

## PLANNING COMMITTEE



Application Address	Land at Aviation Business Park Viscount Road Hurn Dorset BH23 6NW
Proposal	Development of estate road and drainage infrastructure with associated works (full)
Application Number	8/19/0870/FUL
Applicant	Imperial Park Bournemouth Ltd and Bournemouth International Airport Ltd
Agent	Robert Barnes
Ward and Ward Member(s)	Commons Cllr Margaret Phipps Cllr Vanessa Ricketts
Status	Public Report
Meeting Date	16 December 2021
Recommendation	<b>Grant in accordance with the details set out below subject to revised cycleway plans and contributions</b>
Reason for Referral to Planning Committee	Application which has a significant impact on a wide number of businesses and / or people and has a finely balanced Officer recommendation. BCP Council also has an interest in the site and the scheme is a Major Development.
Case Officer	Clare McCarthy

### **Description of Proposal**

1. This is a detailed application (8/19/0870) for an estate road and drainage infrastructure with associated works, which relate to biodiversity and landscape. The estate road has been submitted to provide an internal link road to facilitate access between the Eastern and Western business parks and allow traffic to enter and leave via Chapel Gate or via Matchams Lane.
2. The application comprises an 8.5ha linear area of land, which arcs around the northern edge of Aviation Business Park. It includes lengths of existing separate estate roads to the west and east, and the additional land required to

- accommodate a complete access route which is currently Taxiway Victor within airport land.
3. The land proposed for the link road application is contained entirely within the land that forms the outline planning application where five new industrial zones would be accessed from the proposed estate road.
  4. The implementation of a link road is required to facilitate the implementation of 85,100 sq m of industrial development proposed as part of the 8/19/0864 outline application. The amended plans of the same proposed access were received on 23 November 2021 and are under review at time of writing. Update will be provided to Members at the Committee.
  5. The phased delivery of the link road would be secured by S106 legal agreement linked to the outline application (8/19/0864) because the thresholds of industrial floorspace proposed in the outline development will trigger when junction improvements have to be provided and when the gate or barrier is removed and the connection between east and western aviation business parts can be opened. These same Estate Road plans are submitted in full for the outline application, so the conditions will be the same for both applications. The benefit of this separate full application is that the applicant could choose to build the whole estate road with junction improvements ahead of any development in order to attract companies to the Aviation Business Parks. This was the case at the time of the application in 2019, when Reid Steel were hoping to occupy the site at the Eastern Aviation Business Park. However, when they withdrew their interest from the site, the reason for providing the link to the Eastern Aviation Park as a first priority, as stated in the Applicant's Planning Statement, has changed, such that the order of phasing is no longer driven by the provision of the whole Estate Road as the first works.
  6. No additional lighting is proposed along the route of the road, with lighting on the plans restricted to access points only for the proposed employment sites. The proposal will result in the loss of 0.38ha of acid grassland/heathland mosaic due to the footprint of the road. This habitat is proposed to be translocated to receptor areas on the fringes of the Heathland Special Protection Area. Lighting would be required for safe access to cyclists and pedestrians but also mindful of the impacts on the protected species using the heathland habitat, so is likely to be low level lighting and subject to condition.

### **Description of Site and Surroundings**

7. Bournemouth Airport is located between the Stour and Moors Rivers to the north of the South-east Dorset conurbation of Bournemouth, Poole and Christchurch.

8. The land surrounding the airport is Green Belt and is predominately in agricultural and recreational use. To the south-east, south and west are areas of mixed farmland. These areas also incorporate a sports club, a golf driving range and a family adventure park. To the north of the site are areas of protected Dorset Heathlands and the Moors River, that are designated Sites of Special Scientific Interest. To the north, beyond the heathland on Hurn Common are plantations of coniferous woodland. The Moors River lies to the north and east of the application site, with a one-way road bridge crossing it on the private access road from the Eastern Aviation Business Park to Matchams Lane.
9. The Airport site including the Western and Eastern Aviation Business Parks covers some 366 hectares. The combined Business Parks account for some 80 hectares to the north of the runway. This is divided across two sites separated by the former north – south runway and an active taxiway system.
10. There is a varied mix of buildings in terms of size, age and condition towards the centre of the business parks and east and west extremities, whilst there is land close to the northern boundary which lies vacant and where this application proposes development, under-utilised areas of land, sections of road and hardstanding, sections of taxiways, and some buildings which would become available for development.
11. The western part of the Business Park is accessed from Chapel Gate, while the eastern part of the Business Park is accessed via Matchams Lane. There is no current connection between the eastern and western parts and the Business Park is currently divided by airside uses.

## **Relevant Planning History**

### **Bournemouth Airport Aviation Business Park**

12. **24/02/2017:** Outline application with details of access for consideration for the redevelopment of land and buildings to provide 31,200sqm (net of demolition and redevelopment) of mixed commercial and industrial B1, B2 and B8 floor space, 700sqm of A1/A2/A3 retail use and incorporating ancillary support services, flood mitigation measures and associated infrastructure (8/14/0637/OUT) **Granted**
13. **22/12/2011:** Outline application with details of access for consideration for the redevelopment of land & buildings to provide an additional 42,000m<sup>2</sup> (net of demolition and redevelopment) of mixed commercial and industrial B1, B2 & B8 floorspace incorporating ancillary support services and flood mitigation measures (application accompanied by an Environmental Impact Appraisal) (8/11/0329/OUT) **Granted**

#### Bournemouth Airport Aviation Business Park – Site 1

14. **14/11/2012:** Siting, design, layout and external appearance of 14,727sq m of B1, B2 and B8 development in connection with outline consent 8/11/0329. Industrial Building of 14,727 sqm of B1/B2/B8 floorspace for AIM Aviation (8/12/0359/RM) **Granted**

#### Bournemouth Airport Aviation Business Park – Plot 4

15. **14/06/2019:** Erection of building for B1/B8 use to Plot 4 with service yard, parking and cycle parking (Reserved matters to 8/14/0637). (8/18/3529) **Granted**
16. Of the 5 Plots permitted by outline planning permission 8/14/0637/OUT, only part of Plot 1 has been built and is occupied by AIM Aviation. Part of Plot 4 is under construction for Kruger Aviation. The remaining part of Plot 1 equates to zone 1 which relates to this Estate Road application. All other plots are in the central area of the Western Aviation Business Park and have been subject to separate applications considered as part of this permission.
17. Plot 3 - 8/20/0507/FUL and Plot 5 - 8/20/0952/OUT have been submitted as separate applications, and no longer related to the outline permission 8/14/0637/OUT. Both are currently recommended for approval to be secured by subject to S106.
18. The outline planning permission 8/14/0637/OUT also related to Plot 1B Plot 2 and Plot 4B has now lapsed, so these sites would need to be subject of new applications if still proposed for development, Plot 1B forming Zone A related to this application.
19. 8/19/0864/OUT - Outline planning application for the erection of up to 85,100 sqm GIA of Class B1, B2, B8 employment floorspace, of which no more than 34,000 sqm GIA shall be B1/B2 (Business and General Industrial), and of that, no more than 4,000 sqm GIA shall be B1a (Offices), with access and associated works. All matters reserved save for Access. Under consideration and part of this Planning Committee Agenda.
20. 8/19/0882/FUL - Development of employment unit (use classes B1c, B2, B8) with access, landscaping, car parking and associated works (full). Under consideration and part of this Planning Committee Agenda.

#### Constraints

- Strategic Flood Risk Assessment Zones 2 and 3
- Flood Zones 2 and 3

- Special Area of Conservation
- Special Protection Area
- Sites of Special Scientific Interest
- SSSI Impact Risk Zone
- Site of Nature Conservation Interest
- Heathland 400m Consultation Area
- Green Belt
- Airport Safeguarding
- Airport Strategic Allocation - Northern Business Parks
- Dorset Minerals Consultation Area
- Land Fill Sites
- Contaminated Land - Refuse Disposal
- Contaminated Land - High Risk
- Health and Safety Executive Hazardous Sites

### **Public Sector Equalities Duty**

21. In accordance with section 149 Equality Act 2010, in considering this proposal due regard has been had to the need to —
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
22. As part of the planning assessment section, cross reference can be made back to this section in relation to any particular issues / matters which might be particularly impacted by this duty.
23. In this outline application accessibility for all is the particular matter impacted by this duty and is addressed in the Transport issues within this report.

### **Other relevant Duties -**

24. In accordance with section 40, Natural Environment and Rural Communities Act 2006, in considering this application, regard has been had, so far as is consistent with the proper exercise of this function, to the purpose of conserving biodiversity.

### **Consultations**

25. **Natural England** No objection subject to conditions and S106

#### Matchams Lane junction visibility splay:

26. Natural England has been consulted about the need to reduce vegetation heights at this junction although not the need for this late proposal. The area concerned is within the designated sites. The reduction in height of the area is acceptable to Natural England subject to the Council/applicant securing the agreement of the landowner and Natural England agreeing an appropriate Method Statement. The critical aspects of which will be the removal of arisings and the timing of the works. Natural England advise that if agreed this will not have a likely significant effect and does not therefore require further consideration under the Habitats Regulations 2017.
27. Natural England does not have any information relating to likely traffic flows, however the road width is limited and indicates this is unlikely to have any impacts which may not be mitigated through the Council's Interim Air Quality Strategy. Natural England advises that this information should be made available at the earliest opportunity for consideration and advice.

#### Moors River SSSI

28. The developments will lead to increased levels of nutrient enriched water entering the Moors River. Natural England advise that the applicant has agreed that the existing private STW should be phased out and sewage pumped to the Sewage Treatment Works (STW) at Palmersford (letter dated 6 March 2020) enclosed Annexe 2. This is consistent with the position of the Environment Agency concerning private STW. Natural England advise that the authority should secure this through a planning condition such that the connection is in place prior to occupation of units in 8/19/0864/OUT.

#### Lighting

29. The three developments will introduce enhanced levels of lighting in very close proximity to the designated heathlands SAC, SPA and Hurn Common SSSI. The applicant should prepare a Lighting Strategy for each application prior to commencement secured through a planning condition on each application. This will identify the areas sensitive to light pollution and the specification of lighting required. This will generally accord with the Bat Conservation Trust standard. The strategies should be assessed by the applicant's ecological advisor who will be in a position to confirm to the authority its acceptability for both bats and nightjar.

#### Biodiversity

30. The applicant has provided individual Biodiversity Mitigation and Enhancement Plans (BMEPs) for each of the Aviation Business Park Sites. These set out the measures proposed by the applicant and agreed by DC NET and a combined cost of c. £516,059. The cost related to BMEP dated 1/5/2020 for this outline application totals £287,697.34. Natural England has no further comments as the

measures are providing appropriate biodiversity mitigation and compensation. The authority will need to ensure that the measures secured through a suitable planning condition or S106 agreement.

31. In the case of the full applications, the measures should be provided in advance of the built development so that the compensation habitats are in place within a suitable time scale.

#### Air Quality on site mitigation

32. Following a site visit on 19 November 2021 a number of measures were identified within Hurn Common SSSI, SPA, SAC to the north of the application sites. These are additional to the habitat management works funded through an environmental stewardship scheme and include:

- Felling of some birch and pine
- Coppice mature willow to promote dense regrowth along southern fringe of SSSI
- Scrape back areas invaded by bracken and heap material on north side of existing ditch to create bare ground

33. **Historic England** - No comments

34. **Environment Agency** - No objection subject to condition

35. The Environment Agency have no objection to the proposed development subject to an informative being included in any planning permission granted and make the following comments:

36. Flood Risk - This is known outline application is identified as 'Application 1' within the submitted FRA (prepared by Hydroland CE Ltd, Revision 7 dated 17/04/19). There are 5 plots (A - E inclusive) within the red line boundary of this application.

37. Our published Flood Map and the FRA 'existing' 1 in 100 year output differ to a degree in Flood Zone extent with slight changes FZ3, and the EA FZ2 being somewhat greater in extent than the FRA FZ2.

38. The development falls within the 'Less Vulnerable' flood risk classification and only Plot A appears to be affected by FZ3, with the other plots being within either FZ2 and/or FZ1.

39. We consider this application to be relatively low risk. On this basis, we would not consider it necessary to challenge the FRA or Flood Zone outputs or conduct a technical review of the hydraulic model for this application. We are reliant upon the

completeness and accuracy of all third-party modelling studies and take no responsibility for any inaccuracies.

40. We request that a suitable planning condition be attached to any approval granted to ensure that the finished floor levels assessed and proposed within the FRA are achieved.
41. Surface Water Management must be dealt with by the Lead Local Flood Authority.
42. **Health and Safety Executive** - No objection
43. HSE Explosives Inspectorate has no comment to make on this application, as according to our records, it does not appear to fall within the consultation zones of a HSE licensed explosives site.
44. **Bournemouth Airport Safeguarding** - No objection
45. 27/6/19 - Further to Bournemouth airports objection to this planning application 8/19/0864/OUT. After further investigations and discussions, all safeguarding criteria as highlighted in the initial response has been or will be adhered to and Bournemouth airport have no safeguarding objections to this development.
46. **BCP Economic Development** - Support
47. Bournemouth Christchurch and Poole Council, Economic Development, are in support of the three planning applications listed above and have the following observations and comments:
  - The applications will build upon investment from the Bournemouth International Growth (BIG) Programme. The BIG Programme is a major economic growth plan supported by the Dorset Local Enterprise Partnership that focuses on improving connectivity, easing congestion, protecting existing jobs and creating new jobs as well as unlocking employment land in and around Bournemouth Airport. The Local Growth Fund has provided a series of transport and infrastructure investments along the A338 and B3073 corridors.
  - The development of the internal estate road will link the west of the park to the east and aid to reduce congestion. It will open-up the underutilised areas of the Aviation Business Park.
  - The planning application help to address the industrial strategy and productivity growth by providing investment in infrastructure at the Aviation Business Park.



48. **Planning Policy** – Comments recommend transport and habitat mitigation

Transport comments:

49. It would be appropriate for this proposal to contribute towards sustainable transport measures that can be delivered alongside the online junction improvements currently being implemented on the A338 and B3073 as part of the LEP BIG programme.
50. There is scope for additional walking and cycling improvements to help facilitate sustainable access to the airport linked to the travel plan. In particular there is a need to improve footway and cycle access around the perimeter of the airport. There needs to be improvements in sustainable transport links between the junction improvements.

Biodiversity comments

51. As part of the Environmental Statement an ecological assessment has been undertaken regarding the impact of the internal link road. The link road is located in close proximity to SSSI directly to the north of the business park and runs through part of the SNCI on the northern edge of the business park.
52. The implementation of the link road will result in a loss of 0.38ha from the SNCI within the site. It is proposed to translocate this habitat to an alternative location located around the margins of the adjacent Hurn Common SSSI. In accordance with Policy ME1 of the adopted Core Strategy it will need to be demonstrated that the package of mitigation proposed avoids harm to habitats and protected species. I understand that Natural England have been engaged throughout the preparation of the ecological assessment and will advise in detail on the ecological impact of the proposal and appropriateness of mitigation measures proposed.

Conclusion:

53. There is further work to be undertaken to ensure the appropriate package of mitigation which could include improvements to sustainable transport linked to the travel plan.
54. **BCP Highways** – Objection
55. Introduction: The applicant provided amended plans late on 23/11/21 just prior to the final preparations of the Planning Committee report on 26/11/21. The application (8/19/0870/FUL) is a detailed application and therefore a thorough review of the details needs to be undertaken.

56. Previous revisions of the plans indicate that a large proportion of the new Spine Road is acceptable in highways terms, but there are particularly two areas where inadequate provision is made for cyclists and/or pedestrians and mobility impaired persons, which leads to a recommendation for refusal of the development on highway safety grounds and not making suitable provision for sustainable modes of travel.
57. Furthermore, no off-site transport facilities/land has been provided through the proposals to promote sustainable travel to the development.
58. Comments: For context, there are some 2500 current employees at the ABP (Aviation Business Park), this is expected to increase by 1900 for a concurrent outline application of 85,100sqm development (8/19/0864/OUT) and several hundred more for other developments at the ABP. Also, parts of the local highway network are already near or at capacity.
- The proposed new road will be generally 7.3m wide and will mainly have a 3.5m shared kerbed cycleway/footway on one side or the other of the road. It will have a 15mph speed limit and will incorporate speed cushions at appropriate locations to control speed of vehicles. The proposal includes bus stops and shelters and will be used as a bus route, with bus passengers walking to their end work destination.
  - The recently issued LTN 1/20 recommends that segregated cycle and walking routes should be provided, and the LHA sought to have such provision and in some areas on both sides of the road. However, due to environmental reasons the LHA compromised by accepting a shared facility on one side of the road or the other along the Spine Road.
  - As the proposal is a detailed application, the new road could be implemented at any time after any planning consent is granted, if permission is given.
  - Side road junctions have been designed to prioritise cycling and walking modes; however, the applicant is wishing to review these when the end users of the development are known so that they are not “over-designed” – this would be a retrograde step in seeking to promote cycling and walking modes of travel.
  - ANPR cameras are provided on the road as a site security measure as this is a private road through the industrial estate.
  - It is unclear at this time whether the proposed road would be constructed in parts to support the main outline development of 85,100sqm of development at the ABP, or whether it would be built in totality in the near future, so that there

could be a continuous route through the site from Chapel Gate to Matchams Lane. If the latter were the case, then the LHA would expect the two junction improvements at the eastern site access/ Matchams Lane and Avon Causeway/Matchams Lane junction to be implemented before a through route was opened to the ABP. It would also require further improvements at the eastern end of the spine road to ensure safe cycle and pedestrian routes to Matchams Lane, including traffic signal control on the Moors River Bridge.

- Such junction improvements would require a S106 agreement to enable S278 agreements to be entered into for the implementation of the two junctions and allow for commuted sum payments for future maintenance of the signals.
- Road Safety Audits would need to be undertaken for all the new highway infrastructure, including the proposed Spine Road.
- The new shared cycle/footway would help promote cycling and walking within the site and encourage such modes to and from the site. BCP Council are seeking to implement two TCF (Transforming Cities Fund) cycle routes in the local vicinity of the ABP. Furthermore, Parley Lane will form part of the proposed LCWIP route proposals being prepared by BCP Council and will carry "Primary Route" status along Parley Lane. In line with national and local policies which seek to promote and take up opportunities for sustainable travel through new development and encourage the use of cycling and walking modes and indeed, give priority to such sustainable modes of travel, the LHA considers that the applicant should dedicate land for widening the current substandard cycle/footway along Parley Lane to improve sustainable travel to the ABP and Spine Road. This would also accord with the Council's Climate Emergency Agenda and Corporate Plan Objectives, especially at this location where sustainable travel infrastructure should be improved as the ABP is not in a particularly sustainable location. Without appropriate land for transport infrastructure to support mode shift to sustainable modes, it would be difficult to significantly increase cycle trips to the site.
- Dedication of land along Parley Lane for off-site cycleway link has been declined by Bournemouth Airport and no other contribution is offered towards offsite cycleway improvements. The applicant had prepared plans for the widened cycle/footway along Parley Lane. An independent Aviation Report prepared for BCP Council indicates that the land dedication could be provided without causing significant issues to the operation of the Airport.
- There are two sections of the new Spine Road where the adjoining cycle and/or cycle provision is not acceptable in highway safety terms; these are at the start and end of the spine road proposals. At the western end, the submitted drawings indicate an area where "Interim pedestrian improvements to include surface line marking to form corridor". Having reviewed this location on site, in proximity to the Wyvern Cargo Buildings, where HGV parking manoeuvres are

made, the LHA object to the inadequate protection given to pedestrians and mobility impaired persons at this location. Unlike other areas on the shared cycleway/footway along the Spine Road, this “orange hatched” area does not provide a kerb between the carriageway and the pedestrian route. There is also a high HGV (Heavy Goods Vehicle) content on this road.

- On this particular point, the existing situation is considered to be unsatisfactory, but will become worse when more anticipated use is made of the footway. Although speed cushions are to be provided to slow vehicles to 15mph, in this area where there are no kerbs, it would be easy for vehicles to drive around the speed humps (at a higher speed), on the pedestrian route. A combination of all the above points demonstrates that this location would be unacceptable on highway safety grounds and would lead to a highway objection. It is recommended that the Planning Committee make a site visit to view the proposed development and especially at this location.
- The same arguments apply to the eastern end of the Spine Road, where the orange hatched area is identified as “Future footway/cycleway corridor to be delivered with future adjacent development”. This area would be unacceptable in highway safety terms for pedestrians and cyclists.
- Prior to the Planning Committee, a more detailed view of the recently submitted drawings will be made by the LHA and an update provided to the Committee if needed.

#### Reasons for refusal

59. Whilst the Highway Authority accepts that several matters have been satisfactorily resolved, with compromises on the level of on-site cycleway/footway provision, two formal objections to the proposed development remain unresolved and are of critical importance to the development of acceptable and sustainable infrastructure within and off the site.
60. As things stand the Highway Authority recommend that the application be refused for the following two reasons:
  - i. Highway safety for pedestrians and/or cyclists, including mobility impaired persons, would be unacceptable at locations within the development. Failing to provide a safe road layout with access for all modes of transport is contrary to Policies KS9 and KS11 of the Christchurch and East Dorset Local Plan Part 1 and paragraph 111 of the NPPF 2021.
  - ii. The application fails to deliver any off-site cycleway improvements, either by providing a contribution or dedication of land for widening of Parley Lane to improve sustainable access to the Aviation Business Park and the proposed development. Improvements to cycle access at Parley Lane are required to

accompany development at the Aviation Business Park as specified in Policy BA1 and Key Strategy policies KS9, KS10 and KS11 and the NPPF paragraphs 104,110 and 112 which seeks to take opportunities to promote cycling walking and public transport and seek to take up such opportunities and specifies that applications for development should give first priority to pedestrian and cycle movements both within the scheme and with neighbouring areas.

61. **Dorset Wildlife Trust** Objection (addressed by Biodiversity Mitigation Plan and replacement planting and translocation on site)
62. This application would lead to a significant loss of priority habitats, affects priority species and fragments the ecological network. Adverse impacts therefore remain, and it cannot be said that there is a positive improvement for the natural environment
63. Whilst DWT originally viewed the overall impact on the SNCI to be significant, they highlighted the need for mitigation and enhancement on site and off site with contributions. They wanted to see a significantly larger and coherent area allocated for a combination of translocation and habitat. They identified that the receptor site was only marginally larger than the area to be translocated and requested discussions to improve the environmental measures within the application to avoid some of the impacts.
64. NB: Following this comment discussions took place and significant improvements have been proposed and were agreed in discussion with the applicant's ecologist, Natural England and the Dorset Natural Environment Team.
65. **Hurn Parish Council – Comments**
66. At the meeting of Hurn Parish Council on Monday, 10 June 2019, the above application was discussed and Councillors resolved to comment on the proposals.
  - i. It does not appear to have been made clear in the application what controls will be put in place to prevent the link road becoming a rat run between Chapel Gate and Matchams Lane. Councillors were very concerned that unless there was traffic calming (such as road humps or narrowing to one lane in places), or alternatively a barrier system with vehicle identification at the Matchams Lane end, then the road would definitely become a short cut rat run for vehicles wishing to avoid Hurn Roundabout. This is obviously not the purpose of the link road, and the Parish Council would like to know what measures are planned to be put in place to avoid such a scenario.

- ii. Concern was also expressed about a possible increase in HGV traffic on Matchams Lane. HGVs accessing the Eastern Business Park should be encouraged to enter and exit via Chapel Gate hence reducing the number of HGV's on Matchams Lane. The road network from Blackwater Junction along the B3073 to Chapel Gate has been improved specifically to accommodate increased Airport Operational and Business Park traffic. Matchams Lane is unsuitable for heavy HGVs. Therefore, the Parish Council would like to see internal Airport procedures for instructing and encouraging HGVs to use the Chapel Gate entrance rather than the River Gate, Matchams Lane entrance.

### **Representations**

67. No representations have been received from third parties.

### **Key Issues**

68. The main considerations involved with this application are:

- Principle of development
- Economy and employment
- Access, Junction improvements, Sustainable Transport
- Biodiversity, Dorset Heathland, Air Quality and protected Habitats
- Flooding and Drainage
- Contaminated Land and Waste
- Green Belt impact of road
- Character and amenity
- S106 Mitigation for Transport and Biodiversity
- Planning Balance

### **Policy context**

69. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the Christchurch and East Dorset Local Plan Part 1 and saved policies of the Christchurch Local Plan 2001.

70. The following Local Plan policies of relevance in this case are:

- |     |  |
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| BA1 | Vision for Bournemouth Airport                   |
| BA2 | Strategy for the Operational Airport             |
| BA3 | Green Belt at Bournemouth Airport                |
| KS1 | Presumption in favour of sustainable development |
| KS5 | Provision of Employment Land                     |

KS9	Transport Strategy and Prime Transport Corridors
KS10	Strategic Transport Improvements
KS11	Transport and Development
KS12	Parking Provision
ME1	Safeguarding biodiversity and geodiversity
ME3	Sustainable development standards for new development
ME4	Renewable energy provision for residential and non-residential development
ME6	Flood Management, Mitigation and Defence
HE2	Design of new development
PC1	Christchurch and East Dorset Employment Land Hierarchy
ENV 21	Landscaping in New Development

#### **Policy PC1 Employment Land Hierarchy**

71. “Higher order’ uses that are economically productive, offering highly skilled and well-paid employment will be located on ‘Strategic Higher Quality sites’
72. Strategic Higher Quality Site - Bournemouth Airport Northern Business Park (Northwest and Northeast Sectors)

#### **Policy BA1 - Vision for Bournemouth Airport**

73. “The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local and sub-regional economy. This will include the potential to attract new business sectors in knowledge-based industries and other growth sectors to increase opportunities for higher skilled employment and to stimulate economic growth. The business parks will utilise their extensive high quality airside access, to encourage further growth in the aviation and aviation related business sectors.
74. Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and in consideration of possible impacts on the New Forest National Park and statutory park purposes.
75. **Flood Risk:** Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site.
76. **Emissions from air traffic / road traffic:** In relation to airport and business park growth, mitigation measures include implementation of the airport area wide travel plan.
77. **Environmental Designations:** Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections.

78. The provision of offsite infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections.
79. Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm.
80. **Highway Capacity / Sustainable Transport:** Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area.
81. These junction improvements and improvements in public transport and cycle access are set out in the Key Strategy Policy KS9 and Policy KS10 and in Local Transport Plan 3.
82. Delivery of these improvements will be facilitated by appropriate contributions from airport development and development in the wider area.
83. Successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park."

#### **Policy BA2 - Strategy for the Airport Northern Business Parks**

84. "The northern business parks comprising the northwest and northeast sectors contain 80ha of land of which approximately 60ha is available for development.
85. Over the plan period to 2028 it is envisaged that up to 30ha of new employment development may come forward across the northwest and northeast business parks.
86. The phasing of future employment development in the airport northern business parks will be in line with the necessary improvements required to the highway network to facilitate development."

#### **National Planning Policy Framework 2021**

87. The guidance contained in the National Planning Policy Framework (NPPF) is a material consideration. Relevant NPPF sections include:
  - Section 2 Achieving sustainable development
  - Section 4 Decision-making
  - Section 6 Building a strong, competitive economy
  - Section 9 Promoting sustainable transport
  - Section 12 Achieving well-designed places
  - Section 13 Protecting Green Belt Land



- Section 14 Meeting the challenge of climate change, flooding and coastal change.
- Section 15 Conserving and enhancing the natural environment

## **Section 2 – Achieving Sustainable Development**

88. Paragraph 8 sets out that to achieve sustainable development the economic, social and environmental objectives need to be pursued in mutually supportive ways to secure net gains across each of the different objectives.

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

89. Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

- (c) approving development proposals that accord with an up-to-date development plan without delay”

## **Section 4 - Decision-Making**

90. Paragraph 55 states:

“Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”

91. Paragraph 57 states:

“Planning obligations must only be sought where they meet all of the following tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.”

#### **Section 6 - Building a strong, competitive economy**

92. Paragraph 81 states:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.”

#### **Section 9 - Promoting sustainable transport**

93. Paragraph 110 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, **it should be ensured that:**

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users;
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

94. Paragraph 111 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

95. Paragraph 112 states:

“Within this context, applications for development should:

- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

96. Paragraph 113 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan”

#### **Section 12 - Achieving well-designed places**

97. Paragraph 130 states:

“Planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.”

#### **Section 15 - Conserving and Enhancing the Natural Environment**

98. Paragraph 174(d) states:

“Planning policies and decisions should contribute to and enhance the natural and local environment by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;”

99. Paragraph 180 states:

“When determining planning applications, local planning authorities should apply the following principles:

1. if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

100. Paragraph 183 and 184 Ground Conditions and Pollution are also relevant.

### **BCP Council's Corporate Strategy**

101. BCP Council has set objectives that align with the NPPF and Local Plan policies. Below are the elements from Sustainable Environment and Dynamic Places, that relate to the current planning application in regard to the promotion of the economy, sustainable infrastructure and the environment:

#### **Sustainable Environment**

- ensure sustainability underpins all of our policies
- protect and enhance our outstanding natural environment
- develop an eco-friendly and active transport network

#### **Dynamic Places**

- create a sustainable, vibrant and inclusive economy
- increase productivity through skills investment
- develop sustainable infrastructure
- support our businesses to operate more creatively
- create a 21st century digital infrastructure

### **Planning Assessment**

#### **Principle of development**

102. Policies PC1, BA1 and BA2 Christchurch and East Dorset Local Plan, Part 1, (wording in Policy Context above), identify the importance of the Airport as a centre for employment growth, with the possibility of 60 hectares of industrial development overall, on the 80 hectares of land at the Aviation Business Parks.

103. Policy BA2 anticipates a further 30 hectares of new employment development over the plan period to 2028. The additional 25.8 hectares proposed in this application aim to provide a sizable 85,100 sq m for industrial use, on sites which have not been previously developed. It follows the previous planning permissions for 37 hectares which have been partly implemented, by redeveloping five previously developed industrial sites within the Aviation Business Park, which will provide a net gain of 42,000sq m when finished.

104. There is an economic priority to ensure the development of major sites at the Business Aviation Park are secured, in accordance with the economic underlying principle of the NPPF and the Local Plan Policies for the Aviation Business Park, subject to not being outweighed by other material considerations, and in this regard the principle of development is acceptable
105. Providing the road infrastructure to facilitate industrial development is in accord with the policies PC1 BA1 and BA2 above, to promote access to and within the Business Park. The principle of the application for a link road to connect the two business parks together is therefore acceptable.
106. The applicant states the reason for it forming a separate application as being so that they can be implemented quickly as an early phase of the Proposed Development. This is acceptable in principle too, but the road would still have to be assessed in terms of capacity to accommodate the volume of additional traffic and demonstrate how that should be phased for the overall industrial development, in the same way as it has been assessed for the outline development, with details of access being provided in full.

### **Economy and employment**

107. The employment land hierarchy set out in Policy PC1 identifies Bournemouth Airport Northern Business Park (Northwest and Northeast Sectors) Christchurch, as the only 'Strategic' Higher Quality' site and as such that will be key in delivering sufficient provision of employment land proposed to meet projected requirements to 2028.
108. The provision of an Estate Road linking both business parks together and connecting them with two possible access points, would offer economic advantages to the businesses already on site, and to the new businesses which would access their units directly from the new Estate Road proposed. Therefore, the proposed Estate Road would support the outline application in delivering 85,100 sqm GIA of Class B1, B2, B8 employment floorspace. Therefore, a full application to provide major infrastructure would be consistent with Core Strategy policies BA1 and BA2. It would facilitate the generation of new jobs and would play a significant part in making the site attractive for inward investment and relocation. The Estate Road would have an enabling role for the Aviation Business Parks to become a dynamic place to accord with the Council's Corporate strategy initiatives for boosting the economy.
109. Therefore, the principle of development of the proposed Estate Road is accepted as in accordance with the economic underlying principle at paragraph 8 of the

NPPF and the Local Plan Policies PC1, BA1 and BA2 relating to the Aviation Business Park and is accorded significant weight.

### **Access, Junction improvements, Sustainable Transport**

110. This proposed full application for a new Estate Road would link the Eastern Aviation Business Park, currently only accessible from Matchams Lane via Mountbatten Drive to the Western Aviation Business Park. The new link would connect from Mountbatten Drive, across the airport land at Taxiway Victor, into the Western Aviation Business Park at Viscount Road, which would then connect onto Enterprise Way and onwards to the Chapel Gate roundabout, which is currently the only access for the Western Aviation Business Park.
111. In creating a new Estate Road to link the two Business Parks together, the enhancement of public transport services and facilities for cyclists for the airport and business park is a priority. This is an essential role for achieving sustainable infrastructure to address reduction of harmful emissions and ensure development can come forward within the capacity of the highway network. It is also essential due to the out-of-town location to mitigate impacts of additional traffic on the public highway infrastructure that links to the Business Park.
112. Much negotiation has taken place for over two years to identify the likely impacts and where junction improvements would be required.
113. It has also been necessary to find a mechanism to control the traffic flows at Matchams Lane during peak times by using a combination of traffic signals, a barrier system and automatic number plate recognition (ANPR) to achieve this. The proposed Estate Road would be the first time industrial traffic from the two business parks would be linked, providing an alternative private road, running parallel with Parley Lane.
114. A key aim of BCP Corporate Strategy (see Policy Context above) is to create an inclusive economy by developing sustainable infrastructure and an eco-friendly and active transport network.
115. Policy KS11 of the adopted Core Strategy states that development will be permitted where mitigation, achieved through the implementation of measures, is provided to offset negative transport impacts from the development proposed. The mitigation proposals at Chapel Lane, Matchams Lane and Avon Causeway, to be secured by S278 Agreement, would comply with Policy KS11 by offsetting negative transport impacts through implementing measures to ensure capacity at these junctions and maintain traffic flows.

116. There remains an outstanding issue, that the Matchams Lane Junction will be subject to the landowner consent from the Forestry Commission to allow the visibility splay on their land. The visibility splay is needed at this junction as part of the means to manage traffic movements on the public highway network. Without ownership consent the junction cannot be provided, so some certainty must be achieved on this matter before a decision is made.
117. The widening of lanes at Avon Causeway is mostly within the existing highway. It will involve a small adjustment to the current island by Hurn Stores and Post Office, which is part of the Conservation Area, but has been designed to have minimal impact on the appearance of the Conservation area and maximum impact on improving traffic flows. These works would be undertaken as part of the S278 Agreement for works in the public highway.
118. The junction improvements themselves would be required to be linked to the delivery of the Estate Road, due to the increased traffic flows to access the proposed employment land and industrial buildings forming the outline planning application. The full application for the Estate Road is intrinsically linked to enabling the employment use to come forward, in the same way as the same access details are linked to the industrial development as part of the outline application. The analysis below is therefore the same.
119. The highway benefits proposed are:
- New internal link road between Eastern and Western Business Parks to join Public Highway
  - Junction improvements at Chapel Lane, Matchams Lane and Avon Causeway
  - Cycle and pedestrian access improvements from Chapel Lane on Enterprise Way to most but not all of Viscount Road and of the internal link road as far as the Moors River Bridge.
  - Funding for enhancement of one additional peak hour bus service morning and afternoon from Bournemouth Travel-interchange to the Aviation Business Park £350,000
  - Revised Area Wide Travel Plan for S106 agreement with Travel Plan co-ordinator £25,000 per annum in perpetuity.
120. The highway harms are:
- Kerbed footway and cycleway links at certain locations of the internal spine road are not achievable for safe access from Chapel Gate. Unresolved unsafe pinch point section on Viscount Road and on the first section of the proposed link road, with no footpath or cycleway.
  - No cycleway or footpath beyond the river bridge to Matchams Lane

- Uncertainty of junction provision at Matchams Lane until landowner permission secured.
- No contribution or land dedication for cycleway provision along Parley Lane which has been a longstanding Policy commitment since 2014.

121. The highway benefit of providing highway infrastructure in the form of a link road with a sustainable design for the majority of the length of the proposed internal access road, including pedestrian and cycle access, bus stops and crossing points, would be to enable the successful implementation of the 85,100sq m employment development on the site and increase access choices for all existing units at the site.
122. However, to enable the benefit of a continuous sustainable link road from Chapel Lane to Matchams Lane for cyclists and pedestrians, there is identified harm from the areas which remain unsafe on current plans which would need to be amended to achieve a safe access for pedestrians and cyclists to the site, which would overcome the existing harmful impact on pedestrian and cyclist safety.
123. Should the applicant be willing to seek a mechanism to overcome both harmful impacts which would prevent a continuous cycle and pedestrian access through the site, then a S106 could be agreed by the applicant to provide amended plans at the unsafe sections of Viscount Road and the new link road, prior to commencement of any development. It is considered that there would be an engineering solution of overcoming these pinch points and therefore it is reasonable to deal with this through a S106 agreement.
124. The highway harm offsite would occur due to lack of any cycleway infrastructure to safely access the Aviation Business Parks. Despite ongoing negotiations and consideration of various options, there remains an unwillingness from the applicant to either provide land alongside Parley Lane for an improved cycle access outside the site or to make any contribution towards a better cycle connection on Parley Lane.
125. Parley Lane has been identified as part of a primary cycle route in BCP Council's Local Cycling and Walking Infrastructure Plan Consultation Draft (November 2021). The full cycle route connects Christchurch to the Airport and the Aviation Business Park.
126. This lack of contribution or land dedication for the offsite cycleway would be contrary to longstanding highway and planning policies KS9, KS10 and BA1 in the Local Plan and the NPPF paragraph 111.



127. The failure to contribute towards or dedicate land for an offsite cycle improvement is likely to result in the proven car-based dominance for both existing and new employees at the Aviation Business Park, conflicting with the climate change agenda; and not providing incentives to influence people towards a healthy, active lifestyle. It would not assist in fulfilling the aspirations of the BCP Council's Corporate Strategy towards developing an eco-friendly and active transport network and sustainable infrastructure.
128. This Estate Road application linked to the industrial development would be the last substantial development of 30 hectares to come forward at the Aviation Business Park. There would be no further opportunity from this site for BCP Council to secure the cycleway alongside Parley Lane, unless the Council chooses to fund the work itself, or acquires funds elsewhere to meet its corporate objectives and transport policy.
129. There would be demonstrable harm identified in certain locations of the internal highway, where sustainable access for pedestrians and cyclists cannot be achieved. If not addressed in amended plans, then a safe and continuous cycleway and footpath could not be achieved. The applicant will need to confirm agreement to submit plans showing how all travel modes can be accommodated at the pinch points identified and to secure its provision in a S106 agreement to Without a section106 the need for a safe and sustainable access road would be given significant weight, particularly given BCP Council's Corporate Strategy for eco-friendly sustainable transport provision and national and local plan policy KS11 and BA1.
130. If the applicant is willing to accept a S106 agreement, to address the gaps where pedestrians and cyclists this would provide the necessary improvements for the whole length of the internal highway from Chapel Gate to Matchams Lane; and would be sufficient to remove the identified harm within the site, so that the new estate road and improved existing highway at Aviation Business Park, from Chapel Lane to Matchams Lane, would be policy compliant, safe and sustainable for all travel modes.
131. There is also the identified harm due to the lack of any off-site contribution or land dedication for a cycleway improvement along Parley Lane. Without such a contribution secured through a Section 106 Agreement for offsite cycling provision, the application would fail to provide an offsite incentive for cycling, as a mode of transport to be increased, as set out in the Travel Plan.
132. Given that there is no other major infrastructure or planned industrial development or land available of this scale at the Aviation Business Park to contribute to sustainable highways infrastructure in the future, the waiving of any offsite cycling

contribution on this site would result in demonstrable harm to interests of acknowledged importance, particularly in view of the climate emergency agenda.

133. Should the applicant demonstrate that an appropriate contribution would be forthcoming towards the improvement of Parley Lane cycleway via a S106 agreement before the decision is made on this application, then the contribution for offsite cycleway improvements would become a benefit, so that investment in cycling to the site could be met in combination with funds from BCP Council.
134. A balance of the highway harm alongside any other harms and benefits is summarised in the Planning Balance at the conclusion of this report.

### **Biodiversity, Dorset Heathland, Air Quality and protected Habitats**

135. The land immediately adjoining the north of the Aviation Business Park requires a Habitat Regulation Assessment because the land is designated as a Special Area of Conservation (SAC) and Special Protection Area (SPA). The land is classified as a European site which is protected by the Habitats Regulations set out in the Conservation of Habitats and Species Regulations 2017.
136. To comply with these regulations BCP Council has prepared an appropriate assessment of the likely significant effects of the development on the designated sites. BCP Planning has consulted Natural England on the appropriate assessment to confirm, with adequate mitigation, there would be no adverse effects on the integrity of the designated sites. This mitigation can be subject to conditions for one site works. An appropriate assessment was undertaken separately for each application site under consideration and the impacts that would need to be mitigated.
137. Policy BA1 requires positive improvements to priority habitats and species and to conserve ecological network connections. Policy ME1 requires, measures to be provided to mitigate or compensate of loss of habitat where the need for development outweighs the protection of the natural environment providing development will not result in adverse impacts.
138. As part of the Environmental Statement submitted with this application, an ecological assessment has been undertaken regarding the impact of the internal link road which is the subject of this application. The link road is located close to the SSSI, SAC and SPA which lies directly to the north of the business park. The proposed development at zone B runs through part of the Site of Nature Conservation Interest (SNCI) on the northern edge of the business park. The implementation of the link road will result a loss of 0.38ha from the SNCI within the

site. It is proposed to translocate this habitat to an alternative location located around the margins of the adjacent Hurn Common SSSI.

139. In accordance with Policy ME1 of the adopted Local Plan, it has been necessary ensure the development of the link road will not result in adverse impacts on habitats and species. This involved assessing the significance of each priority habitat, species and features of nature conservation value and their direct, indirect and cumulative impacts. A Biodiversity Mitigation and Enhancement Plan (BMEP) has provided calculations for the mitigation and enhancement needed for every habitat or species adversely affected, which cannot be achieved on site through translocation of acid grassland.
140. This application also proposes part on site biodiversity infrastructure alongside the proposed link road against the northern boundary of the site. The remainder of biodiversity to be compensated for is proposed to be provided offsite, with financial contributions of £39,109.15 to be secured through a S106 agreement and invested in replacement heathland habitat and lowland deciduous woodland on land elsewhere within South-East Dorset Heathland.
141. The applicant has agreed to fund offsite mitigation in the SE Dorset Heathland area via a financial contribution with a 10% net gain for Biodiversity, as required by paragraph 174(d) of the NPPF. Natural England have accepted the final package of mitigation proposed within a S106 agreement and is satisfied that it would avoid harm to habitats and protected species and provide net gains.
142. Natural England has also agreed the onsite mitigation with the applicant and confirms it is sufficient to avoid fragmentation of priority habitats and species and conserve ecological network connections alongside the proposed link road and would meet requirements of Policies ME1 and BA1 regarding biodiversity.
143. Dorset Wildlife Trust (DWT) manage a Site of Nature Conservation Interest (SNCI) within the Aviation Business Park and identified a direct impact on the SNCI site and other priority habitats immediately adjoining the northern boundary of the Aviation Business Park. The link road directly displaces a significant part of this land. The impacts on the SNCI were negotiated and appropriate compensation planting areas in the vicinity were found in combination with offsite mitigation with Natural England and the Applicant's Ecologist to provide a package of measures to overcome the DWT's objections.
144. Air Quality mitigation will be addressed by contributions made under Community Infrastructure Levy (CIL) as part of the Dorset Heathland Interim Air Quality Strategy to help achieve the conservation objectives of the Dorset Heathlands designated sites. Road infrastructure development at the Aviation Business Park is

zero rated for CIL and is therefore exempt from a requirement to contribute. BCP Council will therefore meet the cost of mitigation from the wider CIL fund put aside for air quality mitigation. The Appropriate Assessments to address the Habitats Regulations have identified the impacts that with mitigation secured with this application confirm that there would be no harm to the integrity of the designated sites subject to conditions to offset the impacts.

145. The Moors River itself is an SSSI where the water quality is of identified importance and pollutants should be prevented. The CO2 emissions from the road would contribute to increased levels of nutrient enriched water entering the Moors River. In terms of air pollution this is proposed to be offset by habitat management measures at the north of the Aviation Business Park. Regarding potential sewage leaks causing pollution, the existing private Sewage Treatment Works (STW) is agreed to be phased out and sewage pumped to the STW at Palmersford. This is consistent with the position of the Environment Agency concerning private STW and can be secured through a planning condition. Any sewage infrastructure related to the surface water drainage of the site would need addressing as part of the spine road application in addition to the industrial development. With the identified mitigation measures and proposed conditions and measures within the heads of terms, the scheme is considered to comply with Policy BA1 & ME1.

## **Flooding and Drainage**

146. Policy BA1 of the Core Strategy requires strategic measures to be put in place including flood storage and associated watercourse improvements. Development should also take account of surface water flooding and a sequential approach adopted toward the location of development within the site.
147. An FRA has been prepared by Hydro Land Consulting Engineers to support this outline application. The FRA has interrogated the 2009 SFRA data, factoring in climate change to 2086 and has also reviewed the latest 2019 flood model provided by the EA. The Environment Agency have no objection to the Flood Risk Assessment and although modelling work is not fully verified by the EA, they are satisfied that due to the level nature of the site there is not a serious risk from flooding and that any flooding could be accommodated in the drainage strategy to be reviewed by the BCP Lead Flood Authority.
148. The indicative masterplan accommodates a comprehensive drainage strategy, including SUDS, which is interwoven with the landscape and biodiversity strategies. There are proposed dry swales located through the site. These features run alongside roads and landscape buffers and will provide both surface water attenuation and opportunities for biodiversity. Due to the proximity of the airport these will be kept free from standing water to prevent bird attraction.

149. The BCP Lead Local Flood Authority and Ecologists have considered the surface water flooding and associated sustainable drainage issues at the Aviation Business Park and have concluded that it would be possible to provide strategic measures within the airport boundary. The measures would include flood storage and associated watercourse improvements, within a detailed drainage strategy and a detailed surface water management strategy, to comply with the flood risk section of Policy BA1 and to accord with the paragraph 167 of the NPPF. The measures are recommended to be secured by appropriate drainage systems at the site via planning conditions.
150. BCP Lead Local Flood Authority and Natural England have both identified that the foul drainage system is in poor condition and performing inadequately, causing sewage leakages into the Moors River which is an SSSI. The water quality of the river is of high importance to the natural environment and therefore the sewerage system at the Aviation Business Park needs to be changed.
151. A condition is proposed to secure disposal of all sewage from the airport to Palmersford Sewage Treatment Works (STW) prior to first occupation of the development. This has been agreed in principle between Wessex Water and the applicant as proposed by Natural England. It would include the decommissioning of the current on site private Sewage Treatment Works and would need to be in place prior to first occupation of the proposed industrial development. With these proposed safeguards, the scheme is considered to comply with this aspect of Policy BA1 & ME6.

### **Contaminated Land and Waste**

152. The onus is on the applicant/landowner to fully demonstrate that account has been taken of ground conditions and any risks arising from any instability and contamination in relation to the proposed use in order to comply with the NPPF paragraph 183 and 184.
153. Following an independent review of the Phase 1 Geo Environmental Desk Study Report, the Council's Environmental Health Officer requires a condition for a full contamination history and risk assessment to be submitted, given known pollution history in the Western Business Park.
154. Each phase of construction of the Estate Road will need to provide contamination details before commencement of that phase, as potentially some ground investigations will need to inform the design and layout of the Estate Road.

155. In order to prevent all the land needing to be fully investigated prior to commencement, a phasing plan will be required to address each section of the Estate Road separately. Each section of road will then be expected to undertake the five-stage process for how to deal with potential contamination and remediation of the site prior to commencement of works on site. With these proposed safeguards, the scheme is considered to comply with the guidance in Para. 183 of the Framework.

### **Green Belt impact**

156. Policy BA3 of the Local Plan has excluded the previously developed airport land, and aviation business park land from the Green Belt. The Green Belt boundary abuts the northern boundary of the application site along the full length of this application.
157. To accord with NPPF paragraph 147, substantial weight is given to any harm to the Green Belt which may arise from inappropriate development. Bearing in mind that this previously developed land is no longer within the designated Green Belt, its redevelopment in this application with a road carrying traffic would not be “inappropriate” in the Green Belt and would therefore not be harmful in principle. The increase in a new estate road and traffic flows immediately adjoining the Green Belt at the site would conform with the adopted policy BA3 and would not conflict with Green Belt policy in that regard.
158. Given that the land abuts the Green Belt boundary, biodiversity enhancements and relocation of acid grassland is proposed along the boundary. This landscaping would maintain openness and would soften the edge where it meets the Green Belt to minimise any visual harm that from the proposed development. The biodiversity enhancements would be retained in perpetuity to provide a hedge lined boundary to the industrial estate alongside the Green Belt boundary which will make a clear distinction between uses and minimise human access to the heathland so that the natural habitat can be undisturbed and remain open.
159. It is concluded that there is no policy conflict with the site adjoining the Green Belt and any additional harm caused from the redevelopment of the previously developed land would be reduced by providing landscaping along the northern edge of the development. The scheme therefore complies with Policy KS3 and the guidance in the NPPF.

### **Character and amenity**

160. The site lies across an area of former airport land close northern boundary of the Aviation Business Parks, abutting Hurn Common SSS1 SAC and SPA land and

also designated Green Belt. The site would provide a new Estate Road with drainage works, to provide the link road between both Eastern and Western Business Parks joining them together between Chapel Gate and Matchams Lane. This road would largely be occupying land already covered by hardstanding for the airport and business parks.

161. The character of the land will remain unchanged by the development of the Estate Road other than in area where there is loss of heathland and landscape areas. These will be carefully relocated along the northern side of the proposed road to ensure the character of the heathland location which it abuts is protected.
162. Amenity to existing industrial units could be affected during construction of the road and would be protected through a Construction Traffic and Environment Management Plan condition to control hours of work and noise, dust or dust pollution and a planned safe route for construction vehicles so that existing premises could maintain access to their sites during the construction process. It is therefore considered there should be no loss of character or amenity to the Aviation Business Park or surrounding heathland from the proposed development. The scheme thereby complies with Policy HE2.

### **S106 Mitigation for Transport and Biodiversity related to the Estate Road**

163. A S106 Agreement would be required in relation to:

#### Heathland mitigation

- Biodiversity compensation Payment of £39,109.15 for off-site replanting including 10% net gain.

#### Transport

- The delivery of the link road (8/19/0870) will be secured by legal agreement linked to the outline application (8/19/0864) because it enables the outline development to come forward so implementation of the link road needs to be secured with:
  - Trigger points which have been agreed through traffic modelling
  - Details of Automatic Number Plate Recognition at the Gatehouse Barriers and Moors River Crossing
  - Traffic light entry to manage peak traffic movements.
  - Traffic signal control over Moors River bridge to improve safety for cycle access

- Revised Area Wide Travel Plan for Airport and Business Parks including £350,000 for additional peak bus service and £25,000 per annum Travel Plan Coordinator
- Contribution towards offsite cycleway (to be agreed)
- Mechanism and amended plans to overcome unsafe sections of road access for cyclists and pedestrians to enable a continuous cycleway and footpath from Chapel Lane to Matchams Lane.

#### Section 278 linked to S106

- Junction alterations at Avon Causeway and Matchams Lane
- Traffic Light Maintenance Matchams Lane Junction
- Commuted sum for Traffic Signals maintenance – £63,700 and £63,100 for the Avon Causeway/Matchams Lane junction and Matchams Lane/Eastern Site Access junction respectively (to be index linked).
- Contribution of £12,000 and £12,000 for speed reduction measures along Matchams Lane and Parley Lane respectively (to be index linked).

#### **Planning Balance**

164. The National Planning Policy Framework (paragraph 8), sets out a presumption in favour of sustainable development. This is assessed in relation to three objectives, namely: economic, social and environmental. These three objectives are to be pursued by taking opportunities to secure net gains. Net gains/benefits are achieved through firstly identifying the level of harm caused by the development, and secondly by weighing that level of harm against the gains achieved economically, socially and environmentally. The weight of the harms and the gains/benefits is summarised below. This process is termed the planning balance and is used to see if the proposed development satisfies the test of being a sustainable development.

#### **Highways - some harm and insufficient gain**

165. The benefit of a new link road on the site, would provide the Aviation Business Park with transport access for all HGVs cars and buses from Chapel Gate to Matchams Lane. This benefit gives advantages of accessibility to an improved sustainable bus service for new and existing industrial units on the Aviation Business Park. The majority of the road has also been designed to provide footpaths and cycleways, but there are some gaps where cyclists and pedestrians would be unsafe, which need to be addressed subject to condition.



166. In transport terms it has not been possible to secure a full package of mitigation which would include all the improvements to sustainable transport, particularly in relation to cycling on and offsite. Unless continuous cycle and pedestrian access through the site and offsite contribution for cycling could be secured, there would be significant harm to be weighed against the benefits of the employment proposed.
167. It is considered that the scheme accords with most important aspects of the Development Plan policies PC1, KS9, KS11, BA1 BA2 and ME3 but as identified, there is a degree of conflict policy KS11 criterion ii) and BA1(Sustainable Transport section) regarding provision of new and improvement of existing pedestrian and cycle routes and KS10 regarding the programmed widening of Parley Lane between 2023-2028.

### **Drainage - net gains to the environment**

168. Surface water drainage could be adequately dealt with on and off the site to prevent flooding and be managed sustainably draining directly into a mix of dry swales and underground channels. This would produce net gains to the environment and could be secured by conditions.

### **Biodiversity - net gain to the environment.**

169. Impact on protected landscapes would be minimised through approved biodiversity mitigation prior to operation of the Estate Road or phased section of it. Biodiversity enhancements will be provided on site and mitigation contributions for habitat loss from the site, will be compensated for within the South-East Dorset Heathlands off the site. Benefits to habitat and biodiversity will be secured through the implementation of a Biodiversity Mitigation Plan via S106 agreement, which includes a net gain of 10%. This will produce benefits with net gain to the environment.

### **Neighbouring Amenity - net gain to economy**

170. No harm has been identified that could not be mitigated in terms of noise to neighbouring industrial units during construction through a Construction Traffic and Environment Management Plan being approved by condition and implemented during construction. There would be economic benefits to some existing industrial units through improved sustainable infrastructure on site.

### **Economic gains**

- Investment in the Estate Road infrastructure would enable the industrial development to generate employment.

- The construction phase of the road and the industrial buildings would initially generate employment opportunities
  - Occupation of the industrial development following construction of the Estate Road, would provide inward investment and employment to benefit the local and national economy.
  - Residents if provided with sustainable access from within the conurbation would provide a supply of labour to employment buildings, and the associated industrial buildings would provide for a growth in the skilled employment sector.
  - There would also be some economic gain to established businesses at the Business Park through improved highway infrastructure.
171. Sustainable highway infrastructure is also an economic priority in bringing forward employment and is afforded weight. It is important to the economy, in times of climate emergency, to secure the necessary highway infrastructure to support sustainable access to all modes of transport for the 25.8 hectares of industrial land, so that it provides safe cycling and walking routes and achieves reduction in CO2 emissions.
172. There is currently harm in this aspect and accessibility would not be safe or inclusive for cyclists and pedestrians without addressing this harm.
173. **Social gains** would include the provision of major infrastructure investment which would attract industrial employment opportunities at the Aviation Business Park with improved peak time bus service for wider accessibility. However, there would be harm to cyclists and pedestrians seeking to gain access to parts of the site, where accessibility would be unsafe and not fully inclusive.
174. **Environmental gains** would include sustainable drainage, sustainable transport, pollution control for contaminated land, biodiversity mitigation and enhancement which are all afforded significant weight, and all can be secured by conditions and the submission of additional plans or information before construction of the Estate Road. Harm to the environment would result from insufficient encouragement for cycling and pedestrians in place of cars to reduce CO2 emissions.

## Planning Balance

175. Weighing material harm of inadequate sustainable infrastructure for employees to safely access the Estate Road, against the benefits of this application, it has been demonstrated that the development of the Estate Road would meet a high-level strategic policy aim to boost the economy and would attract industrial development to provide employment with up to 1900 jobs and up to 85,100sq m of new industrial buildings to accord with Local Plan policy for the sub-region. However,

the success of the economic development relies on good accessibility and infrastructure for all travel modes. Therefore, the harm from inadequate sustainable infrastructure, if not secured, would be significant and finely balanced in a planning decision.

176. In this instance, having regard to the conclusions relating to the policies, as explained above, and notwithstanding the conflict identified, it is considered that subject to securing further sustainable transport improvements, the proposal would be in accordance with the provisions of the Development Plan when considered as a whole.
177. However, should the S106 agreement to secure a continuous cycle and pedestrian route through the Aviation Business Parks not be accepted by the applicant and a contribution be offered towards offsite cycle access to be included in the S106 agreement, then the planning balance would be finely balanced and tipped towards refusal of the application due to the unsafe access for cyclists and pedestrians throughout the site.

## **CONCLUSION**

178. Overall, the development of employment land on this strategic higher quality site would provide economic, social and environmental gains to the sub-region which would regenerate the employment sector and have positive impacts throughout BCP Council area. Whilst the highway infrastructure proposed is broadly beneficial, there is still a requirement to contribute to offsite cycle access and for the proposed Estate Road and links to public highway to be altered to be made accessible and safe for cycles and pedestrians.
179. Given the conflict with the Development Plan policy for sustainable transport identified in this report, it is considered that the material considerations, including the benefits of the scheme to the economy and natural environment, would demonstrably outweigh the negative impacts and support a view in favour of granting the proposal, providing the remaining requirement for a continuous cycle and pedestrian access from Chapel Lane to Matchams Lane is secured by condition together with an offsite cycling contribution to be secured by S106.

**Recommendation: Delegate to the Head of Planning subject to Conditions and S106 and S278 agreements which are subject to alteration/addition by the Head of Planning Services provided any alteration/addition does not go to the core of the decision as follows**

And then Grant

S106 Agreement would be required in relation to:

Heathland mitigation

- Biodiversity compensation Payment of £39,109.15 for off-site replanting including 10% net gain.

Transport

- The delivery of the link road (8/19/0870) will be secured by legal agreement linked to the outline application (8/19/0864) because it enables the outline development to come forward so implementation of the link road needs to be secured with:
- Trigger points which have been agreed through traffic modelling
- Details of Automatic Number Plate Recognition at the Gatehouse Barriers and Moors River Crossing
- Traffic light entry to manage peak traffic movements.
- Traffic signal control over Moors River bridge to improve safety for cycle access
- Revised Area Wide Travel Plan for Airport and Business Parks including £350,000 for additional peak bus service and £25,000 per annum Travel Plan Coordinator
- Continuous cycle and pedestrian provision from Chapel Lane to Matchams Lane
- Contribution towards offsite cycleway (still to be agreed)

- Section S106 agreement to works in public highway, undertaken in S278
- Junction alterations at Avon Causeway and Matchams Lane
- Traffic Light Maintenance Matchams Lane Junction
- Commuted sum for Traffic Signals maintenance – £63,700 and £63,100 for the Avon Causeway/Matchams Lane junction and Matchams Lane/Eastern Site Access junction respectively (to be index linked).
- Contribution of £12,000 and £12,000 for speed reduction measures along Matchams Lane and Parley Lane respectively (to be index linked).

**Conditions**

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan with Red line (amended plan December 2021)

Access plans (amended plan references dated 23 November 2021)

Reason: For the avoidance of doubt and in the interests of proper planning.

### Phasing Plan

3. Prior to commencement of works to construct the development hereby permitted,, a Phasing Plan for the construction stages of the Estate Road shall be submitted to and agreed in writing by the Local Planning Authority. This shall accord with the highway triggers for the inter-related industrial development, to which this application is tied by S106 agreement. The phasing shall have regard to the established in traffic modelling, as set out by PJA Transport Technical Note XXX , such that no more than 35,000sqm of industrial development in total from the total development of 85,100sqm shall be occupied only at Zones A, B, C or E, accessed from Chapel Gate, until the whole link road and Junction improvements to Matchams Lane and Avon Causeway, have been constructed and brought into use.

Reason: To ensure adequate access to service the development in the interests of highway safety.

### Vehicle proof barrier,

4. Details of a vehicle proof barrier, excepting access for emergency vehicles, to be located at the eastern end of Zone E, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any works on site related to the access or industrial development. Once agreed, the agreed barrier shall be installed as approved and remain in place until the completion of the full access arrangements to Matchams Lane with associated junction improvements has been completed in accordance with the related S278 agreement.

Reason: To prevent access to the Eastern Aviation Business Park and Matchams Lane from the Western Aviation Business Park; until the complete access and junction improvements have been completed, in the interests of highway safety.

### Surface Water Drainage Scheme

5. No surface water drainage works shall take place until a detailed and finalised surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, has been submitted to, and approved in writing by the Local Planning Authority. The surface water scheme shall be implemented in accordance with the submitted details before the development is used for the first time.

Reason: To prevent increased risk of flooding and to improve and protect water quality.

### Surface Water Drainage Maintenance and Management

6. No surface water drainage works shall take place until details of maintenance and management of the surface water sustainable drainage scheme (as detailed in condition 5) have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system and to prevent increased risk of flooding.

### Pollution prevention and response strategy

7. Prior to the commencement of the development, a pollution prevention and response plan for demolition of current structures, construction phase and for operation phase, shall be submitted to and agreed in writing by the Local Planning Authority and shall be implemented as agreed prior to occupation of any building on the site.

Reason: to ensure the surface water drainage system would conserve habitats and species preventing harmful impacts on Hurn Common SSSI, Dorset Heath Special Area for Conservation and Moors River System SSSI, via the surface water drainage system.

### Foul Drainage

8. Prior to commencement of construction works on the estate road or first occupation of any industrial unit forming part of this proposal, details of authorisation and timing of decommissioning and closure of the current private sewage treatment works at the Airport and Aviation Business Parks, together with details of timing and connection to the foul sewer at Palmersford Sewage Treatment, shall be submitted to and agreed in writing by the Local Planning Authority from Wessex Water. The development shall be carried out in accordance with the agreed details.

Reason: To control pollution and prevent leakage into the Moors River SSSI.

#### Flood Storage

8. . Prior to commencement of construction of the Estate Road, details of the installation of a flood storage and rainwater run-off facility including appropriate interceptors shall be submitted to and agreed in writing by the Local Planning Authority. The storage facility shall include the creation of a 3-metre-wide swale running adjacent to the proposed estate road and shall be installed prior to the related phase of the estate road becoming operational. The development shall be carried out in accordance with the agreed details and completed in its entirety prior to the road being brought into use.

Reason: To enable the storage and controlled release of surface water run-off to avoid changes to the hydrology of the nearby heathland and Moors River SSSI and to manage potential contamination from increased vehicular usage of the site.

#### Contaminated Land.

10. Before planning permission is implemented, other than in respect of demolition works, a scheme shall be submitted to the Local Planning Authority to deal with potential contamination of the site. Such scheme shall include the following actions and reports, which must be carried out by appropriately qualified consultant(s):

(a) A Site History Report, which shall, by reference to site layout drawings of an appropriate scale, include a history of the site, past land uses, current and historical maps, site plans, locations of any known spillages or pollution incidents and the location and condition of old tanks, pits, fuel or chemical storage areas. (Please note it is the responsibility of the landowner, developer or consultant to provide and disclose all relevant information). This will be completed in accordance with CLR11 and provide a Conceptual Site Model and Preliminary Risk Assessment.

(b) If development of the site over several phases is intended the developer will submit in writing for the approval of the Local Planning Authority a Phasing Plan. No alteration of the area covered by each Phase will occur unless approved in writing by the Local Planning Authority. Following approval of the Phasing Plan the conditions below will need to be addressed with respect to each Phase of the development before occupation of each Phase.

(c) Before any works commence on site, should (in the opinion of the Local Planning Authority) investigation works be required, consultants appointed to carry out intrusive site investigation work must submit their sampling strategy to the Local Planning Authority for approval.

(d) A Site Investigation Report (based on the information contained in the site history report), will be required where the appointed consultant and/or the Local

Planning Authority anticipate that contamination may be present in, on or near the proposed development area. The site investigation report must characterise and identify the extent of contamination, identify hazard sources, pathways and receptors and develop a conceptual model of the site for purposes of risk assessment.

(e) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Statement, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s) or part(s) thereof recommended in the remediation statement, shall require approval to be obtained in writing from the Local Planning Authority.

(f) Development shall only take place in accordance with the approved Remediation Statement.

(g) If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority.

(h) On completion of all the works detailed in the agreed Remediation Statement, a Remediation Completion Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have Amended Planning Condition – Contaminated Land. supervised all the agreed remediation actions. This report is to be submitted to the planning authority confirming that all works as specified and agreed have been carried out to the point of completion. Until the Planning Authority is in receipt of said Remediation Completion Report and is satisfied with the contents of the statement and the standard of work completed, it will be viewed that the remediation of the site is incomplete.

Reason: To protect controlled waters, ecological receptors, human health and property.

#### Construction Traffic and Environment Management Plan

11. The development hereby permitted shall not commence until a Construction Traffic and Environment Management Plan with programme of works has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include:
  - construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheelwash facilities)
  - Methods of dust suppression during development



- Pollution Prevention measures
- Hours of operation
- Contact Details for Supervisor of works
- Inspection of the existing access points highways contiguous with the site jointly between the developer (or his contractor) and BCP Highways prior to work commencing and at regular, agreed intervals during the construction phase to identify damage and remedial works required to the public highway
- A scheme of signing of the heavy vehicle route to the site agreed with advice/warning signs at appropriate points.

The development shall be carried out strictly in accordance with the approved Construction Environment Management Plan

Reason: In the interests of highway safety and pollution control.

#### Lighting for biodiversity

12. A scheme for lighting of the site shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the Estate Road; and shall be compliant with 'Bats and artificial lighting in the UK' by Institution of Lighting Professionals with BCT, Guidance Note 8, 2018, to use lights with colour temperature less than 2700K (or up to 3000K if lower temperature not currently practicable) and shall be implemented as approved. New lighting will comply with the lighting principles detailed below:

- External lighting will be kept to a minimum.
- Light sources should emit minimal ultra-violet light, peak higher than 550nm and be of a warm/neutral colour <4,200 kelvin.
- Using low pressure sodium lighting with light levels kept as low as practically possible (between 1 and 3 lux); and;
- Restricting the height of the lighting columns to three metres or less.

Reason: To mitigate impacts on protected species of bats and their foraging habitat.

#### Boundary hedging and fence with Dorset Heathland

13. Prior to commencement of above ground work on the Estate Road hereby approved, details of boundary hedging to be planted along the northern boundary of the development with the SE Dorset Heathland, and details of a 1.8m Green Weldmesh fence, to form a continuous boundary of the Aviation Business Park with the Heathland, shall be submitted to and agreed in writing by the Local Planning Authority and shall be planted and the fence installed, prior to first use of the related phase of the Estate Road being constructed. The fence shall be retained such that it provides a permanent boundary to prevent public recreation

on the neighbouring heathland and provide security for the airport and industrial premises.

Reason: To provide protection to the South East Dorset Heathland adjoining the site and offset pollution impacts.

#### 14. Biodiversity BMEP works and planting

All onsite biodiversity works and planting proposed as mitigation and enhancement for the development of the Estate Road and drainage infrastructure, with associated works, shall be carried out in accordance with the plans, annotations and descriptions set out in the Biodiversity Mitigation and Enhancement Plan dated 01 May 2020 as certificated by Dorset Natural Environment Team. Such measures shall be thereafter maintained and retained.

Reason: To ensure the protection of habitats and protected species within the application site.

### **INFORMATIVES:**

1. A S106 agreement tying the delivery of the link road for application 8/19/0870/FUL to the outline planning permission 8/19/0864/OUT and S278 public highway junction works and traffic controls and is dated XXXX and shall be applied alongside the planning conditions in relation to the development hereby approved to address the following:

#### Biodiversity

- Biodiversity Mitigation and enhancement plans for each zone with offsite contributions Payment of £39,109.15 for off-site replanting including 10% net gain

#### Transport

- The delivery of the link road (8/19/0870) will be secured by legal agreement linked to the outline application (8/19/0864) because it enables the outline development to come forward so implementation of the link road needs to be secured with:
- Trigger points which have been agreed through traffic modelling
- Timing of Automatic Number Plate Recognition at Barriers at Gatehouse and Moors River Crossing
- Traffic light entry to manage peak traffic movements.
- Traffic signal control over Moors River bridge to improve safety for cycle access
- Revised Area Wide Travel Plan for Airport and Business Parks including £350,000 for additional peak bus service and £25,000 per annum Travel Plan Coordinator

- Full construction details, drawings and specification of the highway and cycleway/footway construction areas, the cycle/footway crossing, together with details of the four site accesses.
- Continuous cycle and pedestrian provision from Chapel Lane to Matchams Lane (to be agreed)
- Contribution towards offsite cycleway (to be agreed)

#### **INFORMATIVE- Pollution Prevention During Construction**

2. Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at:

<https://www.gov.uk/guidance/pollution-prevention-for-businesses>

#### **INFORMATIVE – Controlled Waste**

3. If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant requires more specific guidance, it is available on our website <https://www.gov.uk/how-to-classify-different-types-of-waste>

#### **Background Documents:**

Documents uploaded to that part of the Council's website that is publicly accessible and specifically relates to the application the subject of this report including all related consultation responses, representations and documents submitted by the applicant in respect of the application.

Notes. This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972. Reference to published works is not included