



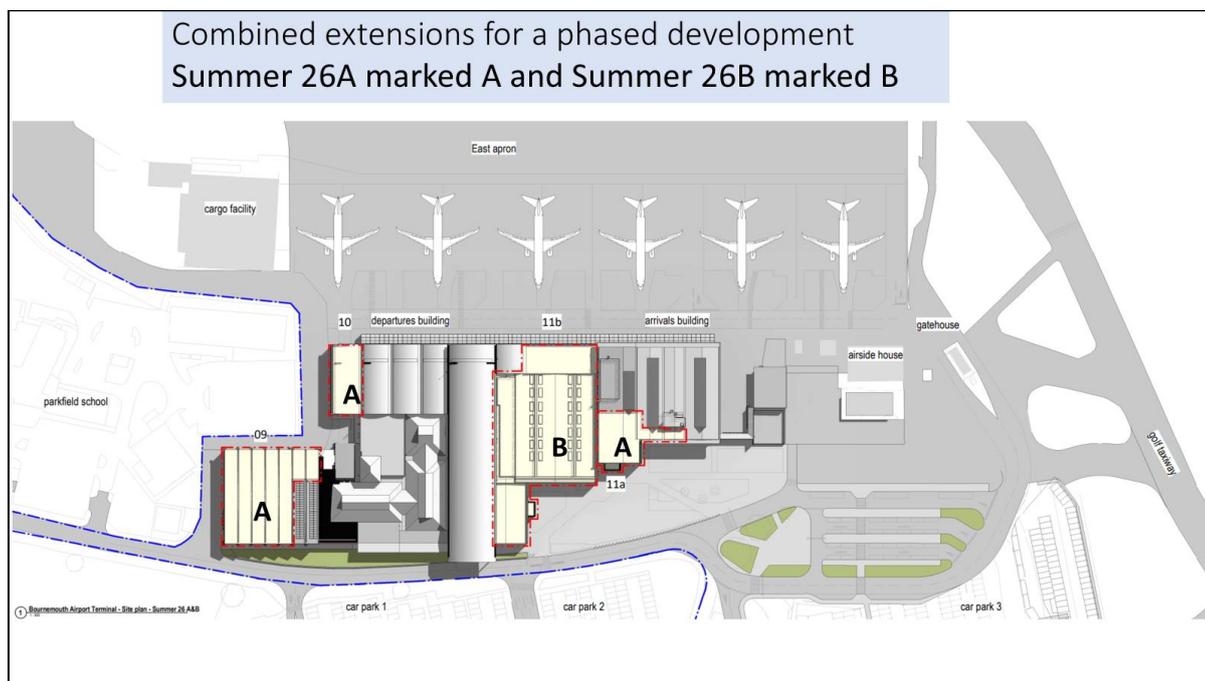
Planning Committee

Application Address	Bournemouth Airport Terminal Building Christchurch BH23 6SE
Proposal	Extension to passenger terminal buildings, provision of reconfigured transport interchange, landscaping and associated works (phased)
Application Number	8/24/0441/FUL
Applicant	Bournemouth International Airport Ltd
Agent	Planning Prospects Ltd
Ward and Ward Member(s)	Commons Cllr Margaret Phipps and Cllr Vanessa Ricketts
Report Status	Public
Meeting Date	28th August 2025
Summary of Recommendation	Grant in accordance with the details set out below for the reasons as set out in the report and subject to the satisfactory completion of the S106 Agreement.
Reason for Referral to Planning Committee	The Head of Planning considers it would affect the wider public interest
Case Officer	Clare McCarthy
Is the proposal EIA Development?	No. An EIA screening opinion was undertaken that confirmed the application is not subject to an Environmental Assessment – ref 8/24/0343/SCRN

Description of Proposal

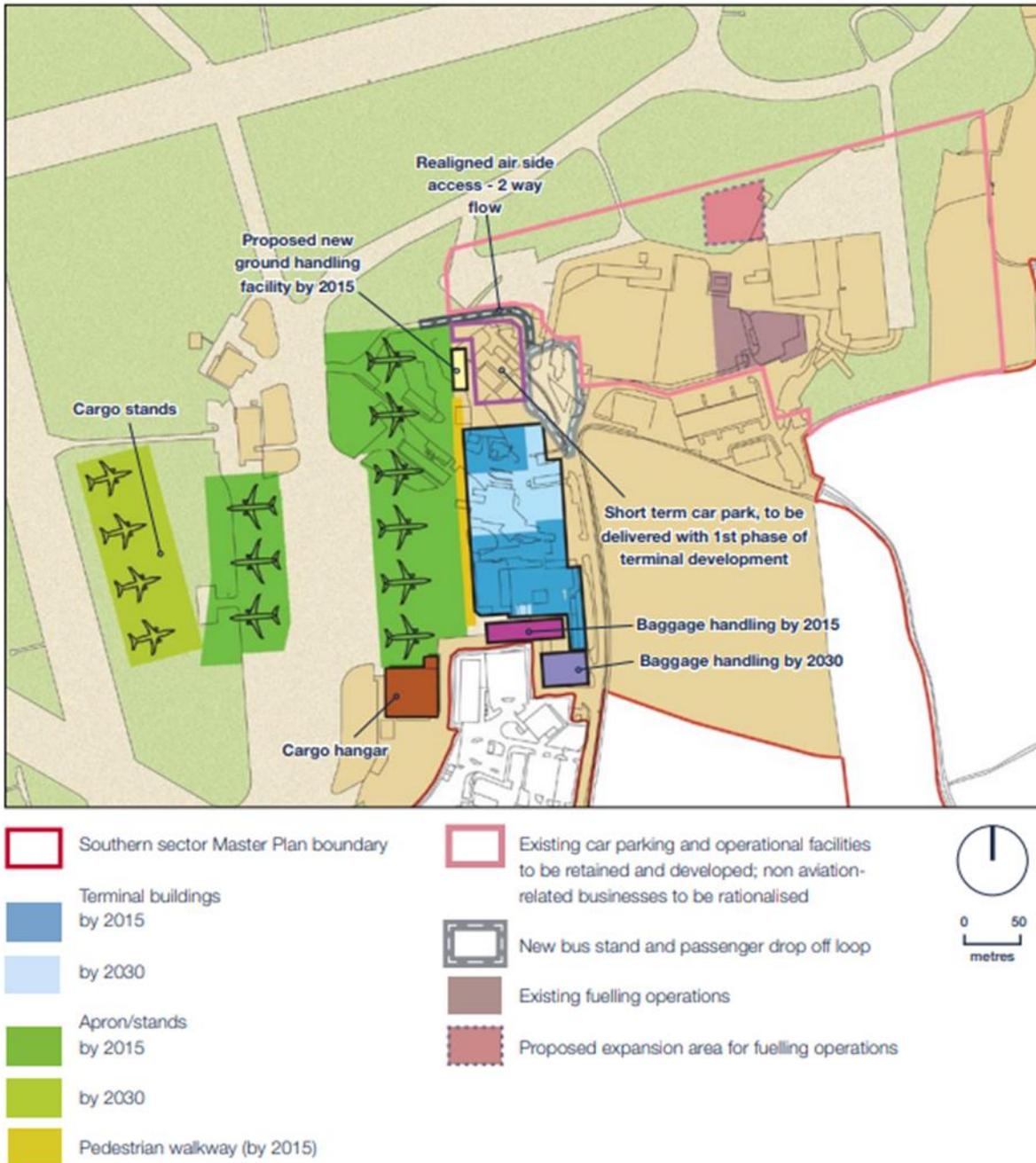
1. The proposed development includes expansion and infilling of the existing departures and arrivals buildings, joining them together so that a single terminal facility is provided, and comprises four extensions to the Terminal buildings to be delivered in two phase and a reconfigured transport interchange.
2. The first phase of extensions is labelled Summer 26A, and the second phase is labelled Summer 26B. There are three extensions which will be delivered as part of Summer 26A, which are a permanent baggage area attached to the south side of the departures building towards the front, and a small extension to the departures lounge towards the rear of the departures building on the

south side. Another extension is proposed to the front of the Arrivals Building. The fourth extension proposed as Summer 26B is an infill extension which would join the Departures and Arrivals buildings together to form one large Terminal building.



3. The four extensions proposed are required to consolidate and enhance the existing passenger terminal with more effective accommodation for passengers and will also generate a significant increase in airport staff.
4. Alongside the proposed extensions is the proposal for a replacement of the existing transport interchange with a reconfigured transport interchange, within brownfield land around the existing terminal buildings at Bournemouth International Airport, together with landscaping and associated works.
5. The proposed transport interchange is a significant logistical requirement for the functioning of Bournemouth Airport and is required to support growth in the passenger operations at the Airport which now exceed 1 million passengers a year and are permitted to grow up to 3 million passengers in the future by the 2007 permission. The 2007 Bournemouth Airport strategy in 2007 together with the Terminal permission had planned that the Terminal would increase facilities to accord with rising passenger numbers, and the transport interchange will be a crucial part of the functioning of the Terminal.
6. The four extensions to the terminal buildings and the transport interchange together are intended to provide a better range of facilities in terms of departures, arrivals, security, baggage handling and public and sustainable transport, so that the throughput of passengers already permitted to travel from Bournemouth are managed in a safe and smooth passage through the Airport.

7. The siting of the proposed infill extension to combine the Departures and Arrivals buildings together is shown in light blue in the Bournemouth Airport Strategy 2007 for a terminal extension by 2030, and in dark blue it shows the terminal buildings which were proposed before 2015 and exist on site now.



8. The proposed infill extension to the airport terminal falls within the envelope of the original masterplan, as does the projected baggage area south of the departures building and the front extension to the arrivals building and does not change or fall outside of the terms of the original S106 agreement in 2007 and subsequent variations in relation to growth of the terminal with increase in permitted passenger numbers.

9. For clarity, the restrictions secured by conditions and/or S106 remain in the base consent in 2007 and are not materially impacted by this proposal;

- agreement for compliance with operational restrictions for aircraft flight paths, landing and descents,
- departing noise, ground running, monitoring of aircraft taking off and landing, height and tracking,
- an annual airport consultative committee to deal with noise complaints.
- night-time operations to be controlled and night time noise budget,
- an hourly bus service to be provided for 12 hours per day,
- a green travel plan to be approved and maintained,
- highways works with payment for road junction,
- community fund payments rising as passenger numbers increase,
- public art,
- air quality with vegetation monitoring,
- carbon management action plan and carbon audit.

10. It is proposed that this planning application for the four Terminal extensions and associated transport facilities will generate a requirement for an increase of 233 staff. Transport measures for staff have not been taken into account in the 2007 permission and S106 agreement as varied in 2010 and 2015. Therefore, it is appropriate to require sustainable transport and other transport contributions related to the four extensions to the Terminal, to account for the rising in staff numbers at the Terminal building. To address the transport implications of this, the proposal includes a Transport Interchange that will be used by buses, taxis, and includes Beryl Bikes and stands for cycles. New footpath links are also proposed from car parks to the Terminal entrance and pedestrian crossing points at the Transport interchange. To mitigate for additional traffic, transport mitigation measures and controls are proposed to address provision for transport facilities for staff, including a red route for controlling traffic. This is to be secured by S106 agreement.

Description of Site and Surroundings

- 11.** The Airport is located north of the urban areas of Bournemouth and Christchurch and is situated on the northern side of Parley Lane. The terminal occupies the southeastern corner of the Airport.
- 12.** The Proposed Development relates to land to the south of the existing departures building, also between the departures and arrivals buildings, and the transport interchange north-east of the arrivals building. The land south of departures and between departures and arrivals comprises underutilised yard and compound areas. The land northeast of arrivals includes derelict buildings, areas of vehicle circulation, parking and landscaping.
- 13.** The Airfield including the runway and taxiways plus aircraft stands extends west and northwards from the Site. Business Parks (Aviation Business Park West and Aviation Business Park East) are located to the north of the Airfield. Land to the east of the Terminal area is taken up by large open surfaced car parks.

14. Parkfield School is located south of the terminal and adjoins the north side of Parley Lane. The school shares the same vehicular access off Hurn Court Lane as Bournemouth Airport. Parkfield School, together with playground and car park area are currently closed and remain empty.
15. Green Belt and open countryside lie to the south of Parley Lane and includes Hurn Quarry immediately to the south. The airport has been excluded from the Green Belt designation.
16. The village of Hurn is the closest residential settlement to the east of the Airport.

Relevant Planning History:

17. A screening opinion reference 8/24/0343/SCRN was undertaken prior to the determination of this planning application. On 4th March 2025 it was concluded that the Proposed Development at the Terminal area, in isolation, and as part of an inherently bigger development at the Airport would not give rise to significant environmental effects, was concluded that, it was not an EIA development under Schedule 1 or 2, and an Environmental Statement was not required.
18. A 900-space car park north and east of the Terminal building, also required a screening opinion ref: 8/24/0393/SCRN and on 4th March 2025 it was also concluded that an Environmental Statement was not required. It was then approved through Permitted Development consultation under Part 8 of the General Permitted Development Order 2015 as amended.
19. Under Part 8 of the General Permitted Development Order 2015 as amended, several other additions to the arrivals and departures buildings, were submitted, in conjunction with this application for extension of the Terminal and Transport interchange. Additionally other buildings for cabin crew and offices for airport staff, and hardstanding areas for aircraft stands were submitted. These have all been approved through Permitted Development consultation.
20. An application, reference 8/24/0469/FUL, for an extension of the Northern Fuel Farm, accessed from Matchams Lane, was approved under delegated powers on 20th February 2025. This is currently under construction.
21. An application reference 8/24/0630/FUL for a temporary canopy over the Departures baggage area was approved on 19th March 2025 and is now operational as part of the 2025 works until such time as the permanent baggage area proposed as part of this application can be constructed.
22. Application P/25/00114/FUL for an extension to the north of the Arrivals Building is still under consideration and is for a baggage reclaim facility.
23. The 2007 permission was granted subject to a S106 agreement, and a deed of variation subsequently ensured that its provisions were carried over into the 2010 permission for the Arrivals building which also formed part of the overall Terminal buildings and again in 2015. These S106 agreements remain as the relevant permission for control of aircraft. Passenger numbers are permitted by the 2007 permission to rise up to 3 million as the flights increase in accordance with the 2007 permission.

24. This 2007 S106 Agreement and subsequent Deeds of variation also contain covenants related to aspects of noise, ground running, nighttime operation, a community fund and an hourly bus service for 12 hours, with payment triggers related to the passenger numbers, as passenger numbers rise from under a million passengers per year up to the 3 million passengers approved by the 2007 permission. Passenger numbers are not controlled or related to the terminal extension proposed. These covenants and the related conditions on the 2007 and 2010 applications remain in force in relation to the Terminal as it exists today and going forward.

Ref number	Description	Decision & date
8/24/0343/SC RN	EIA screening opinion	Not EIA development
8/24/0630/FUL	Temporary Canopy for outdoor baggage area	Granted 19/03/2025
6/24/0469/FUL	Northern Fuel Farm	Granted 20/02/2025
8/24/0378/PN DEM	Prior approval of demolition for MT building	Granted 15/07/2025
8/10/0045	International/Domestic Arrivals building to replace existing	Granted 28/05/2010
8/07/0065	Refurbishment and extension of existing passenger terminal facilities, construct new car parks, landscaping, access roads, signalised junction on Parley Lane, (Renewal of outline consent 8/00/0505)	Granted 31/08.2007
8/00/0505	Replacement passenger terminal and associated ancillary buildings, apron, coach and car parking, landscaping, access roads and signalised junction on Parley Lane	Granted 16/10/2000

Constraints

Adjacent to Green Belt

Adjacent to River Moors (SSSI)

Public Sector Equalities Duty

25. 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.

Other relevant duties

26. In accordance with regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 (as amended) (“the Habitat Regulations), for the purposes of this application, appropriate regard

has been had to the relevant Directives (as defined in the Habitats Regulations) in so far as they may be affected by the determination. In this instance an appropriate assessment has been provided.

27. With regard to sections 28G and 28I (where relevant) of the Wildlife and Countryside Act 1981, to the extent consistent with the proper exercise of the function of determining this application and that this application is likely to affect the flora, fauna or geological or physiographical features by reason of which a site is of special scientific interest, the duty to take reasonable steps to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest.
28. For the purposes of section 40 Natural Environment and Rural Communities Act 2006, in assessing this application, consideration has been given as to any appropriate action to further the “general biodiversity objective”.
29. For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area.
30. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

Hurn Parish Council - Comments and requests for conditions

31. Increase in passenger numbers will result in a significant increase in vehicle movements, impacting people and horses/horse riders crossing the roads from the Hurn Bridge Equestrian Centre and Home Farm. Policy 7. of the adopted Hurn Neighbourhood plan – “*Creating safer roads and pedestrian / cycle routes*” states that developer contributions may be sought for these purposes where they are necessary, reasonable, and directly related to the proposal.
32. Considerable disruption and danger by parking at the access to Hurn Quarry opposite the airport entrance in Hurn Court Lane, despite double yellow lines. Any grant of permission should allow for red lining (no parking at any time), enforced by cameras, along the entrance to Hurn Court Lane opposite the Airport entrance, as well as along Parley Lane in that location.
33. The proposed expansion will result in a large increase in the quantity of effluent waste produced. Clarification is required as to how this increase in capacity will be treated.
34. Any grant of permission should be conditional on no increase in nitrates, phosphates or other pollutants reaching the water courses. The Moors River which runs alongside the Airport site is an SSSI and its protection must be ensured.

Environment Agency - No objection subject to conditions

35. Contaminated Land Phase 1 preliminary site investigation has been accepted, subject to a condition for further site investigation and remediation as necessary; and a condition for approval of the remediation strategy, to ensure that the development does not contribute to unacceptable levels of water pollution

36. The current use of the site presents a medium risk of contamination that could be mobilized by surface water infiltration from the proposed sustainable drainage system (SuDS). This could pollute controlled waters, so it is recommended that a scheme of soakaways be approved to prevent risk of water pollution from contaminants.
37. A Construction Environment Management Plan is also proposed to incorporate pollution prevention and safeguarding measures, and it has been confirmed that there is no concern about mercury pollution from Aircraft Tyres.
38. A foul sewage feasibility assessment /scheme is also required by condition to ensure that adequate foul drainage systems are in place to support the approved development and future growth.
39. **BCP Local Lead Flood Authority** – No objection subject to conditions
40. The flood evacuation plan (FEP) provides an accurate assessment of the flood risk affecting the site.
41. A further simulation analysis is required to demonstrate that the proposed surcharges and exceedances can be safely provided. A proposed drainage layout is necessary, along with details of water quality provisions, maintenance and indicative exceedance routes for the event of drainage failure or storms exceeding the design criteria. This is essential for any major development to ensure a safe environment, and is also desirable to ensure good drainage performance on a high profile site.
42. The drainage strategy for the site has been provided in two parts, one serving the main buildings and the other serving the main car parking area. The submitted drainage information provided for the buildings has several issues relating to layout and capacity that could lead to surface water flooding issues. However, these issues may be resolved during detailed design with increased engagement between the designer and the LLFA. The drainage information submitted for the transport interchange area shows that a satisfactory drainage system can be provided that it meets local and national guidance.
43. Therefore, it is proposed a surface water drainage condition and a surface water management condition be imposed to allow the applicants to provide a necessary simulation analysis and revised drainage strategy for the buildings, to be discharged by condition following planning permission prior to commencement of any works on site.
44. **Bournemouth Airport Safeguarding** - No objection subject to informative notes
45. No objection subject to Airport safeguarding AoA advice notes for Aerodrome Safeguarding an Overview, Lighting near Aerodromes, Wildlife Hazards around Aerodromes and Cranes and other Construction Issues.
46. **BCP Environmental Health – Land Contamination** - No objection subject to conditions for Construction Environment Management Plan (CEMP) and Land Contamination
47. The required construction mitigation measures can be secured by way of planning conditions, for submission and implementation of an agreed Construction Environmental Management Plan to include construction dust mitigation measures.
48. Following a full review of Mabbetts and Campbell Reith assessment of the applicant's contaminated land reports, planning conditions relating to Site Investigation (parts a, and c (i and ii)), Remediation Scheme (parts a and b), Construction Environmental Management Plan,

Reporting of Unexpected Contamination and Waste Materials and Site-won Materials (parts a and b), should be provided and the phase 2 site investigation has been accepted.

49. BCP Environmental Health Air Quality and Dust - No objection subject to condition

50. A detailed, site-specific Dust Management Plan is required for submission and implementation, to demonstrate how it will mitigate dust impacts of construction.

BCP Environmental Health – Noise

51. Aircraft Noise from flight timetabling and route of flight paths has been demonstrated to relate to the 2007 Terminal planning permission and S106 agreement together with variations of S106 agreement in 2010 and 2015.

52. This application relates to extensions to the terminal buildings and modifications to other areas within the transport interchange. Accordingly, the scope of the noise assessment has been confined to operational noise arising from these buildings.

53. It is important to note that aircraft noise does not fall within the remit of this application. That matter was addressed under the original Terminal Application in 2007, which incorporated controls through a Section 106 agreement covering both flight-related noise and associated traffic impacts.

54. Having reviewed the submitted plans in conjunction with the Noise Impact Screening Assessment (Ref: GM12546, Report No. 4, Version 2.0, dated June 24), the Environmental Health Officer raises no objection to this application and does not recommend the imposition of any noise-related conditions.

55. Natural England - No Comment received.

56. Comments from Natural England were not required following an EIA Screening opinion and Habitats Regulations Assessment, which was undertaken by a consultant Ecologist on behalf of BCP Council, which confirmed that the application fell below the threshold for requiring an Environmental Impact Assessment or an Appropriate Assessment under the Habitats Regulations.

57. BCP Ecology Officer - No objection subject to condition

58. The Ecology Officer has requested a condition for a Construction Environment Management Plan (CEMP) to align with the Environment Agency's proposed condition.

59. BCP Biodiversity Net Gain Officer - No Objection subject to BNG condition and informative note, and a S106 agreement for payment of HMMP Monitoring contribution

60. The BCP Biodiversity Officer and BNG Planning Policy Officer requested provision of a Habitat Hierarchy and a supplementary condition assessment and baseline statement and an uplift of the target condition of the onsite post development trees.

61. The applicant's Ecologist provided the information required. The BCP BNG Policy Officer confirmed that the Habitat Hierarchy information was satisfied and also the information regarding the compensation part of the biodiversity gain hierarchy has been addressed.

62. There is no objection to the proposed Biodiversity Net Gain subject to a Habitat Management and Monitoring Plan (HMMP) condition to be included on the decision notice with the HMMP Monitoring fee, to be paid through the S106 agreement, and an informative note proposed.

BCP Tree and Landscape Officer – No objection subject to conditions

63. The submitted Tree Report and Tree Protection Plan ref: 12625-T-03 highlight what measures will be taken to safeguard the more significant trees (T1 to T5). The trees identified in G1, are not seen as a material constraint on the proposal, due to their size.
64. The removal of the kerbing within the root protection area (RPA) of Oaks (T1 to T5), should be carried under supervision by the applicant's Arboricultural Consultants. Also, a pre-commencement site meeting should take place before any grounds begin on site, to ensure that the recommended tree protection fencing is in place.
65. **BCP Economic Development** - No objection
66. Support the following:
- Proposed development with an increase of jobs within the area. installation of a new bus stop
 - Increase in bus services to the airport for both passengers and staff at the airport and surrounding business parks
 - Sustainable travel and those without access to cars.
 - Opportunity for marketing Bournemouth, Christchurch and Poole overseas at airports connected by flights to Bournemouth International Airport.
67. **BCP Highways Officer** – No objection subject to conditions and S106 contributions
68. Access - Overall, pedestrian movement is improved and greater connections within the site including crossing areas.
69. Bus Operation - Require changes to bus service though S106 agreement
70. Transport/Passenger Interchange – is an improvement to the existing provision subject to a condition.
71. Cycle Parking - No objection subject to a condition requiring the cycle parking to be provided within the passenger/transport interchange.
72. Shared Cycle and Scooter Hire – Beryl – No objection subject to a 'Beryl Parklet' to be installed within the transport interchange.
73. Travel Demand Model - calculated the uplift in parking spaces required to deal with the increased number of flights, passengers and staff. The increased number of staff vehicles travelling to the airport would not cause a significant impact on the network.
74. Active Travel Fund - agreed to be used to provide incentives to travel sustainably which could be monitored in the travel plan secured by S106 agreement.
75. Transport assessment - concludes that road junctions are not at capacity, so increase in traffic from this application will not cause a significant impact on existing junctions.
76. Traffic Regulation Order – required for camera enforcement equipment to be installed to deter vehicles from unauthorised stopping on red lines through S106 agreement.
77. **BCP Urban Design Officer** - No objection
78. Given the existing context and the layout and heights proposed, no concerns regarding the scale and bulk. The proposed scale aligns with the scale and overall appearance of the existing terminal buildings, making it a reasonable addition to the terminal complex.
79. It is positive that the proposals have been designed in a similar style to the existing terminal buildings, which would give the terminal some coherence.

80. The design incorporates diverse elements, such as a curtain wall system with clear glazing, which helps to reduce the dominance of the large expanses of metal composite cladding while providing natural light and a contemporary look to the building.
81. The retention of the existing main entrance to the departure building as the focal point is welcomed since it provides clarity for pedestrians, which is important for legibility and wayfinding
82. The proposed road layout appears to have been carefully designed to create a safe and convenient environment for users, including the passenger public transport interchange area and accessible facility throughout. Likewise, the proposed pavement surfacing materials and colours complement this approach.
83. The re-arrangement of the frontage and the introduction of an extended forecourt with a new landscaped area and additional planting is welcome

Representations

84. A Site notice was posted on a streetlight, at the junction of Parley Lane and Hurn Court Lane, on 16th April 2025 following the submission of amended plans.
85. There have been two letters in support of the application:
- Much needed boost to the local economy
86. There have been 25 representations from 18 different addresses objecting to the proposal on the following grounds:
- climate change due to flight numbers
 - air pollution
 - number of flights
 - operating hours of flights
 - late night flights
 - angle of descent of flights
 - noise pollution
 - tinnitus and mental health effects from noise
 - disturbance to nature below flight paths
 - disturbance and stress to humans and animals
 - route changes for aircraft
 - lack of consultation of Noise Action Plan
 - application not adequately publicised nor consultation by the airport
 - Access only available by private transport
 - No public transport and no pedestrian access
 - Non airport generated carbon emissions

Key Issue(s)

87. The key issues involved with this proposal are:
- The principle of sustainable development
 - Design and amenity
 - Access and Transport

- Air quality, Dust and Noise
- Contaminated land Sustainable Energy
- Flooding, surface water run-off and pollution
- Consideration of representations
- HRA Appropriate Assessment and mitigation
- Biodiversity Net Gain
- Panning Balance

88. These issues will be considered along with other matters relevant to this proposal below.

Policy context

89. 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 - Core Strategy, adopted in April 2014 and also the Hurn Neighbourhood Plan Adopted 10 December 2024.

90. National Planning Policy Framework (“NPPF” / “Framework”)

91. Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 – “Plans and decisions should apply a presumption in favour of sustainable development.”

92. Christchurch and East Dorset Local Plan Part 1 -Core Strategy

93. Policies of particular relevance in this case:

BA1 - Vision for Bournemouth Airport - 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.

BA2 - Strategy for the Operational Airport - Associated infrastructure will be developed to support the operational airport to include facilities for general aviation.

KS1 - Presumption in favour of sustainable development

KS10 - Strategic Transport Improvements Blackwater Junction and Hurn roundabout completed.

KS11 - Transport and Development - provision of new and improvement of existing public transport, pedestrian and cycle routes, travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and implementation of works to the highway

KS12 - Parking Provision for vehicle and cycle parking to be provided as part of development schemes.

ME1 - Safeguarding biodiversity and geodiversity

ME2 - Protection of the Dorset Heathlands

ME3 - Sustainable Development Standards for New Development

ME4- Renewable Energy Provision for Residential and Non-residential Developments

ME6 - Flood Management, Mitigation and Defence

ENV21 - Landscaping in New Development

HE2 - Design of New Development

HE3 - Landscape Quality

Hurn Neighbourhood Plan

94. Policy 7 - Creating safer roads and pedestrian / cycle routes –

“Measures to improve road safety, including the crossing points identified on Map 7 of the Neighbourhood Plan, will be supported where they are designed in a manner appropriate to the rural character of the area, and will be a priority for locally determined expenditure arising from developments.”

Planning Assessment

95. Presumption in favour of sustainable development

96. At the heart of the NPPF is the presumption in favour of sustainable development. NPPF paragraph 11 states that in the case of decision making, the presumption in favour of sustainable development means that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless policies in the Framework that protect areas of assets of particular importance provide a clear reason for refusing the development proposals or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

97. Section 38(6) Compulsory Purchase Act 2004 remains UpToDate for this planning application because the plan period is 2014 -2028 and it includes specific policies that are most important for determining applications at Bournemouth Airport and is consistent with the policies of the National Planning Policy Framework 2024.

98. The most important policies in the Christchurch and East Dorset Local Plan Part 1 Core Strategy related to the airport are BA1 and BA2. These policies remain relevant and UpToDate and consistent with the policies of the National Planning Policy Framework.

99. Policies BA1 and BA2 are consistent with policies in the NPPF Section 12 - Promoting Sustainable Transport which at paragraph 109 sets out that transport infrastructure should be considered at the earliest stages in development proposals and at paragraph 110 development proposals relating to air emissions from aircraft and traffic need to be considered.

100. Policy BA1 also requires Environmental designations avoid fragmentation of priority habitats and this part of the policy remains relevant and is consistent with NPPF Chapter 15 Conserving and enhancing the natural environment Paragraph 187 and 192.

Principle of Development

101. Chapter 7 of the Christchurch and East Dorset Core Strategy identifies the importance of Bournemouth Airport to the economic development of the area.

Policy BA1 states that:

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

Policy BA1 further states that:

“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”.

102. In this regard a Habitats Regulation Assessment has been undertaken during the application and has concluded that Regulation 77 is not relevant to the proposed expansion of the existing terminal buildings and creation of a new transport interchange such that Appropriate Assessment is not required

103. Regarding flood risk, BA1 clarifies, *“Strategic measures will be put in place within the airport boundary including flood storage and associated watercourse improvements. Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site”.*

104. The requirement for a sequential approach to the surface water drainage for the Terminal facilities to accord with Policy BA1 has been followed by firstly focussing on managing runoff at its source, close to where it falls. In this instance the runoff from the buildings cannot be captured on the building, so had moved to the next most sustainable option which would be to create a pond. However, this is not possible on the hardstanding at the airport and due to attracting birds which is a hazard. The sequential approach has therefore led to the need for underground attenuation tanks outside the building footprint and has concluded that there is a capacity to then be discharged to the nearest watercourse. Details of these underground infiltration tanks will be required by condition.

105. In relation to environment protection, BA1 requires that:

“Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off-site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm”.

106. The proposal complies with this requirement by confirming in a Habitats Regulations assessment that an Appropriate Assessment is not required and that the proposals would not result in the fragmentation of priority habitats, priority species populations and ecological network connections,

107. Additionally, BA1 requires Online junction improvements along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. The proposal includes improvements which include provision of enhanced passenger facilities and new services for business and leisure travels and an improved local transport hub. These anticipated enhancements accord with the proposed development with this application.

108. Policy BA2 expands on the strategy for the operational airport and sets out that:

“New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum

by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.

Airside airport related retail and catering facilities.

Public and staff car parking.

Public transport facilities and enhanced services in accordance with airport travel plan.

Other facilities for general aviation.

Cargo facilities, including bonded warehousing and associated infrastructure.”

109. Policy BA2 also states:

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

110. Part of the essential functioning of the Terminal is to manage the throughput of passengers and their baggage, requiring an increase in airport staff for security, baggage handling, check-in, catering and wash facilities as well as office staff.

111. As the number of tourist flights increase at the airport, so does the need for increase in operational facilities and passenger facilities within the Terminal area for departures and arrivals, to meet the increasing demand. Such flights fall within the envelope of the controls of the 2007 consent.

112. S106 Contributions were not required for cargo flights as part of the S106 agreement for the Terminal in 2007, as they do not increase the number of passengers travelling, nor will they utilise the terminal extension. Freight aircraft are retained on areas for hardstanding within the operational airport when not in flight and do not generally need planning permission due to the extensive permitted development rights that exist at the Airport. However, for purposes of air quality the additional freight traffic has been assessed as this was not accounted for in the 2007 consent.

113. As JET2 are secured to be at Bournemouth Airport alongside an increase in cargo flights, the associated passenger facilities within the extended terminal application are acceptable in principle by Policy BA2 – strategy for the airport which states :

“Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.

Airside airport related retail and catering facilities.

Public and staff car parking.

Public transport facilities and enhanced services in accordance with airport travel plan.

Other facilities for general aviation. Cargo facilities, including bonded warehousing and associated infrastructure.”

114. This policy states that associated infrastructure will be developed to support the operational airport, including facilities for general aviation. The Terminal extensions proposed would provide an essential passenger facility to service the operation of the aircraft at the airport as flight numbers exceed one million and grow towards the 3 million passengers permitted in 2007.

115. The NPPF at Paragraph 8 sets out the economic objective to help build a strong responsive and competitive economy to support growth and improved productivity. This application would meet the economic objective in principle.

116. The expansion of the Terminal buildings and Transport Interchange would cater for the increase in number of passenger flights approved in 2007 with the construction of four extensions, the largest of which would link together the currently separate Departures and Arrivals building and with the Transport interchange providing a range of sustainable transport options and improved bus service.

117. Existing facilities are no longer adequate for passenger numbers required. As passenger numbers continue to rise over 1 million and towards the approved figure of 3 million passengers per annum more facilities are required and will boost the local economy, in compliance with Policy BA1 and BA2.

118. The principle of expansion of facilities at the airport to support passenger travel is established in policy BA1 and BA2 of the Christchurch and East Dorset Local Plan Part 1 Core Strategy and is expected to increase to service the permission in 2007 for up to 3 million passengers per year.

119. The principle of this application complies with the established policies and would provide improvements towards the economic growth of the airport, subject to the application also meeting the other policy requirements related to flood risk, road traffic, and impact on environmental designations which are all addressed below.

120. Design and Visual Amenity

121. The site is part of the operational airport and the fundamental character of which is hardstanding and industrial buildings of mixed design, some of which are modern and others rather outdated.

122. The character and appearance of the terminal and the increased area of hardstanding for a larger transport interchange with circulation route extending over a part of the acid grassland to form the Transport interchange would be an intensification of the existing use and would be compatible with the existing Terminal character.

123. The Terminal extensions would enable an increase in capacity for throughput of passengers by fully infilling the current area between the Departures and Arrivals building and providing an improved Departures lounge area and improved baggage for departures and would provide an improved front extension to the arrivals building. The extensions would provide cohesion of the Terminal Building and will carry through the same design features and materials already established.

124. There would be improved visual amenity from incorporating the Departures and Arrivals building, and the design of all elements of the four extensions together would bring cohesion to the built form.

125. There is currently partial screening from trees adjoining Parkfield School which is the nearest adjacent building to the Terminal and is currently unoccupied. There would not be any greater visual impact or harm from the design or bulk of the combined additional built form of the extensions, or to the departures lounge or baggage handling areas on the south side of the existing departures building on Parkfield School. Overall, the extensions would not have any visual or harmful impact on the character of the area given their relatively isolated location.

126. The appearance of the Terminal has been designed with aviation in mind and would complement the nature of the aircraft in the silver-grey metal composite cladding materials and clear glazed windows with grey frame have an industrial appearance related to the engineering nature of the Airport and surrounding business park with trapezoidal profile roof cladding panels.

127. The design would also incorporate diverse elements, such as a curtain wall system with clear glazing, which would help to reduce the dominance of the large expanses of metal composite cladding while providing natural light and a contemporary appearance to the building which would match the existing building's appearance and creates a cohesive architectural design.

128. An amendment of the design of the Terminal extensions, altering the originally submitted building footprint and transport interchange has greatly improved the articulation of the front elevation of the arrivals building and allowing more room for pedestrian access in front of the departures building than originally proposed. The reconfigured transport interchange would also create opportunities for an improved public realm and additional soft landscaping.

129. The retention of the existing main entrance to the departures building as the focal point is welcomed and is likely to be accessed by passengers using the car parking area. In addition a side entry point would filter passengers coming from the transport interchange. Both entry points would provide clarity for pedestrians, which is important for legibility and wayfinding. The re-arrangement of the frontage and the introduction of an extended forecourt with a new landscaped area and additional planting is also welcomed subject to a condition to secure maintenance of the landscaping.

130. The proposed road layout has been carefully designed to create a safe and convenient environment for users, including the passenger public transport interchange area and accessible facility throughout. Likewise, the proposed pavement surfacing materials and colours complement this approach.

131. The proposed materials, design and scale of Terminal and Transport interchange with circulation route of hardstanding together with associated landscaping where achievable, would be commensurate with the proposed uses and the character and appearance of the wider Airfield and Business Park.

132. Most existing vegetation with mature trees to the north of the Terminal is proposed to remain to provide a setting and also grassland and trees to the north of the parking areas to provide a landscaped setting around the hardstanding areas.

133. The design of all the Terminal extensions and Transport interchange proposed would comply with the NPPF section 12 - Achieving well-designed places and is also compliant with Policy HE2 – Design of New Development of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy in relation to layout, site coverage, architectural style, scale, bulk, height, materials, landscaping and visual impact.

134. Public Amenity relating to air quality, dust and noise

135. Air Quality and Dust

136. Following air quality and noise assessments BCP Environmental Health Officer confirms that there would be no harmful impacts to public amenity from air quality or dust during or after construction, subject to a Dust Management Plan (DMP) and Construction Traffic Management Plan (CTMP) during the construction phase of the Terminal extension and highway works.

137. Before this conclusion was reached an Air Quality Assessment (AQA) was requested to combine the air quality impacts from Freight air traffic in combination with the proposed road traffic associated with the Terminal expansion proposed. This request was made because Freight air traffic had not formed part of the 2007 Terminal planning permission, which had assessed passenger traffic emissions only

138. The Air Quality Assessment submitted showed that the total of increased emissions from Aircraft freight traffic, when added to the proposed Aircraft passenger numbers, are within the maximum in the 2007 Air Quality Assessment that was previously approved. The conclusions confirmed that there are no potential operational air quality impacts associated with flights from the airport.

139. The Air Quality Technical Note (AQTN) considers both road and airside operations for Particulate Matter emissions and the BCP Environmental Health Officer confirms that the levels of emission will be acceptable, subject to a condition to provide a Dust Management Plan to include construction dust mitigation measures.

Noise

140. The total number of passenger flights are only about a third of the total numbers permitted within the limits of the 2007 consent. Any associated impact through noise would therefore remain to be controlled through provisions and monitoring secured by conditions and legal agreements to the 2007 consent.

141. The BCP Environmental Health Officer also confirms that the additional cargo flight totals are minimal in comparison with the number of passenger flights from the airport. When added to the proposed passenger numbers, cargo flights are well within the overall maximum number of flights permitted by the 2007 Terminal planning permission and associated S106 agreement.

142. The proposed development of the extensions would give way to some noise and dust during construction. However, it is considered that the emissions related to air pollution and noise would not be adverse. A construction transport and environment management plan condition is proposed to monitor and ensure that during construction any harm is monitored, controlled and mitigated.

143. Subject to conditions, the proposal would therefore be in compliance with policy BA1 of the Christchurch and East Dorset Local Plan Part 1 -Core Strategy and the NPPF paragraph 199 regarding public amenity in relation to noise, air quality and dust.

Access, parking and sustainable transport

144. Following negotiations, the applicant submitted a revised Transport Assessment (TA) in support of the application on 20th May 2025 proposing highway safety and improved circulation of traffic associated with the extensions to the existing passenger terminal buildings and the reconfiguration of the transport interchange to allow for more sustainable travel options to be made available close to the terminal entrance.

145. In 2007, planning permission was granted for an extension to allow up to 3 million passengers, which is monitored through the S106 agreement and annual monitoring reports from Bournemouth Airport. This application is for further extensions to the buildings on site, but does not seek to increase the number of passengers beyond the 2007 permission. The extensions do, however, lead to an increase 233 staff to service the increased security measures, check in areas and arrival of Jet2 at Bournemouth.

146. Staff increases were not considered separately from passengers in the original operating consent in 2007 or variations in 2010 and 2015, in relation to transport impacts and sustainable travel, which was previously limited to passenger numbers only.

147. The transport implications for up to 3 million passengers were considered under the 2007 permission and is controlled by those conditions and S106 requirements.

148. Therefore, the transport implications of this application cannot require further passenger contributions, but can legitimately take account of the increased staff on site and highway safety, which are valid considerations due to the introduction of on-site charging fees which have been introduced after the 2007 approval.

149. Public Transport and sustainable travel options for staff are needed, and ensuring drop off does not happen outside the Terminal in order to avoid drop off and collection charges.

150. Regard is also given to the climate emergency declared by the Council on the 16th July 2019. It seeks to *“work with Bournemouth Airport to encourage reduced emissions from flights and passenger travel”*.

151. Passenger travel emissions have been considered, particularly given the limited bus service that currently operates to the airport and the improvements sought by the Local Highway Authority.

152. Whilst the Local Highway Authority would have preferred safe cycle access, due to the constraints of the site it has not been possible to provide, However, the airport is installing a pedestrian footpath on the east side of the main access road of Hurn Court Lane which runs across private land from the entrance of the site to the staff offices car parks and has been confirmed to be permitted development.

153. The 2007 application had a requirement within the S106 for the provision of a bus service to run hourly from 7am and ending at 7pm. This was implemented but Yellow Buses closed during the Covid period. The current 737 bus service is operated by Morebus and runs twice in the morning, and three times in the afternoon. No buses run on Saturdays, Sundays or Public Holidays. The service is directed at the business park and shift pattern and is not the bus service that was secured under the 2007 planning application for mitigation for the up to 3 million passengers to the airport.

154. Negotiations have taken place between the airport transport consultants, BCP Highway Authority and the current bus operator Morebus to review the current bus offering and to increase the service, in order to calculate a bus timetable that is fit for purpose.

155. There is an opportunity now to enhance the current commercial offering undertaken by Morebus to increase the service so that it is fit for purpose and facilitates the travel of staff that will increase due to this terminal expansion. A contribution of £511,133.43 over a 5-year period has been sought in order to implement the enhanced bus service. The following amount has been requested and should be secured in a S106 legal agreement.

156. A condition is recommended to agree a bus timetable and be mindful of the 2007 obligation that the airport company should be funding the public bus service in order to future proof the bus service. Another benefit is that the airport will not require payment on airport land for buses to enter.

157. 89% of Airport staff live in a BH postcode near to key transport routes where bus travel is a reasonable option. Therefore, a contribution has been sought, so that the airport company can provide incentives for staff to travel by sustainable and active travel methods, which will help to combat an increased number of vehicles travelling to the airport. A funding package of £60,000 has been sought and this is recommended to be secured through a S106 agreement as the appropriate legal mechanism.

158. The enhanced public bus service and active travel measures proposed is in line with Policy KS9 that seeks improvements will be made to Prime Transport Corridors to include enhanced public transport services and improvements to walking and cycling.

159. The Transport/Passenger Interchange shows three bus stands proposed and allows simultaneous bus and coach parking, which is an improvement on the existing position, and introduces clear pedestrian walkways and crossing points towards the bus stops and taxi ranks. EV charging is also to be provided for the taxi vehicles

160. Concern had been raised why all taxis cannot use the allocated taxi ranks at the transport interchange waiting areas, as these are to be provided. However, there is an existing arrangement with one taxi firm, and the airport were not willing to negotiate on this matter.

161. The passenger interchange is considered an improvement to the existing provision, and no objections are raised subject to a condition requiring the passenger interchange to be installed and completed in a phased manner to be agreed by a condition in relation to when the Terminal extensions come into operation.

162. A covered cycle parking area is also proposed within the passenger/transport interchange, subject to condition. 10 Sheffield stands will be provided which allows the parking of 20 bikes. This will be an additional provision on top of the existing cycle parking facilities to be retained.

163. Beryl currently offers electric scooter and electric bike hire, and a new 'Beryl Parklet' will be installed subject to a condition that it is in place prior to occupation of the terminal extension.

164. The airport company have also agreed to provide a one-off sum of £5,000 which would cover 500 x 100-minute bundles that staff can apply for. Payable at £1,000 annually, for a period of 5 years. The availability of staff bundles is welcomed and would encourage staff to use shared electric bikes and scooters. The contribution is proposed to be secured via S106 legal agreement.

165. The enhancement to the electric bike/scooter offering, particularly the location and the increased visibility of the stand is welcomed and would encourage the use of active and sustainable travel methods, in line with Policy KS11.

166. A **Travel Demand Model** has been provided to calculate future staff and passenger car parking demand ensuring there is sufficient cycle and car parking on site to deal with the future forecasted travel demand. The model predicts the demand for increased staff to deal with the increased number of flights, the shift patterns around the flights, increased car parking demand around the peak flight times and times when a bus service is required in order to facilitate staff and passenger trips.

167. Whilst there will be an increased number of staff vehicles travelling to the airport, it would not cause a significant impact on the network, particularly if the update of bus and active travel by staff is encouraged.

168. The Transport Assessment concludes that the junctions are not at capacity. The increase in traffic due to this application is not considered to cause a significant impact on traffic generation with regards to the impact on existing junctions.

169. **Junction improvements** have been undertaken to improve Blackwater junction, Parley Lane and Hurn Roundabout which will have helped the traffic flow and eased pinch points. The Authority are expecting the first payment of £233,333 indexed linked next year, which will be re invested in the Local Transport Plan fund for spending locally.

170. At the time 2007 application was assessed, there were no on-site charges to drop off or pick up passengers at the airport. Since the charging regime was introduced, pickups and drop offs occur adjacent to the junction with Hurn Court Lane and Parley Lane. Hurn quarry, on the south side of Hurn Court Lane has regular occurrences of vehicles blocking HGV access whilst vehicles wait for passengers to exit the airport.

171. Highway Safety

172. Hurn quarry has a list of near miss incidents, that occur between their HGVs, pedestrians and vehicles dropping off passengers on Parley Lane and Hurn Court Lane by the traffic lights. The dropping off and picking up of passengers raises serious highway safety concerns.

173. Whilst the footpath will improve safety to those that walk into the airport site, concern is raised that the footpath will encourage unsafe drop offs, in order for people to avoid on site charges.

174. it is recommended that camera enforcement equipment is installed in order to deter vehicles from unauthorised stopping on red lines. The red lines and camera equipment are a direct need due to the public avoiding on site charges. The Traffic Regulation Order (TRO) and camera equipment cost should be borne by the applicant as it is a direct consequence due to the on-site charging regime. A S106 is required in order to secure the mitigation.

175. The camera equipment requires yearly maintenance and the S106 should include a clause that the airport company shall be liable for the maintenance of the equipment. It is not considered appropriate for BPC to pay for the maintenance as the equipment is only needed due to onsite charges at the airport that has triggered this behaviour.

176. The installation of a red route TRO and camera enforcement equipment will improve highway safety by deterring illegal drop offs at the junction and Hurn Court Lane. In addition, the red route will enable the access to the quarry to be kept clear and avoid the numerous near miss incidents

that occur outside of the site. Overall, subject to the mitigation being secured within the S106 agreement, the proposal is considered to improve highway safety.

177. The installation of a footpath on airport land under permitted development would improve pedestrian safety and is currently in the process of construction.

178. There will be considerable improvements on site including the transport interchange, improved pedestrian flow and crossing points, covered waiting areas for bus and taxi, cycle parking facilities including a revised location for Beryl shared bikes and scooters. Mitigation has been sought through contributions to enhance the bus offering and active travel provision. In addition, highway safety will be improved through the red route TRO and camera enforcement equipment. The development is considered to comply with Policies in the LTP3 that seeks to encourage a transportation hub at the airport as well as Policy KS11 which seeks to promote alternative modes of transport. Subject to the following terms within the S106 and conditions, the Highway Authority raise no objections to this application.

179. Overall, the highways aspects of this application are considered to result in an acceptable impact on highway safety and would not have a severe impact on the operation of the road network and would comply with paragraph 116 of the National Planning Policy Framework (NPPF).

180. Proposed contributions for creating safe places with priority to pedestrian and cycle movements and public bus service would comply with paragraph 117 of the NPPF. Securing a travel plan through the S106 agreement would comply with paragraph 118 of the of the National Planning Policy Framework (NPPF).

181. The transport improvements secured would provide a significant improvement to access and egress from the airport. The transport interchange design has been adapted to ensure that Beryl Bikes and cyclists can have improved access to parking at the transport interchange. An improvement for the public bus service will be beneficial to serve staff working at the airport subject to S106 for additional timetabling in line with the vision of Bournemouth Airport set out in Policy BA1 the Christchurch and East Dorset Local Plan Part 1 -Core Strategy to “*develop as an aviation and local transport hub*”.

182. Provided the full contributions set out in the draft S106 agreement are secured the overall package of Transport measures will be in compliance with paragraph 115 of the NPPF and Policy BA1 the Christchurch and East Dorset Local Plan Part 1 -Core Strategy.

183. Transport Mitigation and Highway Safety measures requested by Hurn Parish Council

184. The potential for a new pedestrian crossing point on Parley Lane, near the Mill Lane/Pussex Lane exit is a key priority for improving local access for pedestrians, cyclists and horses in the Hurn Neighbourhood Plan adopted in December 2024 by BCP Council.

185. Following comments from the applicant and BCP Highways, on the potential to achieve a Pegasus crossing point for horses and pedestrians it was determined that the proposal did not meet the tests of policy and of the adopted Hurn neighbourhood plan which states:

“Creating safer roads and pedestrian / cycle routes” states that developer contributions may be sought for these purposes where they are necessary, reasonable, and directly related to the proposal.”

186. In the case of the Terminal extension proposed, there would be no increase in passenger numbers proposed to generate an increase in traffic above that already approved to enable a

crossing point to be justified. The 2007 planning permission 8/07/0065/FUL determined the number of passengers per year. Therefore, any further mitigation for highway improvements would need to be justified on the basis of an increase in passengers. In this instance the proposed Pegasus crossing is not considered to be necessary or reasonable or directly related to the current application due to the passenger numbers not being determined by this application and is therefore not in accord with the Hurn Neighbourhood Plan policy 7.

187. A positive outcome for Hurn Parish Council in relation to highway safety despite the double yellow lines on surround road, is that their concern about drop off and pick up happening on adjoining roads lines is now to be changed to a red zone where double red lines will require no stopping and will be accompanied by security cameras to fine any cars stopping in the red zone. This positive step has been secured due to the change in car parking charges at Bournemouth Airport which has justified the need for Bournemouth Airport to pay for addressing this highway safety impact through the delivery of red lines and security cameras.

188. Flooding, water pollution and Sustainable Drainage

189. Policy BA1 of the Christchurch Core Strategy Part 1 states about Flood risk:

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

190. The Environment Agency has identified that the current use of the site presents a medium risk of contamination that could be mobilized by surface water infiltration from the proposed sustainable drainage system (SuDS). This could pollute controlled waters if it is not demonstrated that soakaways would not be located in contaminated ground. Therefore, a condition is essential in protecting ground water quality to submit a scheme for the location of soakaways to be approved in writing by the local planning authority. The location of the soakaways can be agreed after planning permission is granted.

191. The Environment Agency has worked with the applicant's Flood and drainage consultants to deal with water pollution matters, and it has been accepted that there would be very low levels of pollution in run off, has taking into account the query raised about mercury from aircraft tyres being emitted into the runoff. the Environment Agency has confirmed that the levels of pollutants including mercury would be considerably below minimum figures for entry into the Moors River SSSI. The water pollution matters are therefore acceptable subject to a planning condition.

192. The Environment Agency also followed up the query from Hurn Parish Council about whether sewage would be adequately managed with the airport's current private sewage treatment plant, to avoid any emitting effluent and polluting the Moors River. The Environment Agency has recommended a condition requiring a foul drainage feasibility assessment and a foul drainage scheme, to ensure that adequate drainage systems are in place to support the approved development and future growth.

193. The applicant has advised that the existing buildings within the site are served by several separate surface water and foul drainage networks. Foul water from the departures building, arrivals building and several other airport buildings in the vicinity of the site drain towards an existing private pumping station in the centre of the Site. Foul water is then pumped approximately 600m

northwest towards the private sewer treatment works which serves the entirety of Bournemouth Airport including the associated business parks.

194. The existing departures terminal building to the south of the Site is served by a private surface water network which discharges surface water to the southwest and southeast, to a number of existing private soakaway pits and trenches.

195. The BCP Local Lead Flood Authority (LLFA) has sought ways to reduce volumes of surface water runoff with introduction of improved Sustainable Urban Drainage (SUDS). This needs to accord with the NPPF advice at Paragraphs 181 requiring that Local Authorities should ensure that flood risk is not increased elsewhere; and at Paragraph 182, where it states that drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.

196. The BCP LLFA has identified that the proposals as amended have not demonstrated to their satisfaction how surface water runoff can be drained effectively from the airport buildings as proposed in the amended building drainage strategy. However, the mechanism for drainage of the surrounding hardstanding has been accepted.

197. The applicant aims to prevent pollution through adding areas of permeable paving and directing the resulting runoff from the large area of buildings, given the high surface water levels in the surrounding land. The BCP LLFA advises that the permeable paving element of the drainage strategy is acceptable.

198. However, the applicant's Flood Risk Assessment and drainage strategy needs to be amended to address outstanding concerns of BCP LLFA, showing all the details required on the plan and within the surface water drainage strategy, and with supporting calculations so that the final strategy would provide all the information necessary for construction and also future enforcement of the system.

199. The building drainage strategy does not currently provide a workable solution as surface water drainage systems are within buildings or otherwise improperly located. The revised sustainable drainage strategy would need to demonstrate how the surface water drainage currently within the building, will be sited outside the building within underground structures at times of flooding. The structures would also need to demonstrate that they would be large enough in volume and that there is more space between soakaways outside the building so that they can be effective in times of surface water flooding.

200. BCP LLFA accept that it is possible for plans and further calculations for the surface water strategy to be provided to address their concerns.

201. Therefore, as it is evident that there will be capacity for attenuation tanks to be situated under hardstanding outside the Terminal to the north or west, BCP LLFA has concluded that this can be secured through conditions before commencement of any works on site.

202. On this basis a revised surface water drainage strategy and surface water management plan will be required to provide for sustainable drainage allowing flood water to be contained within tanks at times of flooding to prevent the hardstanding areas of the airfield near the Terminal being flooded. Subject to these two pre-commencement conditions, the proposal would satisfy the requirements of Policy ME3 to minimise water run-off, incorporating Sustainable Drainage and ME6

to ensure that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk to accord with the Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014.

203. Hurn Parish Council concerns about waste effluent with increased capacity

204. Hurn Parish Council have expressed concerns that the proposed expansion will result in a large increase in the quantity of effluent waste produced and requested clarification as to how this increase in capacity will be treated.

205. BCP Planning consulted with the Environment Agency about the pollution risk. The Environment Agency considered the pollution concerns of effluent waste from the sewers at Bournemouth Airport and have advised that the applicant should liaise with Wessex Water and connect to main foul drainage if deemed feasible to do so. If not feasible, then the applicant should provide evidence of this outcome to the Local Planning Authority.

206. Planning conditions are now proposed to ensure Bournemouth Airport first considers connection to the public sewer network and includes a final foul drainage scheme based on the results of the feasibility assessment, to ensure that adequate drainage systems are in place to support the approved development and future growth.

207. Response to Public Comments

208. The two letters in support of the application accord with the economic objective of the NPPF paragraph 8 and recognise policy background of the Christchurch and East Dorset Local Plan Part 1 Core strategy particularly Policy BA1 and BA2.

209. The objections from 18 different addresses objecting to the proposed Terminal extensions, primarily relate to noise pollution from overhead flights in the Bransgore area with concerns about number of flights, late night flights, operating hours, noise from angle of descent and route changes, and impacts on mental health and tinnitus to humans and disturbance to animals.

210. In relation to noise from aircraft all these matters are controlled, measured, monitored with annual monitoring reports from the 2007 S106 agreement. The current planning application is not the relevant application for monitoring flight numbers and noise levels or the other noise matters raised all in relation to aircraft. These measures are all controlled through the S106 agreement forming part of the 2007 planning permission up to 3 million passengers, containing covenants related to aspects of noise, ground running, nighttime operation, a community fund and an hourly bus service for 12 hours.

211. Passenger numbers are not controlled or related to the terminal extensions proposed with this application. The noise generated by this application will be related to construction noise and this is recommended for control through a Construction Transport and Environment Management Plan.

212. The impacts on air pollution climate change, and carbon emissions have been addressed through the sustainable construction proposed, the biodiversity and planting proposed on and off site, and the controls during construction.

213. The application was publicised with a prominent site notice following statutory requirements for publicity.

214. Concerns expressed by objectors that access is only available by private transport and that there is no public transport or pedestrian access is not correct. This application increased the offer of Beryl bikes and cycle parking already present and has been addressed in a greatly improved sustainable transport provision to enable pedestrians, cyclists and buses to have drop off facilities within the site on with safe crossing points on a much improved transport interchange.

215. Habitat Regulations Appropriate Assessment

216. Policy ME1 of the Core Strategy - Safeguarding Biodiversity and Geodiversity states:

“The Core Strategy aims to protect, maintain, and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including the following which are relevant to the Bournemouth Airport site: Internationally designated sites (SPA, SAC, Ramsar), Sites of Special Scientific Interest (SSSI), Sites of Nature Conservation Interest (SNCI), Priority species and habitats.”

217. Policy BA1 of the Core Strategy sets out the following guidance in relation to environmental designations, and development of the airport and business park:

“Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off-site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm”

219. Christchurch and East Dorset Local Plan Part 1- Core Strategy (2014) provides the following statement which addresses development at Bournemouth Airport in the context of surrounding designated sites and habitats, Biodiversity and Geological Conservation 7.12 states:

“The proximity of sensitive environmental habitats and European designated sites is a constraint on the level of development that can ultimately come forward at the airport and the business park. Increases in road and air traffic have implications for air quality which have potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site.”

220. The Conservation of Habitats and Species Regulations 2017 imparts duty on Local Planning

221. Authorities (competent authorities) to carefully consider whether any proposals may have a significant effect on a European site, either alone or in combination with other plans or projects,

222. To determine the likelihood of harm occurring, there should be an assessment of effects on any existing habitats, species and/or features of nature conservation importance, and the results of this assessment documented.

223. In this instance an Appropriate Assessment has been undertaken by a qualified ecologist to demonstrate that all impacts on air quality, noise, environmental management and lighting have been fully assessed.

224. The “project” includes the whole package of Airport planning applications and permitted development consultations under consideration, of which the Terminal extension and Transport Interchange is one part.

225. The Proposed Development comprises works related to land to the south of the existing departures building, between the departures and arrivals buildings, and then northeast of the arrivals building, some already confirmed as permitted development and others as separate applications for extensions at the Terminal, and together they form the “project” for the purpose of an HRA assessment (6,147m² of new built development plus the delivery of an improved interchange for public transport. The site for these works extends to about 3.65 hectares. The land south of departures and between departures and arrivals comprises underutilised brownfield yard and compound areas. The land northeast of arrivals includes derelict buildings, areas of vehicle circulation, parking and landscaping.

226. The “project” as assessed under the Habitats Regulations will not increase the total number of passengers allowed annually at the Airport, and no change is sought to the other limitations imposed by the 2007 and 2010 permissions which allowed the terminal and associated parking in its current form. The scheme therefore comes forward within the limits already imposed by earlier, existing consents.

227. The Ecologist acting for BCP Council, in undertaking the Habitat Regulations Assessment confirmed no impact pathways are present, and the proposed Terminal Extensions in combination with all other associated developments undertaken as Permitted Development, will not result in impacts to the qualifying features of heathland and the river Avon, or their conservation objectives.

228. Without the risk of impact, it follows that the terminal extensions, including the other developments permitted, cannot act in combination with other projects to have a likely significant effect, and no mitigation is required.

229. Following an Habitat Regulations Act assessment undertaken by a consultant Ecologist, BCP Planning Officers have concluded that the proposed Terminal Extensions and Transport Interchange in combination with all the other permitted development applications will not have a likely significant effect alone on the following Habitats Sites:

The Dorset Heathlands SPA & Ramsar & Dorset Heaths which lie approximately 580m to the east and are separated and screened from the project by the Moors River and adjacent deciduous woodland.

230. No impact pathways relevant to either construction or operation are identified.

231. The Dorset Heathlands SPA and the Dorset Heaths SAC, which also lie to the north and west, at a distance of 660m. The site of the terminal extension is spatially separate from this block of heathland virtue of both distance and the operational airport and will not cause additional impacts to the heathland. There are no potential impact pathways during either construction or operation.

232. The complex of Habitats Sites associated with the River Avon. These are more than 2.0km distant to the east and are separated from the project by the Moors River, A338 and woodland habitats. There are no potential impact pathways identified that could lead to impacts during construction or operation.

233. For these reasons, it is considered that the Terminal Extension and Transport Interchange “project” is not likely to have a significant effect either alone or in combination with other plans and projects, and no mitigation is proposed as part of the Appropriate Assessment.

234. On this basis, Regulation 77 is not “relevant” (meaning not a relevant effect because it is not likely to have a significant effect) to the proposed expansion of the existing terminal buildings and creation of a new transport interchange such that Appropriate Assessment is not required

235. Biodiversity Net Gain (BNG)

236. Due to the increase in developed area and some loss of habitat including acid grassland, and trees, BNG is required onsite and offsite to mitigate for some loss of habitat onsite.

237. Paragraph 40 of the Natural Environment and Rural Communities Act, under the heading of ‘duty to conserve biodiversity’ states *“every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.”*

238. The NPPF at chapter 15 ‘conserving and enhancing the natural environment’ sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity.

239. The Local Plan Policy ME1 of Christchurch and East Dorset Local Plan Part 1 – Core Strategy – Safeguarding Biodiversity and Geodiversity, sets out policy requirements for the protection and where possible, a net gain in biodiversity.

240. In addition, a 10% biodiversity net gain (BNG) is required as per the Environment Act 2021 unless exemptions apply. This proposal is not exempt as there is loss of moderate trees and acid grassland of moderate value, therefore Biodiversity net gain is required.

241. An ecological impact assessment and Statutory Biodiversity Metric has been submitted with the application as well as a Habitat hierarchy and a condition assessment of trees.

242. The BNG Assessment (with this proposal) was reviewed by BCP Council following submission to the planning department and was accepted following discussion with officers.

243. The approach was to combine on site replacement and 10% increase of trees for those to be lost. However, due to the moderate condition of trees it is now likely that tree replacements will be partly on site and partly from habitat unit providers to achieve the necessary BNG requirements.

244. As limited further gain can be counted towards the 10% to be provided within the curtilage of Bournemouth Airport, as set out in the Natural England BNG Guidance, it is considered that in this case the design and layout of the proposal has retained as many habitats, particularly those of moderate distinctiveness, as is possible and as such, though the 10% BNG cannot be achieved, it is accepted and the remainder of the 10% target can be achieved when the statutory condition is discharged prior to commencement, by way of purchasing other biodiversity units, or if this is not possible, biodiversity credits.

245. Therefore, the proposal can be made acceptable and in accordance with the relevant legislation and ME1 of Christchurch and East Dorset Local Plan Part 1 – Core Strategy

246. As the 10% biodiversity net gain has been demonstrated as being achievable, through a mix of retention of existing habitats, creation of onsite habitats and purchase of biodiversity units /

purchase of statutory credits, the proposal is compliant with the relevant legislation and Policies in the Local Plan.

247. The metric demonstrates 10% BNG can be achieved with a combination of planning on site and purchasing habitat units, as set out in the Natural England BNG Guidance.

248. The design and layout of the proposal has been able to retain some tree habitats of moderate distinctiveness and replant some trees of moderate distinctiveness on a landscaped area of the site within the airport. However, due to most of the site being hardstanding there is a remaining habitat which cannot be accommodated on site due to grassland being replaced with the transport interchange.

249. Given the nature and purpose of the site as an airport, the 10% biodiversity net gain has been demonstrated as being achievable, through a mix of onsite planting and purchase of acid grassland within Dorset as biodiversity units, so that the proposal is compliant with the relevant legislation and Policies in the Local Plan.

250. Therefore, the proposal can be made acceptable and in accordance with the relevant legislation and Policy ME1 Biodiversity and Geodiversity of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy.

251. Biodiversity Enhancements

252. The airport cannot provide bird boxes or other habitat to attract birds to the site given the safety requirements for aircraft.

253. No other improvements are required beyond the provision of some replacement moderate trees on site, and potentially some natural acid grassland and trees elsewhere in Dorset to compensate for the loss of acid grassland and moderate trees on this site and add an additional 10% to meet net gain requirements.

254. Landscaping of Transport Interchange

255. The applicant has provided a Detailed Landscape Proposals Plan Ref: 12625-FPCR-XX-XX-DR-L-0001 Rev B, which will form the basis for the proposed structure of planting and retention of existing trees and planting on the land where the Transport Interchange is proposed. A condition is proposed for further details of soft landscaping species to be agreed, planted and maintained and measures for protection of existing trees and landscape throughout the course of development and their replacement if damaged or dying.

256. The visual amenity provided by the landscaping proposed will be beneficial for the setting of the terminal extension and transport interchange and in compliance with policy HE3 of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014.

257. Sustainable Energy Efficiency

258. Core objective 3 and Energy Efficiency Policy ME3 of Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014 seek to reduce carbon emissions through encouraging sustainable transport, ecosystems and construction utilising decentralised, renewable or low carbon sources, and water and energy efficiency measures

259. Carbon Emissions from Transport

260. The Proposed Development will promote sustainable travel modes for employee transport by adhering to the action plan set out in the published Area Wide Travel Plan 2023 for the Aviation Business Park and Bournemouth Airport, to be further amended, Promotional measures will be in place to encourage new employees to reduce their carbon footprint and inform them of active and public transport options for commuting to the site. These measures will comply with Core strategy Objective 3 of Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014

261. Carbon Reduction Water and Energy Efficiency

262. Climate resilience has been considered for the Proposed Development, whereby the building has been designed to minimise the need for future works to adapt the building to extreme weather changes resulting from climate change and changing weather patterns and to minimise water consumption for both internal and external uses.

263. The landscaping scheme will minimise irrigation water consumption needs through species selection. Indoor water consumption will be controlled through the selection of low flow fixtures and fittings. Additionally, a habitat survey and condition assessment has been agreed in relation to Biodiversity Net Gain methodology to provide the required 10% net gain. These measures will comply with Core strategy Objective 3 and Policy ME3 above.

264. Air Quality

265. Impacts to human health from effects air quality from the Proposed Development have been addressed in this application and particulate matter levels are acceptable. The suppression of dust will be controlled during construction works by the Construction Environment Management Plan.

266. Noise

267. The 2007 permission for the Terminal controls the noise levels to be generated by aircraft and transport at the site and required the Applicant to continuously monitor the impacts of its operations on human health (noise monitoring and feedback).

268. The Terminal extension now proposed will stay within the level of operation of 3 million passengers previously approved and therefore is considered to not present adverse noise beyond what has already been addressed.

269. Energy Strategy

270. The Energy Strategy considers the energy demand reduction, and carbon emission reductions and the principles of the Energy Hierarchy ensure that the design is energy efficient prior to incorporation of low and zero carbon energy sources. Passive design and energy efficiency measures provide the basis for the energy demand and CO2 emission reduction achieved for the Proposed Development.

271. For the Terminal buildings proposed Trimoterm façade panels are selected for both, appearance and sustainability. The prefabricated metal modular wall system responds to the architectural and design demands to match the finish of the existing buildings, in addition to meeting energy efficiency and thermal requirements for the project.

272. Good building fabric and building services have been utilised to reduce carbon emissions and energy demand through good practice passive measures. The combination of the proposed fabric, systems and renewable technologies achieve 2% carbon reduction

273. Utilisation of a low carbon heat pump and PV array will be implemented at the Proposed Development to further reduce carbon emissions. The implementation of PV solar panels will provide 6% energy consumption reduction.

274. All the heating/cooling and most of the hot water across the development is to be provided by the Air Source Heat Pump network. This is proposed to provide 50% energy consumption therefore compliance with the 10% target is achieved,

275. Plans for the management of the construction with regards to waste management and responsible sourcing have been assessed and will be controlled through the Construction Environmental Management Plan.

276. All the measures proposed in the construction and management of the environment during construction comply with the Objective 3 and Policies ME2 and ME3 and sustainable drainage ME4 to ensure that the proposed building and transport interchange demonstrates adaption to meet the challenges of climate change.

277. S106 Contributions to be secured

- Active Travel Beryl Bikes and scooters £5,000
- Bus contribution index linked £500,000
- Bus Fare Contribution £60,000
- Camera Enforcement Equipment £80,000 and maintenance
- Transport Contribution £90,000 Traffic Regulation Order Red lines
- Habitat Management and Monitoring Fee £4,402

278. Planning Balance / Conclusion

279. The application proposes four extensions to the terminal buildings with an improved site layout, improved access and transport interchange circulation system, and improvements for sustainable transport in addition to improved pedestrian links to car parking. The extensions consolidate the Terminal buildings into one building in an appropriate location and with a design and appearance associated with the aeronautical function of the site.

280. The development will also provide an improved surface water drainage system, requiring introduction of additional underground surface water storage tanks to manage surface water at times of flooding Whilst this has not been demonstrated at this stage, an appropriate drainage strategy and management scheme is proposed to be secured by condition.

281. Whilst there is loss of some landscaping from the site, the replacement of trees on site and some offsite within Dorset through purchase of Habitat Units will enable the removed acid grassland to be replaced in a better location where it can be managed successfully through the BNG units acquired.

282. Planning Conditions will ensure that ground contamination, Construction Environment Management Plan, air quality, sustainable drainage, and biodiversity mitigation will be appropriately controlled and managed to meet the environmental objective of paragraph 8 of the NPPF by making effective use of land, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy through the use of existing and proposed photovoltaic panels at the Airport

283. The Local policy requirement of 10% of the energy to be used from decentralised and renewable or low carbon sources will be met due to the heating/cooling and most of the hot water across the development to be provided by the Air Source Heat Pump network providing 50%

energy consumption, in compliance with the 10% target to be achieved. Additionally, the implementation of Photovoltaic solar panels shall also provide 6% energy consumption reduction

284. The development of the Terminal extensions and Transport Interchange would accord with established policies KS1, KS11, BA1, BA2, ME1, ME2, ME3, ME4, ME5, ME6, HE2 and HE3 of the Christchurch and East Dorset Local Plan Part 1 – Core Strategy. It would also comply with the core economic objective at paragraph 8 of the NPPF by helping to build a strong economy to support growth and improved productivity of the airport.

285. The proposal would also satisfy the environmental objective of the NPPF by contributing environmental compensation off site within Biodiversity units in Dorset, plus 10% Biodiversity net gain and by satisfying 10% sustainable energy benefits to demonstrate it meets the environmental objective of the NPPF in using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

286. The economic benefits of this scheme are significant to Bournemouth Airport and would represent an investment of about £50 million in Bournemouth Airport and beyond the airport. The economic benefits of expanding the buildings and transport interchange would also benefit the wider business and tourism economy providing increased business to transport companies and providing employment to additional staff to service the increasing passenger numbers.

287. No harm or adverse impacts have been identified that cannot be mitigated through conditions and therefore the application is recommended to be granted due to economic benefits and environmental benefits, The social objective of the airport supporting a strong vibrant and healthy community also contributes to supporting the communities' health, social and cultural well-being.

288. Recommendation

1. To GRANT permission for the reasons as set out in this report subject to:

- a) *the following conditions (as listed under 'Conditions') with power delegated to the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to alter and/or add to any such conditions provided any alteration/addition in the opinion of the Head of Planning (or other relevant nominated officer) does not go to the core of the decision; together with*
- b) *The satisfactory agreement of and completion of a deed pursuant to section 106 Town and Country Planning Act 1990 (as amended) securing the terms below with power delegated to the Head of Planning (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to agree specific wording provided such wording in the opinion of the Head of Planning (or other relevant officer) does not result in a reduction in the terms identified:*
 - o Active Travel Beryl Bikes and scooters £5,000
 - o Bus contribution index linked £500,000
 - o Bus Fare Contribution £60,000
 - o Camera Enforcement Equipment £80,000 and maintenance
 - o Transport Contribution £90,000 Traffic Regulation Order Red lines
 - o Habitat Management and Monitoring Fee £4,402

And to;

Authorise the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to refuse planning permission in the event of a S106 legal agreement not being completed within three months of the date of the committee resolution (unless a longer period is agreed by officers on behalf of the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) and confirmed in writing by the Local Planning Authority.

Conditions

1. Commencement

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. Approved Plans

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

BOU-PAW-AA-ZZZ-DGA-AR-201100-P1 Location Plan
BOU-PAW-AA-ZZZ-DGA-AR-201210-P1 Site Plan Summer 26A (proposed site layout)
BOU-PAW-AA-ZZZ-DGA-AR-201211-P1 Site Plan Summer 26B Rev P1 (proposed site layout)
BOU-PAW-AA L00-DGA-AR-201110-P1 General Arrangement L00 Summer 26A (ground floorplan)
BOU-PAW-AA L00-DGA-AR-201111-P1 General Arrangement L00 Summer 26B (ground floorplan)
BOU-PAW-AA-L10-DGA-AR-201110-P1 General Arrangement L10 Upper-Level plan Summer 26B
BOU-PAW-AA-RXX-DGA-AR-201104-P2 General Arrangement Roof plan Summer 26A
BOU-PAW-AA-RXX-DGA-AR-201105-P1 General Arrangement Roof plan Summer 26B
BOU-PAW-AA- ZZZ-DEL-AR-201104-P2 Proposed Elevations Summer 26A
BOU-PAW-AA- ZZZ-DEL-AR-201105-P1 Proposed Elevations Summer 26B
BOU-PAW-AA-ZZZ-DSE-AR-201104-P2 Sections Existing and Summer 26B
12625-FPCR-XX-XX-DR-L-0001-B Detailed Landscape Proposed Plan
07913-TR-A-0015-P9 Proposed Transport/Passenger Interchange (cycle parking added)
07913-TR-A-0004-P0 Transport/Passenger Interchange Construction Details

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

3. Prior approval of bus timetable

The airport company shall liaise with the bus operator and provide the Local Planning Authority with a proposed summer and winter bus timetable. The timetables shall be agreed prior to commencement of the use of the extended floor area granted under this consent. The timetable shall be provided by the Airport company yearly in consultation with the bus company and local planning authority. Any changes must be agreed in writing with the Local Planning Authority in consultation with the Local Highway Authority before any alterations to the agreed timetables commence.

Reason: to future proof the bus operation, to take into consideration future uplift of passengers and seasonal changes.

4. Phasing of Terminal Extension and Transport interchange

The development of the Terminal extension and the Transport interchange hereby permitted shall not be implemented other than in accordance with a Phasing Scheme which shall first have been submitted to and approved by the Local Planning Authority. The Phasing Scheme shall include a timetable for an interim location and temporary provision for a Transport interchange prior to the full implementation of the transport interchange as shown on drawing 07913-TR-A-0015-P9 (including cycle parking and "Beryl bike parklet"). The transport interchange (including cycle parking and "Beryl bike parklet") shall be built and installed in full, in accordance with the agreed timetable of implementation and thereafter be maintained and retained.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes

5. Construction Transport and Environment Management Plan (CTEMP)

No development shall be commenced until a detailed construction transport and environment management plan has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be implemented on-Site for the duration of all construction period of the development and will remain in place until the entire period/ phase of the development has been completed in accordance with the approved details and agreed timetable throughout the construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- pollution prevention measures
- A clear protocol for identification of potentially contaminated materials and procedures for their safe handling and management during the construction programme;
- A Watching Brief for Contamination (including suspected asbestos) to be maintained across the Site;
- An Asbestos Management Plan (AMP) to be implemented for the construction phase
- Expected number and type of vehicles accessing the site:
 - i. Deliveries, waste, cranes, equipment, plant, works, visitors;
 - ii. Size of construction vehicles;
 - iii. The use of a consolidation operation or scheme for the delivery of materials and goods;
 - iv. Phasing of deliveries
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - i. Programming;
 - ii. Waste management;
 - iii. Construction methodology;
 - iv. Shared deliveries;
 - v. Car sharing and Local workforce;
 - vi. A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;

- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: To prevent pollution of the water environment, to identify and keep a watching brief for contaminated materials and asbestos and in the interests of safe operation of the adopted highway during the construction phase of the development.

6. Contaminated Land - BCP Environmental Health and Environment Agency

1. Site Investigation

- a) If the Phase I has established potentially unacceptable risks to sensitive receptors from the site condition, then a detailed intrusive investigation (Phase II) in accordance with 'Land Contamination Risk Management' guidance published by the Environment Agency will be required.
- b) A Phase II report will be submitted to and approved in writing by BCP prior to development works. The Phase II report will comprise an assessment of the risks from contamination to all relevant receptors such as human health, controlled waters and property from the site condition in the context of the proposed development. The report shall be prepared by a suitably qualified and competent person and shall include:
 - i. A detailed site investigation comprising an assessment of soil, groundwater and ground gases/ vapours where appropriate to establish the extent, scale and nature of contamination on-Site (irrespective of whether this contamination originates from the Site). An updated Conceptual Site Model (CSM) shall be included showing all potential pollutant linkages and an assessment of the potential risks to sensitive receptors.
 - ii. If the risk assessment identifies any unacceptable risks, a further remediation strategy/plan will be submitted to and approved in writing by BCP and shall be implemented as approved.
- c) The Phase II must be based on the conclusions that have been set out in the Phase I section of the PJA Combined Phase I and II Report, 07913-RPT-0001, Rev2, dated November 2024 that has been previously reviewed and approved.

2. Remediation Scheme

- a) Remediation will be required if the Phase II establishes the presence of a significant pollutant linkage. The remediation scheme will be submitted to and approved in writing by BCP Planning prior to development works commencing. The report shall be prepared by a suitably qualified and competent person and the works thereafter will be carried out in full accordance with the remediation scheme.

If required, the approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of any development other than that required to carry out remediation, unless otherwise agreed with BCP Planning in writing. BCP Planning shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-Site.

The presence of any previously unencountered contamination that becomes evident during the development of the Site shall be reported to BCP Planning in writing within one (1) week, and work on the affected area shall cease with immediate effect. At this stage, if requested by BCP Planning, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved by BCP Planning prior to re-commencement works in the affected area. The approved details shall be implemented as approved.

b) Following completion of remediation works and prior first occupation, a Verification Report which demonstrates the effectiveness of the completed remediation works, any requirement for longer-term monitoring of contaminant linkages, maintenance, and arrangements for contingency action, shall be submitted to and approved in writing by BCP Planning.

3. Reporting of Unexpected Contamination

a) The presence of any previously unencountered contamination that becomes evident during the development of the Site shall be reported to BCP Planning in writing within one (1) week, and work on the affected area shall cease with immediate effect. At this stage, if requested by BCP Planning, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved by the BCP Planning prior to re-commencement works in the affected area. The approved details shall be implemented as approved.

4. Waste materials and Site-won Materials

a) Excavated material requiring disposal off-Site will be characterised and disposed of in accordance with the Landfill Regulations 2002 (as amended) and the Hazardous Waste Regulations 2005, where applicable. Waste arisings will be managed through implementation of a Construction Transport Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP).

b) If there is a requirement to either re-use Site-won material or to import material then the assessment criteria and sampling frequency that would adequately demonstrate its suitability for use shall be submitted to and approved by BCP prior to any material being re-used or imported. In addition to this and in accordance with BS 3882:2015 and BS 8601:2013, material to be used in the top 300 mm shall also be free from metals, plastic, wood, glass, tarmac, paper and odours. Imported soils will be accompanied by Duty of Care documentation.

Reason: To specify controls for construction activities to ensure that the risks from contamination to all relevant receptors such as human health, controlled waters and property, to

ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution, from previously unidentified contamination sources at the development site.

7. Foul sewage feasibility assessment/scheme – Environment Agency

Prior to commencement of development a foul drainage feasibility assessment/scheme shall be submitted to and agreed by the Local Planning Authority, in writing. This assessment/scheme should first consider connection to the public sewer network and then consider continued use of the airport's existing licensed sewerage treatment plant, and include a final foul drainage scheme, including details of any phasing, based on the results of the feasibility assessment. Once agreed this final foul drainage scheme shall be implemented as approved and be in operation before the occupation of the part of the development to which it relates.

Reason: To ensure that adequate drainage systems are in place to support the approved development and future growth.

8. Drainage Soakaways – Environment Agency

A scheme for the location of soakaways, informed by the submissions in relation to conditions on remediation and verification and including details of any phasing, shall be submitted to and approved in writing by the local planning authority. All soakaways shall be proven to be located in areas free from contaminated ground. The scheme must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details, including any approved phasing and shall be permanently retained in the approved form.

Reason To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilized contaminants.

9. Surface Water Drainage Strategy – BCP LLFA

No development shall take place until detailed proposals and phasing for the management of surface water (including provision of final and substantiated drainage designs), which strictly accord with a flood risk assessment and drainage strategy to be submitted and approved in writing by the local planning authority. The surface water scheme must be completed in accordance with the approved details and fully functional, prior to occupation of the associated part of the development.

REASON: To prevent the increased risk of flooding and to protect available receiving systems.

10. Surface Water Management Scheme – BPC LLFA

Prior to occupation, details of the maintenance and management of the Surface Water Management scheme required via condition (9) must be submitted to and approved in writing by the local planning authority. The scheme shall thereafter be 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 the increased risk of flooding.

11. Air Quality regarding construction BCP Environmental Health

Prior to commencement of any construction works on site, a detailed, site-specific Dust Management Plan shall be submitted in relation to air quality management, specific monitoring proposals, measures for site preparation/maintenance, operations, waste management, specific measures for construction and shall be approved in writing by the Local Planning Authority. Thereafter the Management Plan shall be implemented as approved.

Reason To mitigate dust impacts of construction.

12. Tree Protection pre-commencement

Other than for the erection of tree protection, before any equipment, materials or machinery are brought onto the site, a pre-commencement site meeting between the Arboricultural and Landscape Case Officer and Site Manager shall take place to confirm the methods of protecting trees on site during development in accordance with submitted Tree Report and Tree Protection Plan ref: 12625-T-03, both dated June 2024, shall be retained until the development is completed and within the fencing, nothing shall be placed nor shall any ground levels be altered, or excavations made without the written consent of the Local Planning Authority.

Reason: This meeting is required prior to commencement of development in the interests of tree protection and to accord with Policies HE2 and HE3 of the Core Strategy.

13. Tree root protection supervision statement

The development hereby approved shall be carried out in accordance with the submitted Tree Report and Tree Protection Plan ref: 12625-T-03, both dated June 2024, unless otherwise agreed in writing with the Local Planning Authority. A supervision statement should be provided in relation to the kerb removal within the root protection area (RPA) of Oaks T1 to T5.

Reason: To ensure the protected trees on site are given adequate protection before and during the works on site in accordance with Policies HE2 and HE3 of the Local Plan.

14. Soft Landscaping

No part of the development hereby permitted shall be constructed above ground damp proof course level unless a scheme of soft landscaping, including all planting species proposed in relation to the Detailed Landscape Proposals Plan Ref: 12625-FPCR-XX-XX-DR-L-0001 Rev B, has first been submitted to and approved in writing by the local planning authority. The scheme shall also include indications of all existing trees and other planting on the land, identify those to be retained and set out measures for their

protection throughout the course of development. The approved landscaping scheme shall be carried out in the first planting season following completion of the development. Any tree or plants found damaged, removed, dead or dying in the first 5 years following its planting shall be replaced with a tree/plant of the same species and similar size or such other species and size as has otherwise been submitted to and approved in writing by the local planning authority.

Reason: In the interests of securing the amenity and the appearance of the development and the locality.

15 . HMMP condition

- (a) No part of the development hereby permitted shall be commenced, including any site clearance for the purposes of the development, unless a Habitat Management and Monitoring Plan (“HMMP”) has first been submitted to and approved in writing by the local planning authority.
- (b) The HMMP shall accord with the Biodiversity Gain Plan approved for the purposes of the development hereby permitted and / all landscaping and biodiversity related plans and documents required to be approved in the other conditions forming part of this permission and the recommendations contained in Statutory Metric and Condition Assessment dated 18/07/2025 and 23/07/2025.
- (c) The HMMP shall in particular include:
 - (A) a background section; including:
 - (i) a high level summary of all relevant matters identified in the HMMP;
 - (ii) details of the person(s) who have written the HMMP and who will be responsible for delivery and maintenance of all Habitat Provision; and
 - (iii) the metric used for the purposes of the HMMP; and
 - (B) a section setting out all planned habitat activities, including:
 - (i) overarching aims and objectives;
 - (ii) design principles informed by all relevant baseline information;
 - (iii) full details of the Habitat Provision;
 - (iv) a Condition Target for each habitat forming part of the Habitat Provision together with targets required to meet every Condition Target including timelines against which progress against those targets can be assessed;
 - (v) details of all protective, management and maintenance measures in relation to the Habitat Provision to cover a period of at least thirty years from the Completion of Development; and
 - (vi) details of any identifiable risk relating to the Habitat Provision and also the meeting of any Condition Target together with initial identified remedial measures relating to any such risk; and
 - (C) a monitoring schedule section including:
 - (i) a monitoring strategy;
 - (ii) details of monitoring methods to be used for a Monitoring Report together with intervals for the provision of every Monitoring Report to the local planning authority; and
 - (iii) details of how Adaptive Management will be incorporated into meeting every Condition Target; and
 - (D) plans and details reasonably necessary for each section.

- (d) No part of the development shall be occupied or otherwise brought into use unless the local planning authority has approved in writing the Completion of Development Report.
- (e) The approved HMMP shall at all times be accorded with. If at any time it is identified that any Condition Target specified in the approved HMMP may not be, or is no longer being, met then Adaptive Management shall be implemented without unreasonable delay sufficient to ensure that the Condition Target will be met or continues to be met (as the case may be) in accordance with the approved HMMP.
- (f) Whenever a Monitoring Report is submitted to the local planning authority in accordance with the approved HMMP, in addition to any other information, it shall in particular include:
- (i) a progress summary;
 - (ii) details of the person(s) responsible for compiling the information in the monitoring report;
 - (iii) details identifying the success or failure of the Habitat Provision both generally and in particular as against every relevant Condition Target;
 - (iv) progress toward every Condition Target including any identified barrier(s) to such progress;
 - (v) any Adaptive Management required to ensure that the Habitat Provision is on track to meet each Condition Target and continues to meet every Condition Target once achieved;
 - (vi) a register of activity; and
 - (vii) any identified need to vary the approved HMMP together with relevant explanation.

For the purposes of this condition:

“Adaptive Management” means procedure(s) whether originally identified in the approved HMMP, a Monitoring Report or otherwise including a timetable for delivery to ensure that the Condition Target(s) are achieved and thereafter maintained [including any procedure(s) that the local planning authority may at any time specify in writing for such a purpose [in the event of any procedure not proving successful]];

“Condition Target” mean the minimum acceptable targeted level of habitat condition in relation to each habitat type situated on the application site including a time by when that habitat condition will be reached where it is not already being met;

“Completion of Development” means the date on which the local planning authority issue an approval of the Completion of Development Report;

“Completion of Development Report” means a written report submitted to the local planning authority for the purposes of this condition identifying the date on which the development hereby permitted has been completed together with evidence of such completion and also of compliance with all targets applicable on or before that date identified in the approved HMMP;

“Habitat Provision” means all habitat situated on the application site to which this permission relates to be retained, created and enhanced [including in particular the following identified habitats]:

[list here any significant habitat that in particular needs to be provided]; and

“Monitoring Report” means a report containing monitoring and survey information to be submitted to the local planning authority in relation to the Habitat Provision including person(s) responsible for undertaking all such monitoring and surveys and submission of the report to the local planning authority.

Reason: To ensure there is adequate protection for the existing habitats and provide suitable external amenity space for future occupiers in accordance with Policies PP33 and PP27 respectively of the Poole Local Plan November 2018 and to ensure 10% Biodiversity Net Gain can be provided in accordance with the Biodiversity Gain Hierarchy as per paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and the Environment Act 2021.

Informatives

1. BNG

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition (“the biodiversity gain condition”) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Bournemouth, Christchurch and Poole Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed are considered to apply.

2. S106 agreement

This grant of permission is to be read in conjunction with the Legal Agreement dated INSERT REQUIRED entered into between BCP Council and Bournemouth International Airport Limited (BIAL)

3. NPPF working with the applicant

In accordance with the provisions of paragraphs 38 of the NPPF the Local Planning Authority (LPA) takes a positive and creative approach to development proposals focused on solutions. The LPA work with applicants/agents in a positive and proactive manner by;

- advising applicants of any issues that may arise during the consideration of their application and, where possible, suggesting solutions.

In this case the applicant was provided with several opportunities to submit amendments to the scheme which addressed issues that had been identified.

4. Environment Agency – CEMP

The submitted CEMP must include safeguarding measures to deal with the following pollution risks:

- the use of plant and machinery
- wheel washing and vehicle wash-down and disposal of resultant dirty water

- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.
- Silt management plan

5. Detailed drainage proposals may typically include:

- i. Detailed drainage network layout
- ii. Manhole schedule
- iii. Construction details for drainage elements
- iv. Construction details for SUDS elements
- v. Hydraulic modelling calculations
- vi. Exceedance flow routes (including proposed ground levels)

6. Drainage maintenance and management information may typically include:

- i. Drainage ownership/responsibility layout
- ii. Maintenance schedules
- iii. Maintenance agreements
- iv. Adoption agreements
- v. Schedules for replacement of drainage components (where design life is less than the lifetime of the proposed development)
- vi. Operations and maintenance manuals

7. Civil Aviation Authority Advice

Advice Note 1 Safeguarding of Aerodromes

Advice Note 2 Lighting near Aerodromes

Advice Note 3 Wildlife Hazards around Aerodrome

Advice Note 4 Guidance to cranes and other construction issues

8. Building Regulation Matters

In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate.

The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:

- i. Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010.
- ii. Recommendations to improve safety and reduce property loss in the event of fire.

Background Documents:

Application Plans and Documents found on the Council's website for this application 8/24/0441/FUL

National Planning Guidance

National Planning Policy Framework December 2024.

Christchurch and East Dorset Local Plan Part 1 Core Strategy.