI test.

Conclusions and Implications for Preferred Options

4.196 The Airport owners have stated that the operational needs of the Airport can be met within the existing Airport boundary and this would only require the existing southern sector to be removed from the Green Belt. Subject to the implementation of appropriate flood defences in the North West Business Park that can be supported by the Environment Agency land outside the existing business park boundary should not be required to meet projected requirements for employment land during the plan period. The Council is working with the Airport and the Environment Agency to identify options for flood risk mitigation.

Issues and Options Consultation Response

4.197 Option B – Land within the existing airport boundary should be removed from the Green Belt.

Option	Agree	Disagree	No Opinion
B	35	44	10

Table 4.23

4.198 The Airport's response stated that only land from the existing southern sector would be required to be removed from the Green Belt.

Consideration of Evidence and Policy

4.199 The Airport owners have stated that the operational needs of the Airport can be met within the existing Airport boundary which implies that the removal of the current Airport Southern Sector from the Green Belt would be sufficient to meet operational needs.

4.200 Sufficient parcels of land exist within the North West business park (setting aside highway capacity and floodrisk) to meet projected demand for employment land and premises identified for the airport in the Workspace Strategy. However, the Masterplan produced by Manchester Airports Development Limited sets out a route for an internal link road linking the North West and North East business parks, part of which would extend beyond the existing Airport boundary. This link road would affect the integrity of a Natura 2000 site which cannot be mitigated against. Therefore, future operational and employment development can be accommodated within the existing Airport boundary with the existing Airport southern sector removed from the Green Belt.

Airport Ecology Study (2008)

4.201 Maintaining development within the existing airport boundary would not involve a land take on a Natura 2000 site. Implementation of the internal link road in the northern business park as set out in the Airport's Masterplan would involve a land take on a Natura 2000 site which would invoke the IROPI test.

Issues and Options Sustainability Appraisal

4.202 As with Option A this does not involve land take beyond the existing Airport boundary and does not involve a land take on sensitive habitats (Objective 1).

Conclusions and Implications for Preferred Option (See evidence discussion above.)

4.203 Removal of land within the existing Airport boundary is sufficient to meet the projected employment requirements over the plan period and the Airport's operational needs therefore not requiring land outside the existing Airport boundary to be removed from the Green Belt.

Issues and Options Consultation Response

4.204 **Option C – Additional land from outside the existing airport boundaries serving employment or operational needs should be considered for removal from the Green Belt in order to support development in addition to land within the airport boundary.**

Issues and Options Consultation Response

4.205 Representations have been submitted by Barton Wilmore on behalf of Sutton Land Holdings for a 20 ha employment extension to be located in the Green Belt adjacent to the Airport. The proposed extension is not supported by Manchester Airports and was not put forward in the RSS process at the point of the Secretary of State's Proposed Modifications. The extension is also not identified to meet projected employment land requirements for the plan period for the Bournemouth Travel to Work Area (TTWA).

4.206 Proposals also include a residential extension immediately south of the B3073 for 1000 dwellings. This proposal had not been put forward to the RSS for examination and is not contained in requirements for amendments to the existing Green Belt boundary. This proposed extension is in the Green Belt and not related to the existing urban area.

Option	Agree	Disagree	No Opinion
C	37	48	12

Table 4.24

Consideration of Evidence and Policy

4.207 Master planning work prepared for the North West Business Park by RPS Burkes Green and Drivers Jonas explores an option for an internal link road, elements of which would extend beyond the existing business park boundary in to the Dorset Heaths SPA, SAC, Ramsar site. This would involve direct habitat loss from a Natura 2000 site which cannot be mitigated against. There are sufficient land parcels within the North West Business Park to meet the projected land requirements for land and premises (Subject to further assessment of flood defences) as determined in the MADL spatial planning framework. Therefore, there is no requirement to extend the existing boundaries of the northern business parks.

4.208 The development needs of the operational airport can be met within the existing southern sector boundary as confirmed by the airport owners. Therefore there is no requirement for additional land to be released from the Green Belt beyond the existing airport boundary.

Airport Ecology Study (2008)

4.209 The implementation of an internal link road involving land take beyond the northern boundary of the business park would affect the integrity of the Dorset Heathland SPA, SAC Ramsar site. If this option were pursued it would require satisfaction of the IROPI test.

Conclusions and Implications for Preferred Options

4.210 Amendments to the existing airport boundary are not required to accommodate current planned airport operational growth and the projected employment land requirements to be accommodated in the northern development zone. However, further work is required to examine the impact of flood defences in the North West Business Park to ensure sufficient development can come forward to meet projected land requirements to 2026.

4.211 Preferred Options for issue BA4 are set out under issue:

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

Issue Identified at Issues and Options

4.213 BA5 – What policy approaches should be pursued at the airport to effectively promote sustainable economic growth?

4.214 Option A – A zonal approach should be adopted in the business park for the promotion of different types of employment. This approach could identify zones within the site for clusters of related activity e.g. zones for growth industries offering high quality employment opportunities.

Option	Agree	Disagree	No Opinion
A	47	11	19

Table 4.25

4.215 Dorset Wildlife Trust made a general statement questioning whether the Airport is a sustainable location for future employment development. The employment land review process and the Workspace Strategy have highlighted the importance of the Airport Business Park in meeting projected demand for land and premises over the plan period. Sustainable development of the Airport Business Park can be achieved with limits set on the level of development that can be accommodated with improvements to the highway network and limits which avoid critical loads of pollutants on sensitive habitats. Due to the shortage of employment land across South East Dorset the Airport, as identified in the 2008 Bournemouth, Dorset and Poole Workspace Strategy employment land located at the Airport is required to contribute to sub regional requirements.

4.216 The Dampney Trust has stated that the Councils should adopt a flexible approach to proposals for renewable energy. The policy approach toward on site requirements for renewable energy is addressed in the Climate Change background paper.

4.217 Barton Wilmore (on behalf of Malmesbury Land Holdings) has stated that the Council should consider the proposal for a new employment site in the Green Belt adjacent to the existing airport southern sector. This proposal has been assessed above.

4.218 Savills have stated that the Councils should avoid overly prescriptive policies on employment uses to be permitted at the airport. The preferred option set out below is intended to allow for market flexibility but to assist in fulfilling the potential of the business park with a market facing approach.

Consideration of Evidence and Policy

4.219 The 2007 Bournemouth Airport Redevelopment Strategy produced by RPS Burkes Green on behalf of Manchester Airports sets out a spatial strategy for the North West business park. The framework sets out a zonal development plan for the future of the park with zones for commercial, industrial, aviation and renewables. A zonal approach for these broad use areas assists in effective marketing of the site and promotion of clusters of related activity which complement existing uses and those which can be attracted to the site.

Bournemouth Airport Economic Study (2008)

4.220 The NLP study determined that the optimum use of the site would be for a mixed use employment area with a high proportion of industrial and aviation uses with a modest office component (80% industrial / 20% Office). Within the uses that can be promoted the study supports the concept of identifying distinct sub areas for different activities such as aviation related, offices/R&D, high value industrial to enable the site to be effectively marketed. The existing prevailing character of the site is lower quality industrial which is a limiting factor in attracting a range of business activity.

Issues and Options Sustainability Appraisal

4.221 The zonal approach supports sustainable economic growth (Objective 24) in enabling the planned phasing of the site with clusters of related activity which establishes a clear image for marketing purposes.

Conclusions and Implications for Preferred Options

4.222 A zonal approach for broad use areas will facilitate the phased development of the site for related uses and establish a positive image for marketing purposes. The types of employment uses to be directed to zonal areas within the business park should be consistent with the most up to date and robust evidence agreed between the Council and the Airport owners which adopts an aspirational but market facing approach. Current evidence studies identify the need for distinct zonal areas to enable more effective marketing of the site for a range of uses that will contribute to sustainable economic growth. Current economic assessments identify a need for the following zones:

- High Value Industrial / Low value industrial (small proportion)
- Offices / R&D (Approximately 20% of site)
- Aviation (Situated with airside access where required)

4.223 Within this overall concept the following sectors offer particular potential and should be encouraged:

- Aerospace along with advanced engineering firms generally although without seeking to brand the site as a specialist aerospace / aviation park, which could limit its attraction to other sectors
- Start up firms, particularly in knowledge based sectors but also in industrial / engineering sectors. Some incubation facilities for higher technology firms would be important and the potential for a facility with some linkage to a higher education or other research centre should be investigated.
- More small workshop units for firms in higher end manufacturing or move on space for firms in some form of incubation/innovation centre with management support / mentoring. This could prove a steady future source of firms in knowledge related sectors that will grow and take on larger units on the site.
- A high quality office campus of modest scale, (That can be accommodated with deliverable transport infrastructure improvements) aimed at attracting small to medium sized firms in sectors such as financial and business services and ICT- related activities, perhaps linked to some of the creative sector activities such as web design, publishing etc.
- While not a sector to be encouraged on this strategic site, to diversify employment opportunities it may be possible to retain some lower value industrial and repair uses such as metal working and vehicle repair in specific zones away from the office area.

4.224 From the assessment undertaken by Nathaniel Lichfield and Partners for the Airport Economic Study (2008) there does not appear to be significant prospects for the attracting business activity within the environmental technologies sector. However they may be potential for a cluster of related activity within this sector.

4.225 B – Provision should be made for aviation related uses.

Option	Agree	Disagree	No Opinion
B	66	5	13

Table 4.26

Consideration of Evidence and Policy

4.226 The 2007 Master Plan for the North West Business Park prepared for MADL sets out a zonal approach which incorporates distinct sub areas for aviation related uses (particularly for those that require airside access).

4.227 The Airport Economic Study identifies good prospects for the promotion of advanced engineering which can be aviation related and some prospects for aircraft maintenance and repair. Some aviation related uses require direct airside access which supports the adoption of a zonal approach.

4.228 Planning Policy Statement 4

4.229 PPS4 sets out a definition of ‘economic development’ and the requirement to plan for floorspace and land requirements of uses within economic development which includes non B use classes. In this respect it is necessary to plan for the land and premises requirements of B uses and non B uses that require a business park location and contribute to sustainable economic growth. A zoned approach can still provide flexibility to the market within broad use areas.

Issues and Options Sustainability Appraisal

4.230 Aviation related uses are a key component of the growth sectors to be promoted at the Airport which assists economic growth (Objective 24).

Conclusions and Implications for Preferred Options

4.231 Aviation related uses as a component of advanced engineering / aircraft maintenance and repair can be promoted as part of a zonal approach and accommodated in distinct sub areas which may include direct airside access. See detailed discussion set out under Option A for the preferred zonal approach.

Issues and Options Consultation Response

4.232 Option C – There should be general flexibility in the location of different types of employment development to respond to market demand.

Option	Agree	Disagree	No Opinion
C	66	9	14

Table 4.27

Consideration of Evidence and Policy

4.233 In order to establish a clear marketable image for the site that will attract higher order uses there is a requirement to direct different uses to distinct sub areas of the business park. This approach provides market flexibility in respect of a range of uses that can ultimately be accommodated within the business park across the zones. A completely unregulated approach to employment uses would have an adverse impact upon the marketability of the site and economic vitality through low quality design and poor site planning with the creation of areas with potentially conflicting uses and no clear identity as established in the Nathaniel Lichfield Partners study and the Manchester Airports Development Limited Spatial Planning Framework (2007). The principle of zoning is intended to be flexible to the market and the range of uses to be accommodated based on the most up to date economic assessment agreed between the airport owners and the Council.

Issues and Options Sustainability Appraisal

4.234 At this point in the SA process it was not possible to identify clear positive or adverse impacts.

Conclusions / Implications for Preferred Options

4.235 See Conclusions set out under Option A

Issues and Options Consultation Response

4.236 Option D – Design policies should be used to influence the type of inward investment that can be attracted to the Airport.

Option	Agree	Disagree	No Opinion
D	34	24	14

Table 4.28

Consideration of Evidence and Policy

4.237 The Airport Economic Study (2008) puts forward the concept of using design policies to influence the nature of business activity attracted to the northern business parks. The use of design policies provides an instrument to influence the nature of business activity without being prescriptive concerning specific uses to be permitted which provides market flexibility. High level design policies in specific sub areas will act as a disincentive for lower order business activity seeking cheaper build costs.

Issues and Options Sustainability Appraisal

4.238 Design standards applied to sub areas of the business park assists in making places and spaces that that work well, look well and wear well (Objective 20). The application of design standards also assists in enhancing the image and marketability of the site, particularly for office uses which supports economic growth (Objective 24).

Conclusions and Implications for Preferred Options

4.239 The use of design policies to influence the type of business activity locating within sub areas of the business park is an approach which allows for flexibility for changes in the market over the plan period and assists in attracting uses that contribute to raising levels of productivity and the creation of high quality employment opportunities which contribute to sustainable economic growth.

Issues and Options Consultation Response

4.240 Option E – Development at the airport should be restricted to uses which would not be appropriate in town centres.

Option	Agree	Disagree	No Opinion
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E	25	36	13
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Table 4.29

4.241 East Dorset Transport Action Group stated that employment development at the airport should complement Bournemouth and Poole town centres. The preferred option set out below is consistent with achieving this objective.

Consideration of Evidence and Policy

4.242 The Bournemouth, Dorset and Poole Workspace Strategy sets out a predominant requirement for office and warehousing within South East Dorset. A level of office development needs to be accommodated at the airport business park to meet projected demand. The NLP economic study determines that a modest component of office development (20% of developable land) would not have an adverse impact on the focus of office development in Poole and Bournemouth town centres. The Airport's spatial strategy sets out a requirement for a proportion of office development and ancillary uses required to meet projected employment requirements and in order to improve the market attractiveness of the site. This is supported by the findings of the NLP study. The level of non employment uses will be ancillary to main employment development and will not have an adverse impact upon the viability and vitality of town centres in proximity to the airport.

4.243 Planning Policy Statement 4

4.244 The range of uses to be promoted at the Airport Business Park must carefully consider the impact upon related centres within the plan area and Bournemouth and Poole in particular. The level of non employment uses which could include retail will be ancillary to main employment development and will not have an adverse impact upon the viability and vitality of town centres in proximity to the Airport.

Issues and Options Sustainability Appraisal

4.245 This approach would assist in enhancing town centre viability by not promoting significant amounts of town centre uses in this business park location. It is also supportive of reducing the need to travel by maintaining town centre uses in central locations accessible by public transport.

4.246 A rigid approach to the restriction of all town centre uses is not conducive to sustainable economic growth. This is because a limited amount of office development is required to meet projected business requirements in combination with ancillary uses that would include a modest retail / leisure element.

Conclusions and Implications for Preferred Options

4.247 The range and extent of uses to be accommodated at the Airport must consider the impact upon town centres within the plan area and South East Dorset. The 20% office component identified in the Nathaniel Lichfield and Partners Airport Economic Study is considered not to have an adverse impact upon the vitality and viability of office development in Poole and Bournemouth Town Centres. The level of town centre uses such as A1 would need to be ancillary to the main employment development and of insufficient scale to adversely affect the vitality and viability of local town centres.

4.248 Preferred Options for issue BA5 are set out under issue:

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

Issue Identified at Issues and Options

4.250 BA6: What type of business activity should we be promoting at the Airport?

4.251 This issue has been asked in relation to the North West and North East business parks. However, significant new employment development in the North East sector will require the provision of a link road to the A338 which is uncertain to be delivered during the current plan period. Therefore the focus of the Core Strategy is toward developing an employment vision for the North West Business Park where new employment development can be brought forward with deliverable transport infrastructure improvements.

Issues and Options Consultation Response

4.252 Option A - Business Aviation

Option A	High	Medium	Low	None
North West Business Park	28	7	3	1
North East Business Park	29	6	0	3

Table 4.30

4.253 There is clear support from the issues and options response for business aviation uses. However, the market facing assessment undertaken by NLP for the Airport economic study (2008) identifies little scope for growth in this sector.

Consideration of Evidence and Policy

4.254 The Airport Economic Study (2008) conducted by Nathaniel Lichfield and Partners provides a market facing assessment of the types of business activity that can be attracted to the Airport. The NLP assessment concludes that there is low level demand for business aviation as the business aviation fleet is concentrated in the south east.

4.255 The 2007 RPS Burks Green Spatial Framework for the North West Business Park sets out zones for commercial, industrial, aviation and renewables but does not make specific reference to business aviation.

Issues and Options Sustainability Appraisal

4.256 The promotion of Aviation related business activity may increase the number of aircraft movements which has possible implications for air quality (Objective 6) and nitrogen deposition on sensitive habitats in the vicinity of the airport (Objective 1 'protect, enhance and expand habitats and protected species') (The significance of which will be explored in the HRA assessment work to be undertaken by LUC). The outputs of this work will inform the scale employment growth which can be accommodated within environmental limits.

4.257 The promotion of additional employment development at the Airport has potential implications for increased vehicular movements which may adversely affect air quality (Objective 6 'Air, noise and light pollution') and sensitive habitats (Objective 1 'protect, enhance and expand habitats and protected species'). Additional B1 office development will generate most additional traffic with greatest implications for air quality and sensitive habitats. The development of an employment vision for the northern business park will need to consider traffic generation of different employment mixes and options for effective mitigation. Measures to reduce traffic generation will include comprehensive travel planning and general improvements to public transport services (Objective 7 'Reduce the need to travel by car').

4.258 The quantum of employment development which can come forward at the Airport is dependent on deliverable local road improvements and their impact on sensitive nature conservation sites (Objective 1 'protect, enhance and expand habitats and protected species' and Objective 6 'Air, noise and light pollution'). This places a constraint on the level and range of business activity which can be accommodated which has a potential impact on sustainable economic growth (Objective 24 'Sustainable economic growth'). Outputs of the Airport Ecological Study (2008) and ongoing transport studies will determine the scale of employment development and accompanying transport infrastructure that can be accommodated within environmental limits.

4.259 Development at the Airport is constrained by sensitive nature conservation designations which lie within and adjoining the site. The potential polluting nature of business activity will depend on the specific occupier and is difficult to assess at this stage. Therefore, it is currently difficult to assess the impact on habitats (Objective 1 'protect, enhance and expand habitats and protected species', Objective 9 'limit water pollution', Objective 3 'reduce contamination' and Objective 6 'Air, noise and light pollution').

4.260 Any consideration of additional land requirements outside of the existing business park boundaries is heavily constrained by the impact on sensitive habitats.

4.261 The level 1 Strategic Flood Risk Assessment (SFRA) undertaken for Christchurch has identified the majority of the Northern Business Park within an area of high floodrisk (3b). Outputs of the Level 2 SFRA have reduced the degree and extent of significant flood risk to the North West Business Park which includes areas of flood zone 3a and 2. Modelling of flood defence options is required to determine the level of development which can come forward within the North West Business Park which contributes to a positive impact on Objective 10 'reducing vulnerability to flooding'.

4.262 The contribution to providing access to learning, training, skills and knowledge development is likely to be significant for all the business activity considered here. More knowledge based employment such as advanced engineering, biotechnology and business aviation are likely to provide higher order employment opportunities of greater benefit to the employee and the local economy (Objective 14).

4.263 The design of new development and the quality of the public realm is highly significant for the attraction of a range of business activity that will contribute to sustainable economic growth (SA Objective 20 ‘create places and spaces that work well’ and Objective 24 ‘sustainable economic growth’). The Christchurch and East Dorset Employment Land Review (2007) points toward the requirement for modern high quality office and industrial units to meet market demand.

4.264 Future development at the Airport must have careful consideration for impact on landscape quality. The Airport and much of Christchurch Borough is subject to a safeguarding zone limiting the scale of new development providing a means of protecting landscape quality. Green Belt policy also provides a secondary measure for preserving the openness of the surrounding landscape (Objective 22). The provision of appropriate landscaping accompanying development within the within the existing site boundary will soften the impact of new development.

4.265 In order to facilitate sustainable economic growth the mix of business activity at the Airport is very significant particularly as it represents a very high proportion of employment land supply serving the needs of South East Dorset (Objective 24). The establishment of an employment vision for the business park must adopt an approach which is both aspirational and market facing. Such an assessment has been undertaken by Nathaniel Lichfield and Partners in the Bournemouth Airport Economic Study (2008). The findings of this study alongside responses to the Issues and Options engagement will determine an appropriate range of business activity to be promoted at the Airport to support sustainable economic growth (Objective 24).

Conclusions and Implication for Preferred Options

4.266 The impression is that respondees have considered the need for ‘business aviation’ in the context of general aviation related employment and as such have identified significant demand for aviation related uses. However, in accordance with NLP’s assessment there is low level demand for ‘business aviation’ and this use is not anticipated to have significant requirements for land and premises at the airport. The NLP assessment has identified significant demand for advanced engineering uses which may be aviation related. Airside access will be required for some but not all aviation related businesses.

Issues and Options Consultation Response

4.267 Option B – Aircraft Maintenance, Repair and Overhaul

Option A	High	Medium	Low	None
North West Business Park	25	9	3	2
North East Business Park	21	8	0	4

Table 4.31

4.268 The Issues and options response identifies clear support for this form of business activity however the Airport Economic Study (2008) concludes that there is little scope for growth in this sector.

Consideration of Evidence and Policy

4.269 The Airport Economic Study states that in the face of competition from other established Airports with maintenance bases in the UK / overseas there is little scope to grow this sector at the Airport. However, policy should support those specialist maintenance firms currently located at the Airport.

Issues and Options Sustainability Appraisal

4.270 See SA assessment set out for option A.

Conclusions and Implications for Preferred Options

4.271 In accordance with the NLP assessment there is little demand from this sector but the Core Strategy approach should be to support the specialist maintenance firms currently located at the airport business park. The issues and options response is not consistent with NLP's assessment. No alternative evidence has been put forward to counter NLP's view so the preferred option is consistent with NLP's assessment of low / moderate growth for this sector.

Issues and Options Consultation Response

4.272 Option C – Air Freight

Option C	High	Medium	Low	None
North West Business Park	24	9	3	3
North East Business Park	20	8	1	5

Table 4.32

4.273 The issues and options response identifies support for the promotion of this form of business activity but this is not supported by the Airport's own view and the findings of the Airport Economic Study (2008).

Consideration of Evidence and Policy

4.274 The airport's own assessment does not anticipate a significant growth in air freight operations. Growth in low cost airlines does not offer increased freight capacity. The NLP assessment states that the airport offers few advantages for growth in the air freight sector. It does not lie in or near a centre of major commercial activity and is not centrally located within the region. Its runway is shorter than the top six freight airports. It is not in sufficient proximity to the motorway and has a limited number of carriers and destinations. Therefore low level growth is anticipated.

Issues and Options Sustainability Appraisal

4.275 See SA assessment set out for option A.

Conclusions and Implication for Preferred Options

4.276 In accordance with NLP’s market facing assessment anticipated demand for air freight is low and is not envisaged to have a significant land requirement. The issues and options response is not consistent with NLP’s assessment. No alternative evidence has been put forward to counter NLP’s view so the preferred option is consistent with NLP’s assessment of low growth for this sector.

Issues and Options Consultation Response

4.277 Option D – Light/General Industry/ Manufacturing

Option D	High	Medium	Low	None
North West Business Park	18	14	6	1
North East Business Park	15	12	2	3

Table 4.33

4.278 The issues and options response records medium to high demand for this form of business activity which is supported by the findings of the Airport Economic Study (2008).

Consideration of Evidence and Policy

4.279 NLP conclude that indigenous demand for modern industrial space is likely to generate demand at the airport. Within this category more highly polluting uses will not be suitable for this location due to the proximity of sensitive habitats. The NLP study identifies a moderate to high level of demand for general manufacturing.

Issues and Options Sustainability Appraisal

4.280 See assessment set out under option A

Conclusions and Implications for Preferred Options

4.281 The NLP assessment determines a moderate to high level of demand for land and premises for this sector which is consistent with responses to the issues and options engagement. In view of current infrastructure constraints the focus of development is toward the North West business park.

Issues and Options Consultation Response

4.282 Option E) Advanced Engineering

Option E	High	Medium	Low	None
North West Business Park	23	11	5	1
North East Business Park	16	9	1	3

Table 4.34

4.283 This issues and options response identifies a medium to high demand for advanced engineering which is supported by the Airport Economic Study (2008).

Consideration of Evidence and Policy

4.284 Employment numbers within this sector have fallen across the sub region, however there are a number of firms in the engineering sector based at aviation park which could form the basis for further expansion. The airport is considered to be an attractive location with suitable premises available and attractive to the needs of this sector. The NLP assessment considers the airport capable of attracting a fairly high level of demand with opportunities for clusters of related activity.

Issues and Options Sustainability Appraisal

4.285 See assessment set out under option A.

Conclusions and Implications for Preferred Options

4.286 The NLP assessment identifies a high level demand for land and premises for this sector which is consistent with the response to the issues and options engagement. Due to current infrastructure constraints the focus of new development within this sector is toward the North West business park.

Issues and Options Consultation Response

4.287 Option F) Environmental Technologies

Option F	High	Medium	Low	None
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North West Business Park	20	12	6	2
North East Business Park	16	7	4	3

Table 4.35

4.288 The issues and options response identifies a medium to high demand for business activity within this sector but this is not supported by the Airport Economic Study (2008).

Consideration of Evidence and Policy

4.289 The NLP assessment determines that there is relatively low demand for land and premises in this sector. The airport offers relatively low cost sites which could act as an incentive but these do not mix well with higher value uses. Other than the provision of premises, the airport does not appear to offer strong advantages for higher end firms in this sector such as research or consultancy. Also, from experience elsewhere the operation and outputs of the planned MBT facility do not appear to form the basis for attracting significant activity in this sector. This assessment undertaken by MADL in their spatial planning framework for the North West business park identifies scope for a renewable cluster in proximity to the proposed MBT plant. On balance it is possible that some activity is possible in this sector but is anticipated to be low level.

4.290 Envisioning the Green Knowledge Economy (A report prepared for the Bournemouth, Dorset and Poole MAA Partnership (March 2009))

4.291 This report was undertaken to inform the economic strategy for the emerging Bournemouth, Dorset and Poole MAA. The 'green economy' refers to a variety of economic activities directed toward tackling climate change and creating a low carbon economy. In the local context this can refer to energy efficiency innovation in small firms, marine and coastal conservation practices and R&D, and new sustainability principles applied to transport management, urban design and rural development.

4.292 *'Green jobs' can be referred to as work in agriculture, manufacturing, research and development, administrative and service activities that contribute substantially to preserving or restoring environmental quality. This includes jobs that help protect ecosystems, and biodiversity, reduce energy, materials, and water consumption through high efficiency strategies; decarbonise the economy; and minimise or altogether avoid generation of all forms of waste and pollution.* (Green Jobs, UNEP, 2008)

4.293 On this basis new development at the operational Airport and the Airport business park has potential to embody low carbon and low energy construction techniques and renewable sources of energy. There is also potential for manufacturing and research and development companies within the Green Economy to locate at the Airport. The principles of the Green Knowledge Economy can apply to all industries operating from the business park and the operational airport.

Issues and Options Sustainability Appraisal

4.294 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.295 The NLP study provides the most detailed assessment of the scope for development of environmental technologies at the airport which identifies low level demand. The Airport's own assessment is more optimistic and on balance some level of growth is possible within this sector but is not anticipated to have a significant land requirement.)

4.296 The concept of the 'Green Knowledge Economy' is set out above and is distinct from 'environmental industries' but with some correlations. Principles of the 'Green Knowledge Economy' can be taken on in the working practices of all the companies located at the Airport in terms of sustainable transport, low carbon construction / technology, and the use of renewable energy. There is also scope to attract businesses within manufacturing and R&D associated with the Green Economy. The Core Strategy and the Airport's master planning is able to influence the locational attributes / zoning and design standards for the business park which can have some impact on the Green Knowledge Economy. However, significant growth in 'green jobs' and industries is likely to be dependant on government investment

Issues and Options Consultation Response

4.297 G) General Office and Financial Business Services

Option G	High	Medium	Low	None
North West Business Park	7	16	12	4
North East Business Park	7	12	9	6

Table 4.36

4.298 A low number of responses were received but generally a medium level of demand has been identified. The Airport Economic Study (2008) identified a moderate to high demand for this type of business activity subject to the provision of appropriate premises. However, provision is likely to be small scale so as not to adversely affect the office markets of Bournemouth and Poole.

Consideration of Evidence and Policy

4.299 Within the sub region Bournemouth has performed strongly in the financial services sector and has attracted larger firms in the past. Continuing demand comes from existing firms expanding or upgrading premises although new relocations tend to be small scale. Office development is more attracted to Poole and Bournemouth town centres and business parks on the M3/M27 corridor. However, with provision of high quality offices, improved facilities and easy parking, the Airport could be made more attractive to small/medium sized firms in this sector. There is moderate / high demand for office development, although the overall amount of land required is likely to be limited.

Issues and Options Sustainability Appraisal

4.300 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.301 In accordance with the NLP assessment a limited amount of new office development is projected for the north west business park. This is consistent with the issues and options response which determined a medium level demand. The amount of office development to be accommodated at the airport must be consistent with the level of development which can be accommodated with a deliverable package of transport infrastructure improvements (as set out in the Peter Brett report). The level of office development will also be limited by projected levels of emissions and the associated impact upon sensitive habitats in proximity to the Airport. The level of office development permitted at the Airport must avoid any adverse impact on the vitality and viability of office markets in Bournemouth and Poole.

Issues and Options Consultation Response

4.302 Option H) Bio – Technology and Medical Related Sectors

Option H	High	Medium	Low	None
North West Business Park	9	13	11	3
North East Business Park	8	7	8	5

Table 4.37

4.303 The Airport Economic Study (2008) identifies low prospects for growth within this sector.

Consideration of Evidence and Policy

4.304 Nathaniel Lichfield and Partners (NLP) assessment determines that businesses within this sector require access to strong research facilities, a supply of high quality graduates and close links to London. The sub region has performed poorly against these criteria. Without significant change to the local research base the demand for premises at the airport is low. The issues and options response confirms a low demand in this sector and those that have identified a high representation reflects more of an aspiration as opposed to a market reality.

Issues and Options Sustainability Appraisal

4.305 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.306 In accordance with NLP's assessment demand for land and premises within this sector is anticipated to be low at the airport which is generally consistent with the issues and options engagement response.

Issues and Options Consultation Response

4.307 Option I) Marine Technologies

Option I	High	Medium	Low	None
North West Business Park	7	12	12	4
North East Business Park	6	6	9	7

Table 4.38

Consideration of Evidence and Policy

4.308 The Airport Economic Study (2008) concludes that most business activity within this sector is likely to locate in Poole. Poole and Christchurch have seen job growth in this sector however very few marine based firms are located in the Northern Business Park. The 20km distance from the port of Poole also contributes to a low potential for growth in this sector at the Airport. The issues and options response broadly reflects this analysis.

Issues and Options Sustainability Appraisal

4.309 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.310 In accordance with Nathaniel Lichfield and Partner's assessment and the issues and options response there is low level demand for marine technologies at the Airport Business Park and it is not anticipated to require significant land or premises.

Issues and Options Consultation Response

4.311 Option J) Cultural / Creative Sectors

Option J	High	Medium	Low	None

North West Business Park	5	6	10	14
North East Business Park	7	7	9	12

Table 4.39

Consideration of Evidence and Policy

4.312 The Airport Economic Study (2008) identifies little prospect for growth in this sector at the Airport. City centre locations are more conducive to growth in this sector with growth envisaged for Bournemouth and Poole. There has been little recent job growth in this sector locally and employment in printing and other creative sectors has declined. Unless the image and facilities of the airport are greatly enhanced demand appears to be low. This view is broadly confirmed by the issues and options response.

Issues and Options Sustainability Appraisal

4.313 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.314 The Nathaniel Lichfield and Partners assessment anticipates very low level demand at the Airport for this form of business activity which is consistent with the issues and options response.

Issues and Options Consultation Response

4.315 Option K) Leisure and Hospitality

Option K	High	Medium	Low	None
North West Business Park	10	8	10	9
North East Business Park	10	7	6	13

Table 4.40

Consideration of Evidence and Policy

4.316 The Airport Economic Study (2008) has identified the opportunity for some limited activity within this sector. Passenger growth at the Airport is likely to generate some demand for a hotel over time. Any increase of firms and staff on the employment site should increase demand for hotel, conference space, catering and leisure uses in the site, as are common on modern business parks elsewhere. Demand is likely to be longer term, smaller scale and linked to the pace of overall development at the airport.

Issues and Options Sustainability Appraisal

4.317 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.318 The Nathaniel Lichfield and Partners (NLP) study determines that the requirement for business activity in this sector is likely to be in the longer term. The NLP study and the 2007 Manchester Airports Development Limited (MADL) Spatial Planning Framework identify the need for a hotel, conference space, catering and leisure uses which provide facilities for airport employees of a level which is ancillary to employment uses. The direction provided in relation to the issues and options response is unclear.

Issues and Options Consultation Response

4.319 Option L) Distribution and Logistics

Option L	High	Medium	Low	None
North West Business Park	10	19	3	4
North East Business Park	12	9	4	6

Table 4.41

Consideration of Evidence and Policy

4.320 The Airport Economic Study (2008) identifies moderate to high demand within this sector. Good local demand exists within the sub region for smaller scale units, for which improved existing roads may be adequate. There should be moderate / high demand from this sector up to what the local road network can accommodate. This is primarily for small/medium sized distribution firms and could take up a significant proportion of industrial space available.

Issues and Options Sustainability Appraisal

4.321 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.322 The Nathaniel Lichfield and Partners assessment determines a high level of demand for small and medium sized firms in this sector at the airport business park. The issues and options response is broadly consistent in identifying a medium to high level requirement for this form of business activity. The level of provision will be determined by what can be accommodated within the capacity of the highway network and within environmental limits.

4.323 ICT – (Option not included in Issues and options consultation)

4.324 This option was identified as the NLP Airport Economic Study (2008) has identified some potential for growth in this sector in the airport business park.

Consideration of Evidence and Policy

4.325 There appears to be the scope to attract some indigenous growth from established firms in the sub region. The airport has a modest representation in this sector with some small firms at the Basepoint centre. The airport appears unlikely to attract major firms against competition from Southampton and the Thames Valley. Provision of small flexible premises at the airport could attract a moderate level of demand, and developing good quality offices with better facilities may bring some relocations by larger firms.

Issues and Options Sustainability Appraisal

4.326 See SA assessment set out under option A.

Conclusions and Implications for Preferred Options

4.327 Moderate levels of growth are anticipated within this sector at the north west business park in accordance with the NLP assessment.

Overall Conclusions

4.328 The Airport Economic Study (2008) prepared by NLP explores the range of business activity which can be attracted to the Airport and the assessment is as follows:

Sector	Current representation in sub region	Potential at Aviation Park	Scope with Step Change in Economy
Business Aviation	Low	Low	Moderate

Aircraft Maintenance / Repair	Low	Low / Moderate	Moderate
Air Freight	Low	Low	Low / Moderate
General Manufacturing	Moderate	Moderate / High	Moderate / High
Advanced Engineering	High	High	High
Environmental Industries	Low	Low	Low / Moderate
Financial / Business Services	High	Moderate / High	High
ICT	Moderate	Moderate	High
Biotechnology / Medical	Low	Low	Low
Marine Technologies	High	Low	Low
Cultural / Creative	Moderate	Low	Moderate
Leisure / Hospitality	High	Low	Low
Distribution / Logistics	Moderate	High	High

Table 4.42

4.329 From this assessment the strongest sectors for growth at the business park include:

- **General Manufacturing**
- **Advanced Engineering**
- **Financial and Business Services**
- **ICT**
- **Distribution / Logistics**

Bournemouth, Dorset and Poole Workspace Strategy (2008)

4.330 The Workspace Strategy sets out projected land and premises requirements for the plan area to 2026. This identifies the greatest requirement for offices and warehousing and does not make detailed recommendations with respect to specific forms of business activity. The strategy assesses sector distribution by Travel to Work Area (TTWA) and identifies the largest sectors for the Bournemouth TTWA:

- Financial and business services (23.6%)
- Education and Health (19%)
- Distribution and Retail (18.8%)
- Hotel and Catering (9.6%)
- Manufacturing (8.9%)
- Construction (7.2%)
- Transport and Communications (4.6%)
- Misc Services (4.6%)

4.331 Sectors with Largest Anticipated Growth in Bournemouth TTWA (2006 – 2026)

- **Education and Health (35.5%)**
- **Financial and Business Services (21%)**
- **Distribution and Retail (21%)**
- **Misc Services (15.2%)**
- **Transport and Communications (14.3%)**
- **Construction (12.4)**
- **Hotel and Catering (11.3)**

4.332 Education and health are not anticipated to require B class land are unlikely to locate at the airport. Financial and Business services and distribution are suited to the airport location as identified in the NLP study.

4.333 Preferred Options for issue BA6 are set out under issue:

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

Issue Identified at Issues and Options

4.335 BA7: What type of premises should be provided in the North West and North East areas?

Issues and Options Consultation Response

Option A Small Business Units / industrial	North West	North East
	29	25

Table 4.43

Consideration of Evidence and Policy

4.336 There is strong demand from firms already based in the sub region (Airport Economic Study (2008) and reflected in the Issues and options response (Demand for mostly 100 – 200sqm as well as 1,000 – 2,000sqm design and build units.) Most demand recorded for B1(c) and B2. (73% of enquiries are for industrial premises / most enquiries for 200 – 450sqm).

Issues and Options Sustainability Appraisal

4.337 These type of premises are in significant demand and likely to assist economic growth.

Conclusions and Implications for Preferred Options

4.338 The evidence supports a strong demand for small business units particularly those within B1(c) and B2. The focus for the provision for new premises is likely to be on the north west business park due to the infrastructure constraints associated with the north east business park which requires the provision of a link road to the A338 for significant further development to come forward.

Issues and Options Consultation Response

Option B Larger Business Units / Industrial	North West	North East
	27	21

Table 4.44

Consideration of Evidence and Policy

4.339 The employment land review process and the Airport Economic Study (2008) have identified demand for larger hangers between 2,000 and 15,000sqm. Future demand is anticipated from aviation related firms. The Airport is one of the few locations with the capacity to accommodate larger units although most demand is for smaller premises.

Issues and Options Sustainability Appraisal

4.340 The provision of larger premises is necessary to provide sufficient market flexibility to support sustainable economic growth (Objective 24).

Conclusions and Implications for Preferred Options

4.341 There is some demand for larger premises the scale and amount required are set out in the evidence base.

Issues and Options Consultation Response

Option C) Large Purpose Built Office Units	North West 19	North East 15
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Table 4.45

4.342 There is some level of demand identified from the issues and options response but the focus of larger scale office development is in Bournemouth and Poole and main focus for office development is the south east.

Consideration of Evidence and Policy

4.343 The Airport Economic Study (2008) identifies a demand for limited office development at the Airport. They set out a preferred development option for the business park of 80% industrial and 20% office which should not have an adverse impact on the vitality and viability of the office market in Bournemouth and Poole. The Airport has received some enquiries for office units between 2000 – 4000 sqm. However, most demand is focussed to Poole and Bournemouth town centres and the M3/M27 corridor near Southampton.

Issues and Options Sustainability Appraisal

4.344 Large scale office development at the airport may adversely affect Bournemouth and Poole town centres which could have an adverse impact on Objective 23 which relates to the vitality and viability of town centres. Large office development is likely to generate significant traffic which has adverse implications for air quality (Objective 6) and the condition of sensitive habitats (Objective 1).

Conclusions and Implications for Preferred Options

4.345 Consistent with the Airport Economic Study (2008) it is possible to accommodate a limited amount of office development of the proportion set out in the preferred development option contained within the study (80% industrial, 20% office). Prior to the implementation of a link road from the north east sector to the A338 the focus of new office development will be in the north west business park.

Issues and Options Consultation Response

4.346 **Option D) Small purpose built office units – North West**

Option D) Small purpose built office units	North West	North East
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	23	21
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Table 4.46

Consideration of Evidence and Policy

4.347 Demand for office accommodation at the airport recorded through the employment land review and the NLP economic study is mainly for smaller units of between 200 – 1000 sqm. 27% of enquiries made to the airport are for office premises and 91% of these enquiries are for units under 465 sqm. The Workspace Strategy supports this view of the demand for office accommodation.

Issues and Options Sustainability Appraisal

4.348 Smaller scale office development is required by the market and will support economic growth (Objective 24). Implications for town centre vitality are not anticipated to be significant (Objective 23).

Conclusions and Implications for Preferred Options

4.349 In accordance with the evidence set out above there is a significant demand for smaller office units at the airport. The level of provision should be consistent with development that can come forward within the capacity of the highway network (subject to deliverable improvements as set out in the Peter Brett report) and within environmental limits determined by the outputs of the airport ecological study. The level of office provision should not have an adverse impact on the vitality and viability of the office market in Bournemouth and Poole town centres.

Issues and Options Consultation Response

Option E Warehouses	North West	North East
	21	18

Table 4.47

4.350 The Issues and Options engagement identifies demand for warehousing which is supported by the findings of the Airport Economic Study (2008).

Consideration of Evidence and Policy

4.351 The Airport Economic Study (2008) identifies demand for warehousing. Significant demand exists for small/medium sized B8 units and half of all enquiries are for warehousing as determined by the Christchurch and East Dorset Employment Land Review (2007).

Issues and Options Sustainability Appraisal

4.352 The SA assessment undertaken at this stage has not identified and clear adverse impacts. The level of any adverse impact will depend upon the scale of provision and its associated impact on the capacity of the local highway network and the impact of pollutants on sensitive habitats (Objective 1) in proximity to the Airport. The evidence base identifies a significant demand for B8 warehousing which will assist sustainable economic growth (Objective 24).

Conclusions and Implications for Preferred Options

4.353 In accordance with the evidence base there is a significant demand for warehousing at the Airport. The level of future provision must be consistent with what can be provided within the capacity of the local highway network (subject to deliverable improvements identified in the Peter Brett study) and within environmental limits determined in the Airport Ecological Study (2008). Prior to the implementation of a link road from the North East Sector to the A338 the focus of development will be on the North West Sector.

Issues and Options Consultation Response

4.354 Option F) Sites for the expansion of businesses for specific occupiers (North West)

Option F) Sites for the expansion of businesses for specific occupiers	North West 23	North East 19
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Table 4.48

Consideration of Evidence and Policy

4.355 The Airport Economic Study (2008) identifies a low demand with no large sites available for large new occupiers. Some demand has been identified for specific occupiers within the Airport Business Park. This includes the proposed MBT plant planned to be located in the North West sector. Within the North East business park FRA have taken up premises previously occupied by BASCO and may require further sites with airside access. Aim Aviation has plans for expansion within the North West Business Park.

Issues and Options Sustainability Appraisal

4.356 Meeting the land and premises requirements of key businesses at the business park assists in achieving sustainable economic growth (Objective 24). The impact on SA objectives of expansion proposals is dependent on scale and the nature of business activity which is unclear at this stage.

Conclusions and Implications for Preferred Options

4.357 The evidence gathering process has identified the expansion plans for specific businesses currently located at the Airport. It is necessary to meet the land and premises requirements of businesses that make a significant contribution to providing high quality employment opportunities and raising levels of economic productivity.

Issues and Options Consultation Response

Option G Start Up / Incubator Premises	North West	North East
	19	22

Table 4.49

Consideration of Evidence and Policy

4.358 The sub region seems to be relatively well provided for with small start up firms but these are concentrated in Bournemouth and Poole. The Basepoint Centre in the North West Business Park provides 70 serviced units and workshops. There is a need for more small workshops for higher end manufacturing or move on space for firms in some form of incubation/innovation centre with management support / mentoring. There is a shortage of slightly larger move –on premises for firms emerging from start up units (Airport Economic Study (2008)). There is a need to support start up firms, particularly in knowledge based sectors and from industrial / engineering sectors). Incubation facilities for higher technology are important and the potential for a facility with some linkage to a higher education or research institution should be investigated.

Issues and Options Sustainability Appraisal

4.359 These premises are required to meet the needs of business in the local area and will assist economic growth (objective 24). The extent of any adverse impacts is dependant upon the scale of anticipated development for this use which is unclear at this stage.

Conclusions and Implications for Preferred Options

4.360 There is a specific need at the Airport for small workshops for higher end manufacturing or move on space for firms in an innovation centre with management support / mentoring. These types of premises are particularly required for knowledge based firms and firms from industrial / engineering sectors. Incubation facilities are also required for higher technology firms which may have some form of linkage to a higher education or research institution (if possible to achieve). The level of development must be within the scale that can be accommodated by deliverable improvements to the local highway network and within environmental limits identified in the airport ecological study.

Issues and Options Consultation Response

Option H Recycling / environmental industries	North West 21	North East 12
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Table 4.50

Consideration of Evidence and Policy

4.361 There is some level of demand identified for the north west sector this is likely to be limited. The Airport Economic Study (2008) determines that there is relatively low demand for land and premises in this sector. The Airport offers relatively low cost sites which could act as an incentive but these uses do not mix well with higher value uses. Other than the provision of premises, the Airport does not appear to offer strong advantages for higher end firms in this sector such as research or consultancy. Also, from experience elsewhere the operation and outputs of the planned MBT facility do not appear to form the basis for attracting significant activity in this sector. This assessment undertaken by Manchester Airports Development Limited (MADL) in their 2007 spatial planning framework for the North West business park identifies scope for a renewable cluster in proximity to the formally proposed MBT plant. On balance it is possible that some activity is possible in this sector but is anticipated to be low level.

Issues and Options Sustainability Appraisal

4.362 The promotion of these kinds of uses has the scope to minimise waste and reduce the use of non renewable energy and green house gas emissions.

Conclusions and Implications for Preferred Options

4.363 There may be some opportunities for limited development within the recycling / environmental industries sector. Should there be demand for business activity within this sector careful consideration will be required for the impact on higher order uses located within the western business park. As a separate but related issue the Core Strategy will consider the level of on site renewable energy provision required from new commercial development at the airport. This is addressed within the climate change background paper.

4.364 Preferred Options for issue BA7 are set out under issue:

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

5 Options

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

Preferred Option BA1:

5.1 Vision for the airport as a whole

5.2 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.

5.3 The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local and sub-regional economy. This will include the potential to attract new business sectors in knowledge based and green technology to increase opportunities for higher skilled employment.

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

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

5.6 Strategy for the operational airport:

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

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

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

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

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

5.10 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.

5.11 **Strategy for the airport northern business parks:**

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

5.13 Current economic assessments identify a need for the following zones:

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

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

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

5.15 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

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

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

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

Alternative Preferred Option BA2

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

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

BA3 (Preferred Option)

5.19 Only land required for operational development should be removed from the Green Belt.

BA4(Alternative Non Preferred Option)

5.20 Only land within the existing ‘Southern Sector’ boundary required for operational development should be removed from the Green Belt.

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

BA5: (Preferred Option)

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

- **Floodrisk** – Areas of the northern development zone have been identified as high flood risk (zone 3) and will require appropriate mitigation measures put in place to ensure sufficient land can come forward to meet market demand over the plan period.

- **Emissions from air traffic / road traffic** – Emissions from road traffic are considered the most significant for adversely affecting air quality and sensitive habitats. (Further work is required to determine the extent of the impact from aircraft emissions)
- **Impact upon environmental designations:** The proximity of sensitive environmental habitats and Natura 2000 sites is an ultimate constraint on the extent of road and junction improvements that are possible within environmental limits.

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

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

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

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

5.24 BA6 (Preferred Option) (Enables possible 15 – 30ha of new employment development).

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

5.25 BA7: (Alternative preferred option if option 1 not deliverable) (Enables possible 12 – 15ha of new employment development).

- Improvements to Parley Cross Roads, Chapel Gate Roundabout, Hurn Roundabout and Blackwater Junction

- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth

5.26 BA8: (Alternative Preferred Option) (Enables possible 30 - 60ha of new employment development) Precise schemes as Option BA2a with the addition of the A338 link road and widening of the A338 north of Blackwater Junction.

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

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

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

BA9: (Preferred Option)

5.28 Permit development in line with **BA6**.

BA10: (Alternative Preferred Option if Option BA2 (Preferred Option non deliverable)

5.29 Permit development in line with **BA7 (Alternative Preferred Option)**

BA11: (Alternative Preferred Option)

5.30 Permit development in line with **BA6 (Preferred Option)** while seeking funding and obtaining developer contributions for a link road from the north east business park to the A338.

6 Implementation

6.1 The following section sets out an infrastructure delivery plan for strategic transport infrastructure required to bring forward further development at the operation Airport, Airport Northern Business Parks and in accommodating new housing development in the surrounding area. This identifies funding requirements and funding sources for the implementation of infrastructure including timing and responsibilities for delivery. This infrastructure plan for the airport and surrounding area will form part of the infrastructure plan for the local development framework that will inform the production of a tariff based approach to developer contributions.

Possible Funding Sources for Airport Transport Infrastructure

South East Dorset Interim Transport Strategy

6.2 Bournemouth, Poole, East Dorset and Christchurch have adopted the South East Dorset Transport Contributions Framework which applies to residential and commercial development. An executive group has been established with elected member representation from each authority for the purpose of prioritising projects for receipt of funds from collected across SE Dorset through the scheme. Infrastructure schemes set out below have been prioritised for funding support at 50% of the build cost. This is an interim policy in advance of a tariff policy being adopted through the LDF.

Cost of Infrastructure Improvements (Excluding link road and A338 widening north of Blackwater)

6.3 The current cost of the scheme is estimated to be 45.4m. 50% of the cost will be drawn from the SE Dorset contributions with the potential for additional funding from developer contributions coming from the Airport.

Local Enterprise Partnership

6.4 The LEP for South East Dorset is in its early stages and it is not clear the level of funding that may be available to support transport infrastructure schemes for highways improvements in the vicinity of the airport. However, this is identified as a possible source of funding.

Airport Infrastructure Delivery Plan

Infrastructure	Timing	Potential Funding Sources	Responsibility	Delivery Documents
A338 Widening from Cooper Dean to Blackwater Junction	Possible commencement 2016	Local Enterprise Partnership	DCC	Core Strategy

6 Implementation

(Part of infrastructure package required to deliver 15 - 30ha in the North West Business Park and housing growth in the wider area)		DCC Developer Contributions (South East Dorset Contributions 50%)	Manchester Airports	LTP 3 Airport Master Plans
Blackwater Junction Improvements (Part of infrastructure package required to deliver 12 -15ha in the North West Business Park and housing growth in the wider area)	Possible commencement 2016	Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)	DCC Manchester Airports	Core Strategy LTP 3 Airport Master Plans
Hurn Roundabout Junction Improvement (Part of infrastructure package required to deliver 12 -15ha in the North West Business Park and housing growth in the wider area)	Possible commencement 2016	Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)	DCC Manchester Airports	Core Strategy LTP 3 Airport Master Plans
Additional High Occupancy Lane on B3073 (Parley Lane) (Part of infrastructure package required to deliver 12 -15ha in the North West Business Park and housing growth in the wider area)	Possible commencement 2016	Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)	DCC Manchester Airports	Core Strategy LTP 3 Airport Master Plans
Parley Cross Junction Improvements (Part of infrastructure package required to deliver 12 - 15ha in the North West Business Park and housing growth in the wider area)	Possible commencement 2016	Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)	DCC EDDC Manchester Airports	Core Strategy LTP 3 Airport Master Plans

<p>Improvements in public transport services serving operational airport and business park</p> <p>(Part of infrastructure package required to deliver 12 - 15ha in the North West Business Park and housing growth in the wider area)</p>	<p>Possible commencement 2016</p>	<p>Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)</p>	<p>DCC Manchester Airports Bus Companies</p>	<p>Core Strategy LTP 3 Airport Master Plans</p>
<p>Off carriageway cycle lane adjacent to the A338 providing access to Bournemouth</p> <p>(Part of infrastructure package required to deliver 12 -15ha in the North West Business Park and housing growth in the wider area)</p>	<p>Possible commencement 2016</p>	<p>Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)</p>	<p>DCC Manchester Airports</p>	<p>Core Strategy LTP 3 Airport Master Plans</p>
<p>Link road from North East Sector to A338</p> <p>(Required to deliver development in excess of 15 – 30 ha)</p>	<p>Uncertain</p>	<p>South East Dorset Developer Contributions (50%)</p>	<p>DCC Manchester Airports</p>	<p>Christchurch Local Plan 2001 Christchurch and East Dorset Core Strategy (Possible inclusion subject to funding)</p>
<p>A338 Widening north of Blackwater Junction</p> <p>(Required to deliver development in excess of 15 – 30 ha)</p>	<p>Uncertain</p>	<p>Uncertain</p>	<p>Uncertain</p>	<p>Uncertain</p>

Table 6.1

Infrastructure Provision and Future Airport Development

6.5 Transport infrastructure schemes set out above excluding A338 widening and the link road from the north east business park to the A338 may enable a further 12 - 15ha of new employment development at the airport business park in addition to enabling housing growth in the wider area. The addition of A338 widening (from Cooper Dean to Blackwater) to B3073 improvements is likely to enable development in the region of 15 - 30ha. The provision of a link road in addition to these schemes is likely to enable in the region of 30 - 60ha in addition to wider housing growth.