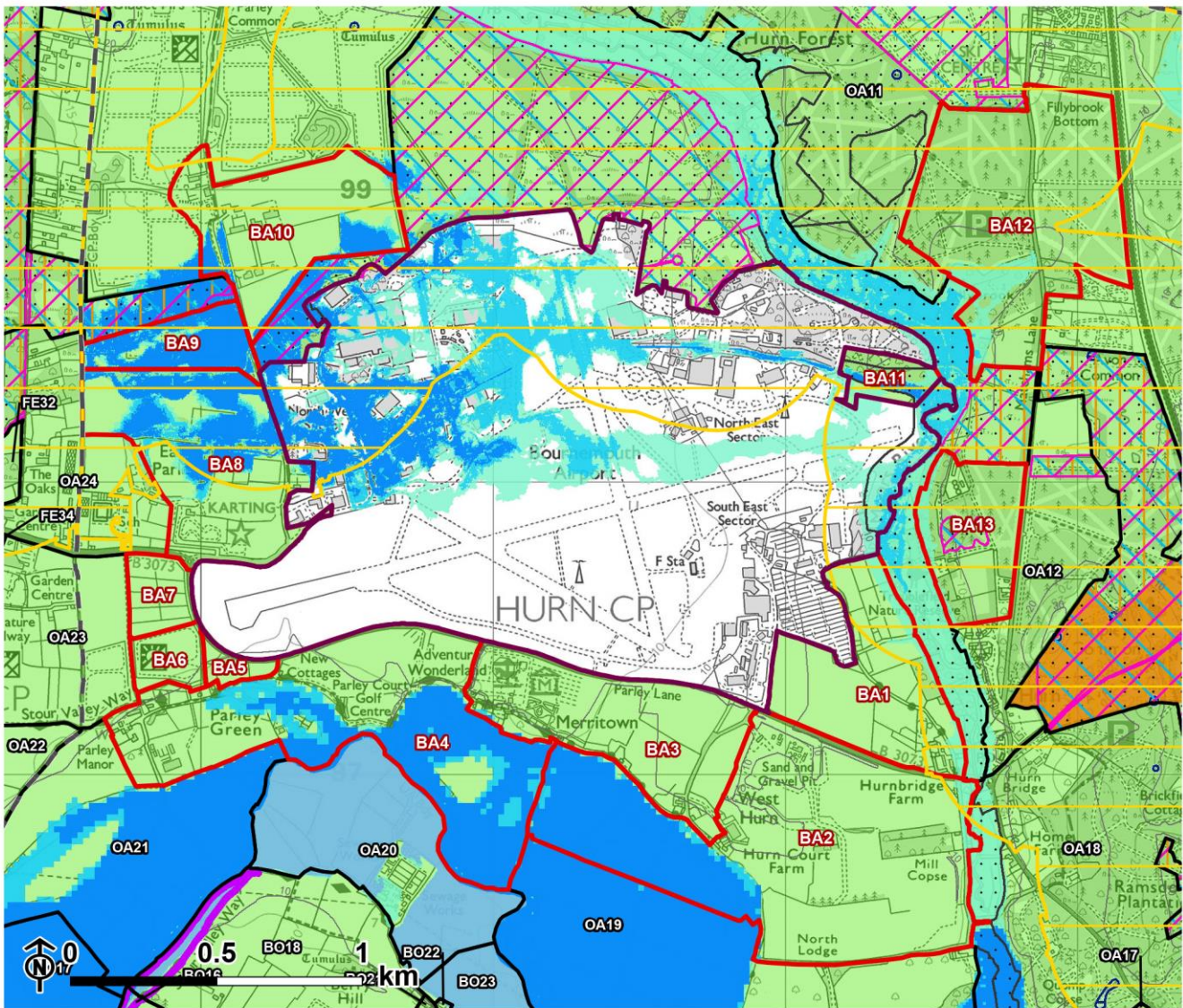


**Appendix B**  
**Detailed Stage 1**  
**Contribution**  
**Assessments:**  
**Bournemouth Airport**

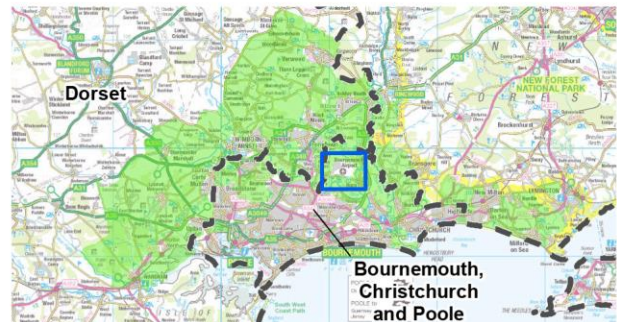
# Bournemouth Airport



- - - Local Authority boundary
- Inset area
- Green Belt
- Red outline Bournemouth Airport parcel
- Black outline Neighbouring parcel

## Absolute constraints

- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Scheduled monument
- CROW Registered Common Land



## Potential constraints

- Local Nature Reserve
- Flood zone 3b
- Flood zone 3a
- Flood zone 3
- Flood zone 2
- 400m Heathland Area

## Map Copyright Information

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## Components of contribution assessment

The analysis of contribution to the Green Belt purposes considers:

- the relevance of each Green Belt purpose, given the parcel's location relative to large built-up areas, towns, countryside and historic towns;
- the extent to which the land can be considered open in Green Belt terms;
- for Purpose 1-3, the degree of distinction between the parcel and urban area(s) - that is, the extent to which land is associated with the urban area or with the wider countryside. A stronger distinction from the urban area increases contribution to these purposes, where relevant.





# BA1

## Parcel location and openness

Parcel size: 27.65ha

The parcel is located on the south eastern edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town.

The parcel is open, comprising of agricultural fields. There are industrial use buildings in the south eastern corner of the parcel, but this scale of development is not large enough to impact openness.

## Distinction between parcel and inset area

The hedgerows at the inset edge are only a weak boundary feature from Bournemouth Airport with large buildings within the airport visible from within the parcel. The parcel is contained on the northern and western sides by the airport, although the south eastern field is less contained than the northern and western fields in the parcel. Overall there is moderate distinction between the parcel and the airport inset area.

# BA1

## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:

Contribution: Weak/No

The parcel is not close enough to the large built-up area to be associated with it. Therefore development would not be perceived as sprawl of the large built-up area.

- Purpose 2 - Prevent neighbouring towns merging into one another:

Contribution: Relatively weak

The parcel is open. It lies in a wide gap between Ferndown/West Parley and Christchurch, which is reduced by urbanising development at Bournemouth Airport, but which has Hurn Forest and the Moors River forming significant separating features. The parcel has some relationship with the airport inset area, but also a degree of distinction from it. Overall the area makes a relatively weak contribution to preventing the merging of neighbouring towns.

- Purpose 3 - Assist in safeguarding the countryside from encroachment:

Contribution: Relatively strong

The parcel is open countryside. The parcel has some relationship with the airport inset area, but also a degree of distinction from it. Overall the area makes a relatively strong contribution to safeguarding the countryside from encroachment.

- Purpose 4 - Preserve the setting and special character of historic towns:

Contribution: Weak/No

The parcel does not contribute to the setting or special character of any historic towns.

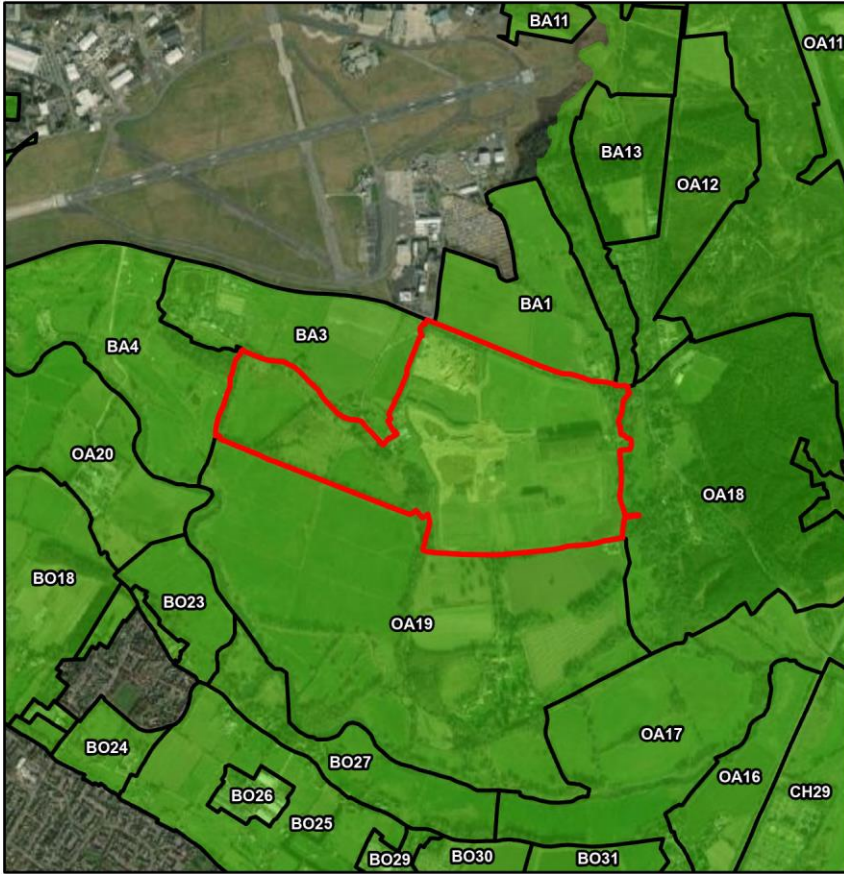
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Contribution: Equal

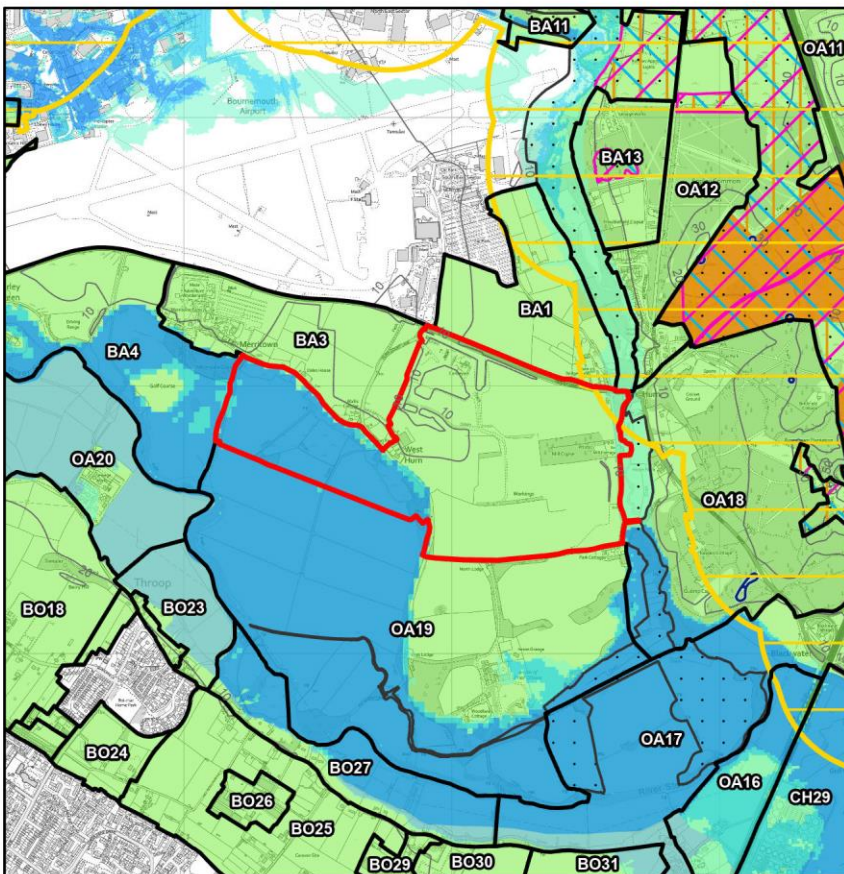
All Green Belt land is considered to make an equal contribution to this purpose.



# Contribution of land in BA2



- BA2
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Scheduled monument
- CROW Registered Common Land
- Flood Zone 2
- Flood Zone 3
- Flood Zone 3a
- Flood Zone 3b



# BA2

## Parcel location and openness

Parcel size: 79.74ha

The parcel is located adjacent to the south eastern edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town.

The parcel is open, comprising of a gravel and sand quarry and agricultural fields.

## Distinction between parcel and inset area

The road and tree cover at the airport inset edge provide a strong boundary from the inset area and the parcel extends a significant distance from Bournemouth Airport. The parcel is not contained by urban development and therefore views are dominated by open countryside. Overall there is very strong distinction between the parcel and the airport inset area.

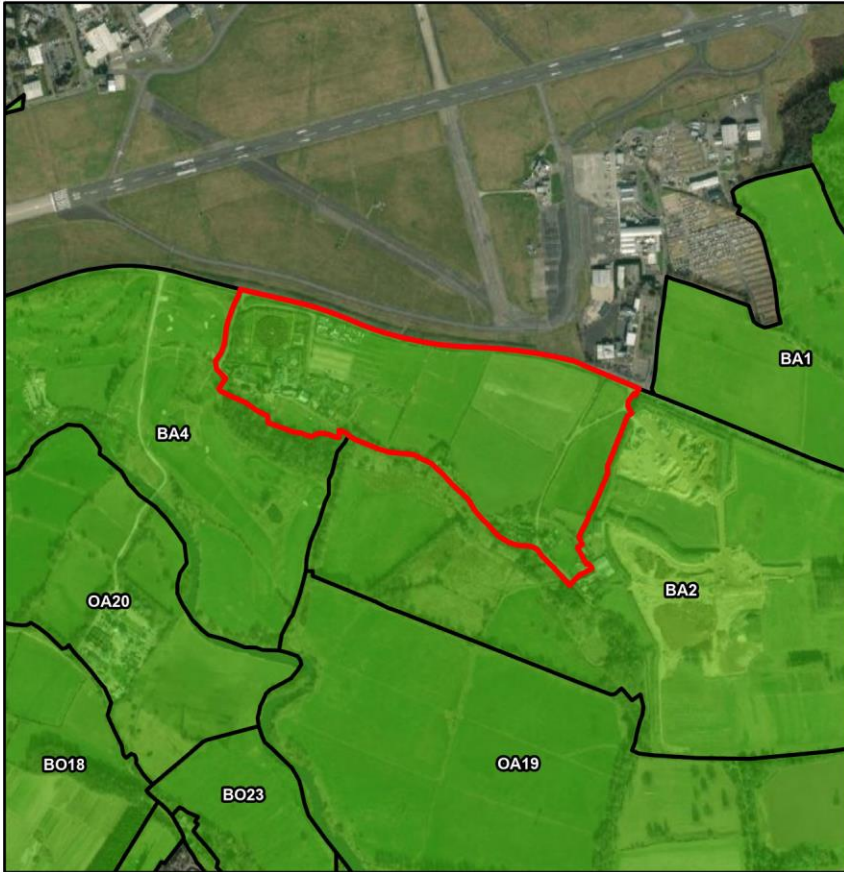


## BA2

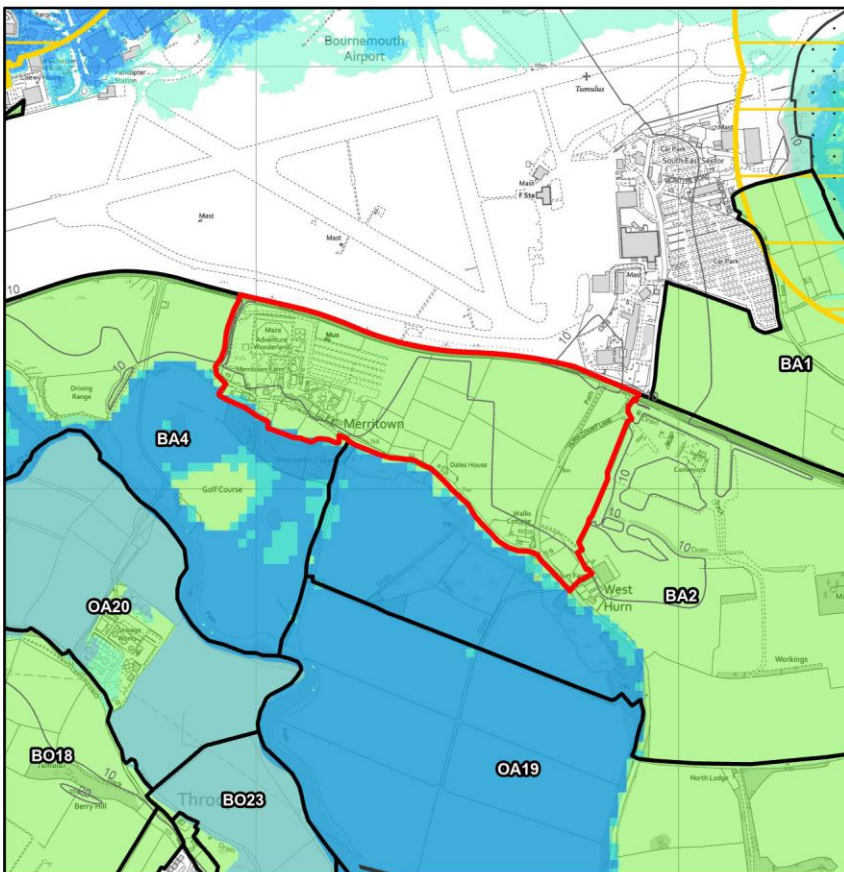
### Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
Land is relatively close to Bournemouth, part of the South East Dorset Conurbation, but has a stronger relationship with Bournemouth Airport. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Moderate  
The parcel is open. It lies in a wide gap between Ferndown/West Parley and Christchurch, which is reduced by urbanising development at Bournemouth Airport, but which has Hurn Forest and the Moors River forming significant separating features. Although the settlement gap is robust, there is very strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as narrowing the gap. Overall the area makes a moderate contribution to preventing the merging of neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Strong  
The parcel is open countryside. There is very strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.

# Contribution of land in BA3



- BA3
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Site of Special Scientific Interest
- Flood Zone 2
- Flood Zone 3
- Flood Zone 3a
- Flood Zone 3b



# BA3

## Parcel location and openness

Parcel size: 31.75ha

The parcel is located adjacent to the southern edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town.

The parcel comprises agricultural fields in the east, Adventure Wonderland Park and Bournemouth Aviation Museum in the centre, and part of Parley Court Golf Club in the west. In Green belt terms it is largely open, with only limited urbanising elements.

## Distinction between parcel and inset area

The road at the inset edge is a moderate boundary feature, providing some separation from Bournemouth Airport. Views from the parcel are balanced between open countryside and urban development, with the adventure park to the west of the parcel adding some limited urbanising influence, although the parcel is not contained by urban development. Overall there is moderate distinction between the parcel and the airport inset area.

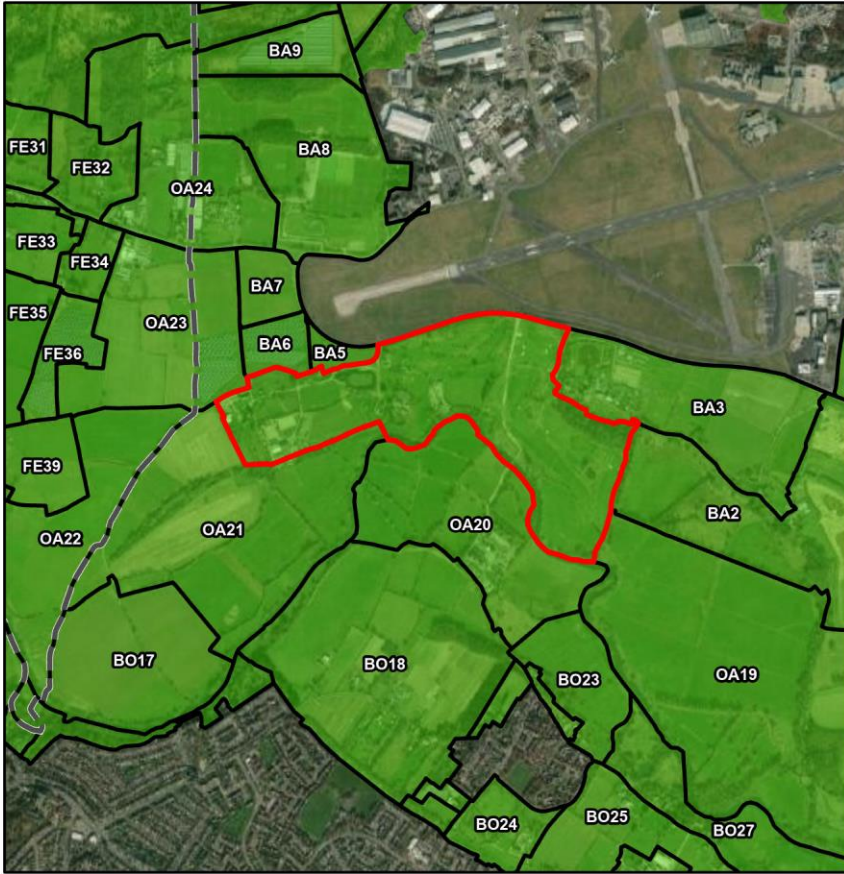


# BA3

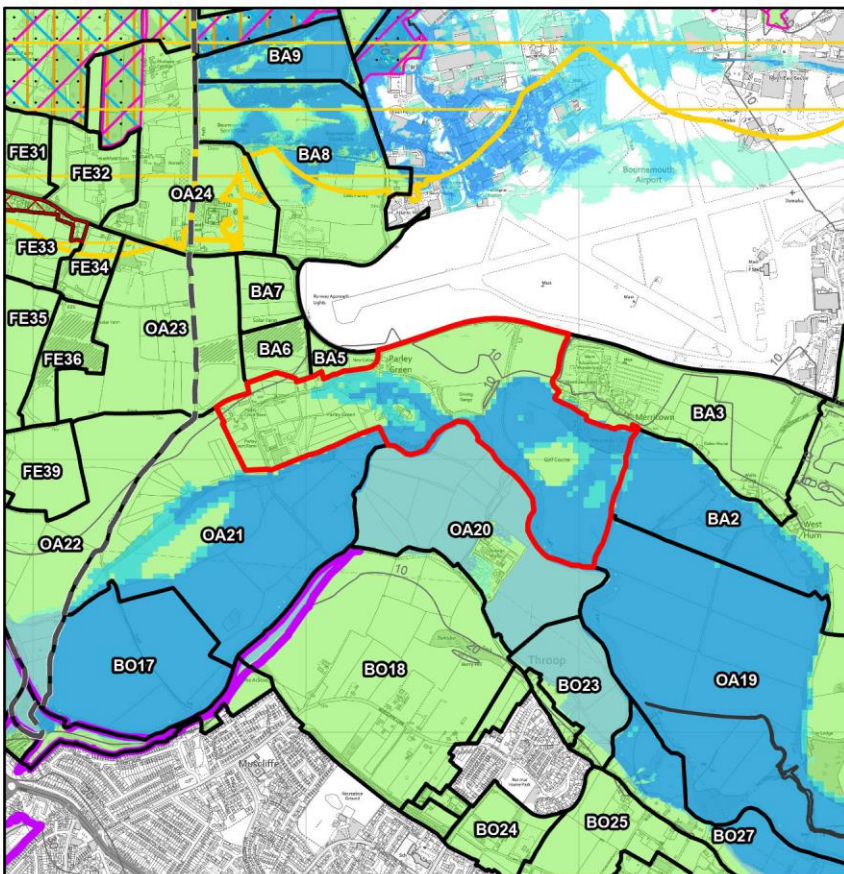
## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
Land is relatively close to Bournemouth, part of the South East Dorset Conurbation, but has a stronger relationship with Bournemouth Airport. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Relatively weak  
The parcel is open and peripheral to a moderate gap between Bournemouth and Ferndown to the northwest. The parcel has some relationship with the airport inset area, but also a degree of distinction from it. Overall the area makes a relatively weak contribution to preventing the merging of neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Relatively strong  
The parcel is open countryside. The parcel has some relationship with the airport inset area, but also a degree of distinction from it. Overall the area makes a relatively strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.

# Contribution of land in BA4



-  BA4
-  Neighbouring parcel
-  Green Belt
-  Local Authority boundary
-  No openness
-  400m Heathland Area
-  Special Area of Conservation
-  Special Protection Area
-  Ramsar
-  Site of Special Scientific Interest
-  Local Nature Reserve
-  Flood Zone 2
-  Flood Zone 3
-  Flood Zone 3a
-  Flood Zone 3b



# BA4

## Parcel location and openness

Parcel size: 59.6ha

The parcel is located on the southern edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town.

The parcel is open, comprising of a golf course in the east and some industrial and commercial use buildings in the west. The area of moderate density development in the west does have lower openness but it small compared to the overall parcel.

## Distinction between parcel and inset area

The road at the inset edge creates a moderate degree of separation Bournemouth Airport. The parcel extends a significant distance from Bournemouth Airport and therefore views are dominated by open countryside. Furthermore, the parcel is not contained by urban development. Overall there is strong distinction between the parcel and the airport inset area.



# BA4

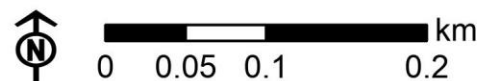
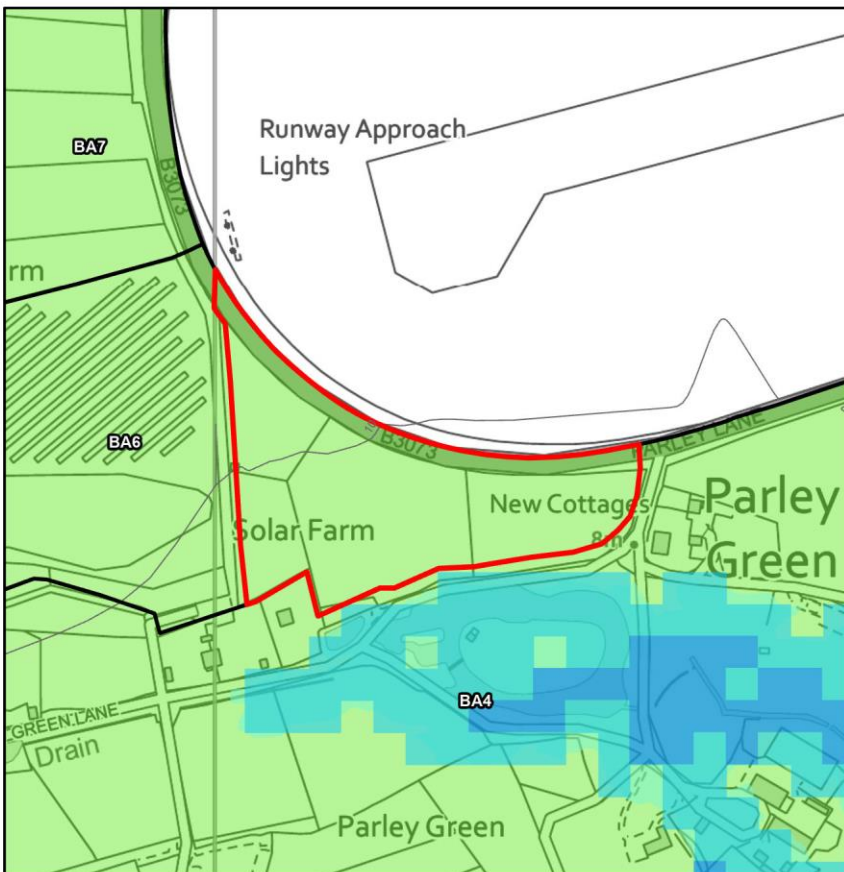
## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
Land is relatively close to Bournemouth, part of the South East Dorset Conurbation, but has a stronger relationship with Bournemouth Airport. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Relatively strong  
The parcel is peripheral to a narrow gap between Bournemouth and Ferndown to the west. There is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as narrowing the gap. Overall the area makes a relatively strong contribution to preventing the merging of neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Strong  
The parcel is open countryside. There is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.

# Contribution of land in BA5



- BA5
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b



# BA5

## Parcel location and openness

Parcel size: 2.36ha

The parcel is located on the south western edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town.

The parcel is open, comprising of an agricultural field.

## Distinction between parcel and inset area

The road at the inset edge creates a moderate degree of separation from the airport inset area and views are dominated by open countryside to the south and east. There is a solar farm to the west of the parcel, but this development is not considered to have an urbanising containment impact. However, the parcel lies in close proximity to Bournemouth Airport. Overall there is moderate distinction between the parcel and the airport inset area.



# BA5

## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
Land is relatively close to Bournemouth, part of the South East Dorset Conurbation, but has a stronger relationship with Bournemouth Airport. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Relatively weak  
The parcel is open and peripheral to a moderate gap between Bournemouth to the southwest and Ferndown to the northwest. The parcel has some relationship with the airport inset area, but also a degree of distinction from it. Overall the area makes a relatively weak contribution to preventing the merging of neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Relatively strong  
The parcel is open countryside. The parcel has some relationship with the airport inset area, but also a degree of distinction from it. Overall the area makes a relatively strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.

# Contribution of land in BA6



-  BA6
-  Neighbouring parcel
-  Green Belt
-  Local Authority boundary
-  Flood Zone 2
-  Flood Zone 3a



# BA6

## Parcel location and openness

Parcel size: 4.78ha

The parcel is located on the south western edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town.

The parcel is relatively open but has some solar renewable energy development within it.

## Distinction between parcel and inset area

The road at the inset edge provides a moderate degree of distinction. The parcel is not contained by urban development and therefore views are dominated by open countryside. Overall there is strong distinction between the parcel and the inset Bournemouth Airport.

# BA6

## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:

Contribution: Weak/No

Land is relatively close to Bournemouth, part of the South East Dorset Conurbation, but has a stronger relationship with Bournemouth Airport. Therefore development would not be perceived as sprawl of the large built-up area.

- Purpose 2 - Prevent neighbouring towns merging into one another:

Contribution: Relatively weak

The parcel is relatively open but has some limited urbanising development within it. The parcel is peripheral to a moderate gap between Bournemouth to the southwest and Ferndown to the northwest. Although the settlement gap is robust, there is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as narrowing the gap. Overall the area makes a relatively weak contribution to preventing the merging of neighbouring towns.

- Purpose 3 - Assist in safeguarding the countryside from encroachment:

Contribution: Relatively strong

The parcel is countryside and relatively open but contains a solar farm within it. There is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a relatively strong contribution to safeguarding the countryside from encroachment.

- Purpose 4 - Preserve the setting and special character of historic towns:

Contribution: Weak/No

The parcel does not contribute to the setting or special character of any historic towns.

- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Contribution: Equal

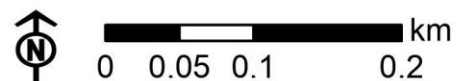
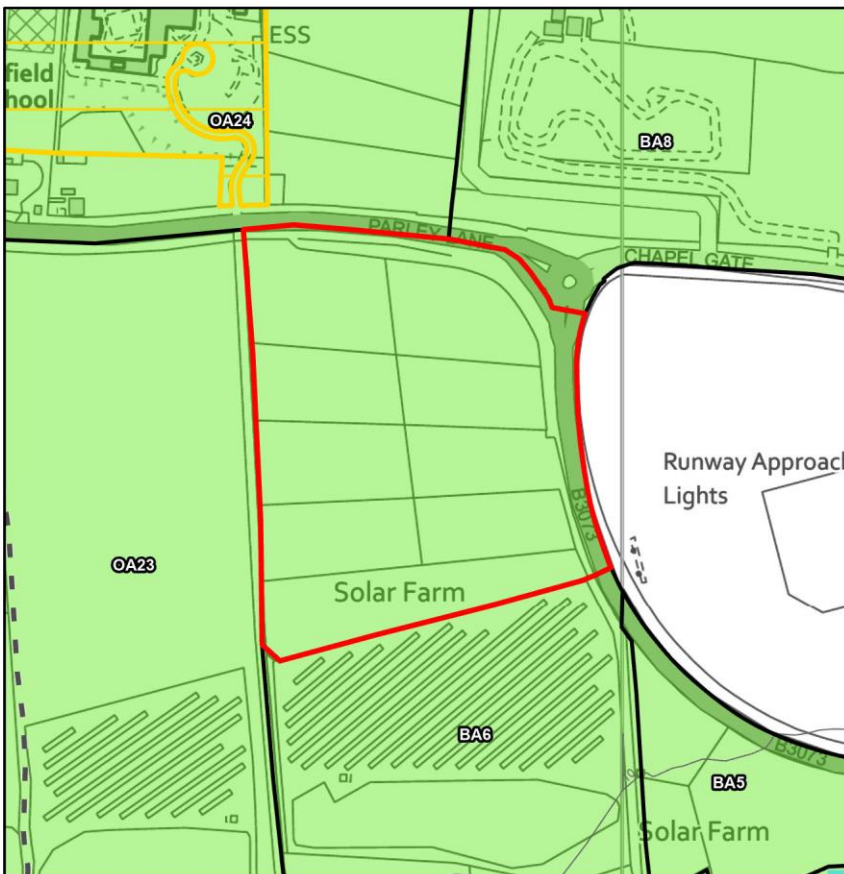
All Green Belt land is considered to make an equal contribution to this purpose.



# Contribution of land in BA7



- BA7
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Flood Zone 3a



# BA7

## Parcel location and openness

Parcel size: 5.65ha

The parcel is located on the western edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town.

The parcel is open and comprised of an agricultural field.

## Distinction between parcel and inset area

The road at the inset edge provides a moderate degree of separation from Bournemouth Airport. The parcel is not contained by urban development and views are dominated by of open countryside. Overall there is strong distinction between the parcel and the airport inset area.

# BA7

## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:

Contribution: Weak/No

Land is relatively close to Bournemouth, part of the South East Dorset Conurbation, but has a stronger relationship with Bournemouth Airport. Therefore development would not be perceived as sprawl of the large built-up area.

- Purpose 2 - Prevent neighbouring towns merging into one another:

Contribution: Moderate

The parcel is open and peripheral to a moderate gap between Bournemouth to the southwest and Ferndown to the northwest. Although the settlement gap is robust, there is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as narrowing the gap. Overall the area makes a moderate contribution to preventing the merging of neighbouring towns.

- Purpose 3 - Assist in safeguarding the countryside from encroachment:

Contribution: Strong

The parcel is open countryside. There is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a strong contribution to safeguarding the countryside from encroachment.

- Purpose 4 - Preserve the setting and special character of historic towns:

Contribution: Weak/No

The parcel does not contribute to the setting or special character of any historic towns.

- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Contribution: Equal

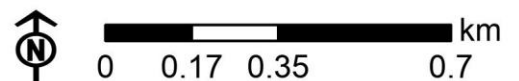
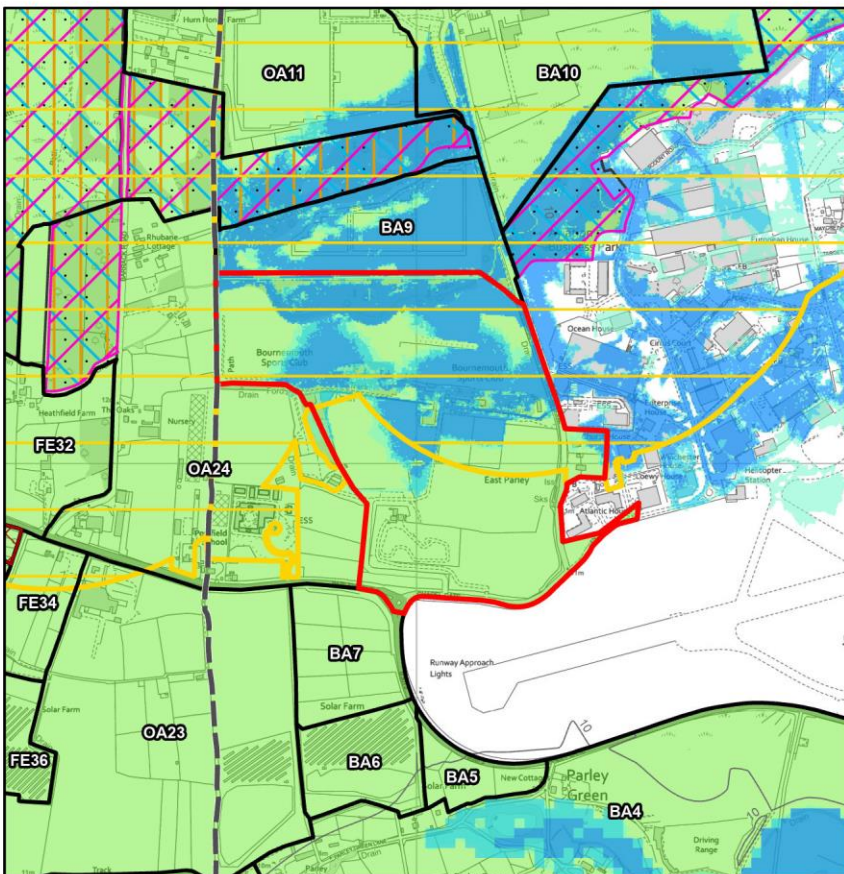
All Green Belt land is considered to make an equal contribution to this purpose.



# Contribution of land in BA8



- BA8
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- No openness
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b





# BA8

## Parcel location and openness

Parcel size: 34.76ha

The parcel is located adjacent to the western edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport and Business Park does not constitute a large built-up area, a town or a historic town.

The parcel is open, comprising of a number of sports pitches and a go cart track in the southwest.

## Distinction between parcel and inset area

The tree cover and road at the inset edge provide a moderate boundary feature, creating some separation from Bournemouth Airport and Business Park. Furthermore, the parcel is not contained by urban development and therefore views are dominated by open countryside. Overall there is strong distinction between the parcel and the airport inset area.

# BA8

## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:

Contribution: Weak/No

The parcel is not close enough to the large built-up area to be associated with it. Therefore development would not be perceived as sprawl of the large built-up area.

- Purpose 2 - Prevent neighbouring towns merging into one another:

Contribution: Moderate

The parcel is open. It lies in a wide gap between Ferndown/West Parley and Christchurch, which is reduced by urbanising development at Bournemouth Airport, but which has Hurn Forest and the Moors River forming significant separating features. Although the settlement gap is robust, there is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as narrowing the gap. Overall the area makes a moderate contribution to preventing the merging of neighbouring towns.

- Purpose 3 - Assist in safeguarding the countryside from encroachment:

Contribution: Relatively strong

The parcel is open but it does contain sufficient formal recreational use to have some limited impact on the extent to which it can be considered countryside. However, there is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a relatively strong contribution to safeguarding the countryside from encroachment.

- Purpose 4 - Preserve the setting and special character of historic towns:

Contribution: Weak/No

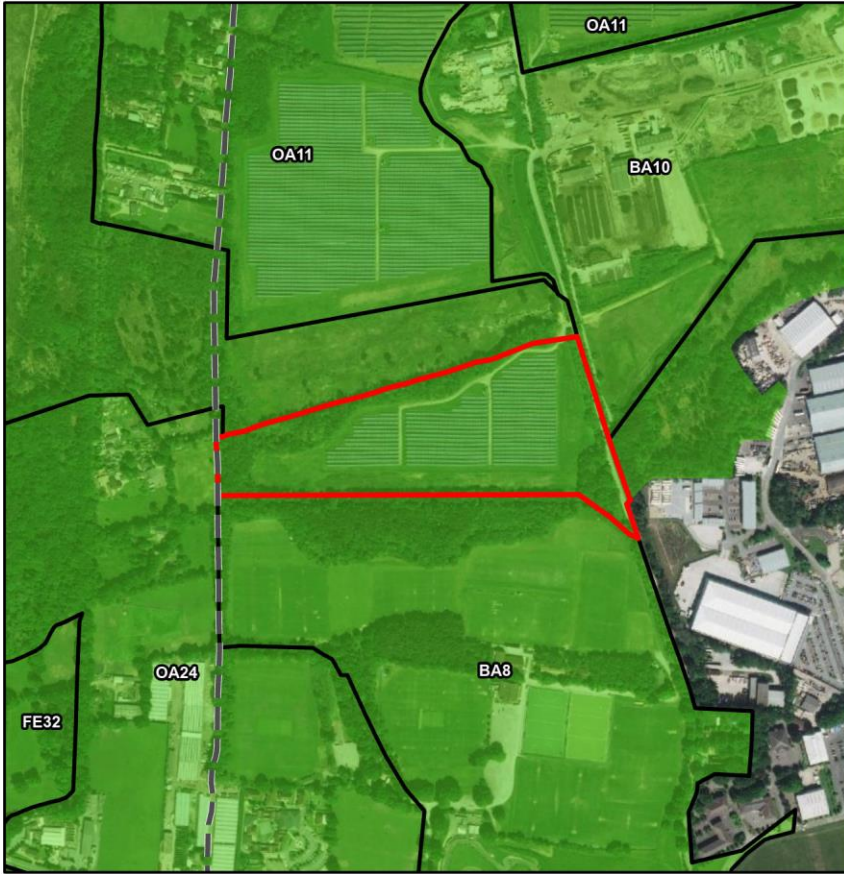
The parcel does not contribute to the setting or special character of any historic towns.

- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

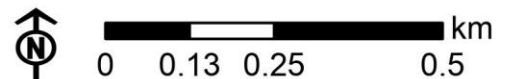
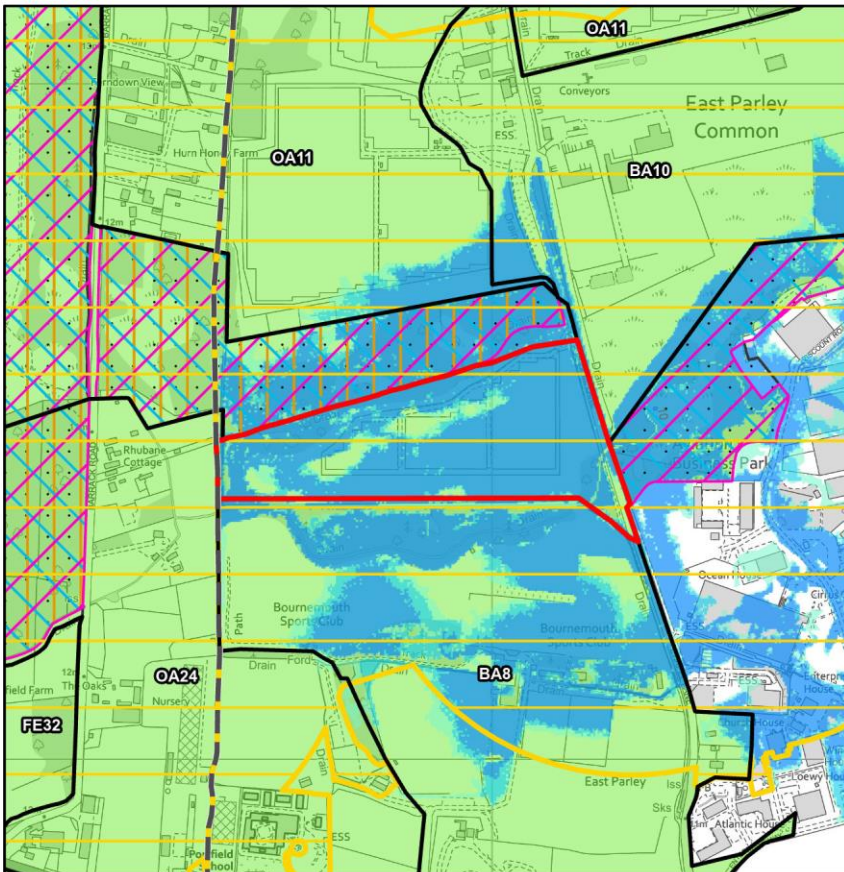
Contribution: Equal

All Green Belt land is considered to make an equal contribution to this purpose.

# Contribution of land in BA9



- BA9
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b



# BA9

## Parcel location and openness

Parcel size: 9.74ha

The parcel lies on the western edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town. Parley Common SSSI lies to the north and Dorset Heaths SAC lies to the east.

The parcel is relatively open but contains a solar farm.

## Distinction between parcel and inset area

The tree cover, road and Dorset Heath SAC provide a strong boundary from Bournemouth Airport and the parcel extends a significant distance from the airport inset area. Additionally, the parcel is not contained by urban development and views are dominated by open countryside. Overall there is very strong distinction between the parcel and the airport inset area.

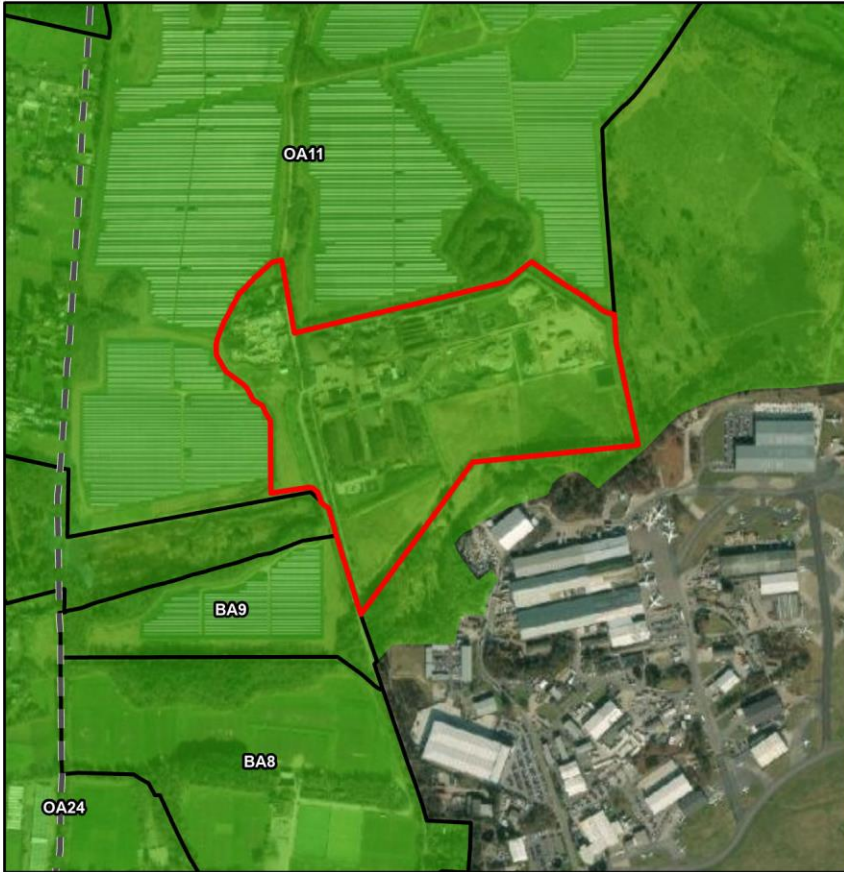


# BA9

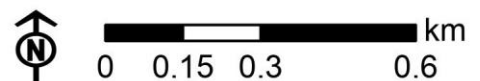
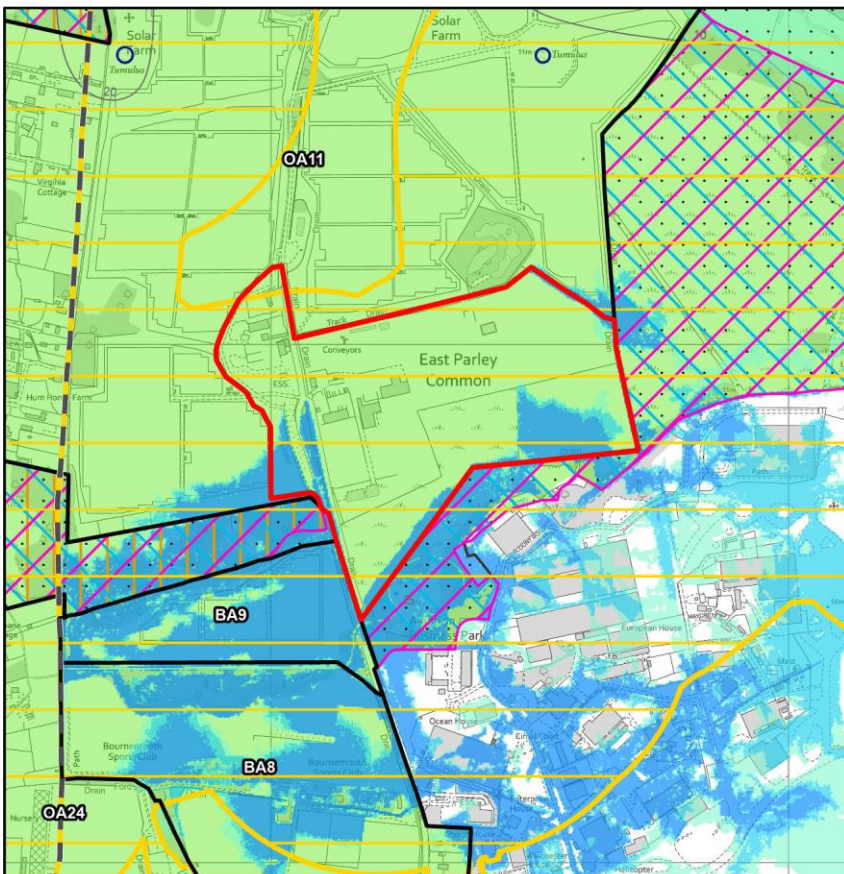
## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
Land is not close enough to the large built-up area to be associated with it. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Relatively weak  
Land is relatively open, but it contains a solar farm. It lies in a wide gap between Ferndown/West Parley and Christchurch, which is reduced by urbanising development at Bournemouth Airport, but which has Hurn Forest and the Moors River forming significant separating features. Although the settlement gap is robust, there is very strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as narrowing the gap. Overall the area makes a relatively weak contribution to preventing the merging of neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Relatively strong  
The parcel is countryside and is relatively open, but it does contain a solar farm. There is very strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a relatively strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.

# Contribution of land in BA10



- BA10
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Scheduled monument
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b



# BA10

## Parcel location and openness

Parcel size: 28.03ha

The parcel lies on the north western edge of the inset Bournemouth Airport and its adjoining business park. Bournemouth Airport does not constitute a large built-up area, a town or a historic town. Dorset Heaths SAC lies to the south and east of the parcel and Parley Common SSSI lies to the west.

The parcel is open and contains a quarry, which is considered to be an 'appropriate use' in the Green Belt.

## Distinction between parcel and inset area

Although the parcel is contained by solar farms to the north and west, there is insufficient development adjacent to the parcel to have an urbanising containing impact. However, views of the countryside are obscured partially by this area of lower openness and therefore neither the airport inset area nor open countryside dominates views from the parcel. The presence of Dorset Heath SAC and tree cover in the south of the parcel creates a strong boundary from Bournemouth Airport and the parcel extends a significant distance from the airport inset area. Overall there is strong distinction between the parcel and the airport inset area.

# BA10

## Contribution to the Green Belt purposes

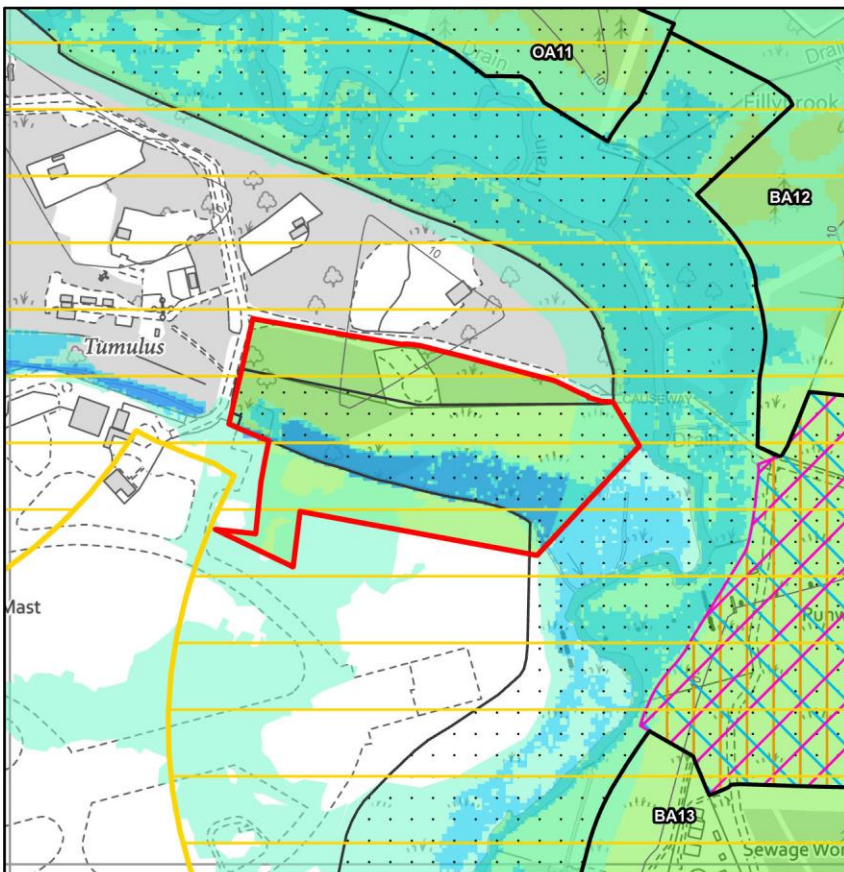
- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
The parcel is not close enough to the large built-up area to be associated with it. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Weak/No  
The parcel does not lie between neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Strong  
The parcel is open countryside. There is strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.



# Contribution of land in BA11



- BA11
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b



# BA11

## Parcel location and openness

Parcel size: 4.73ha

The parcel is located on the north eastern edge of the inset Bournemouth airport. Bournemouth Airport does not constitute a large built-up area, a town or a historic town. The Moors River System SSSI lies to the east of the parcel.

Land is open, comprising of shrubland and grassland.

## Distinction between parcel and inset area

The parcel is almost entirely contained by the inset area associated with Bournemouth airport, with runways to the south and storage containers to the north and therefore views of open countryside are limited. Further, there is no boundary feature to create separation from the airport and the whole of the parcel lies in close proximity to the airport inset area. Overall there is weak distinction between the parcel and the inset area.

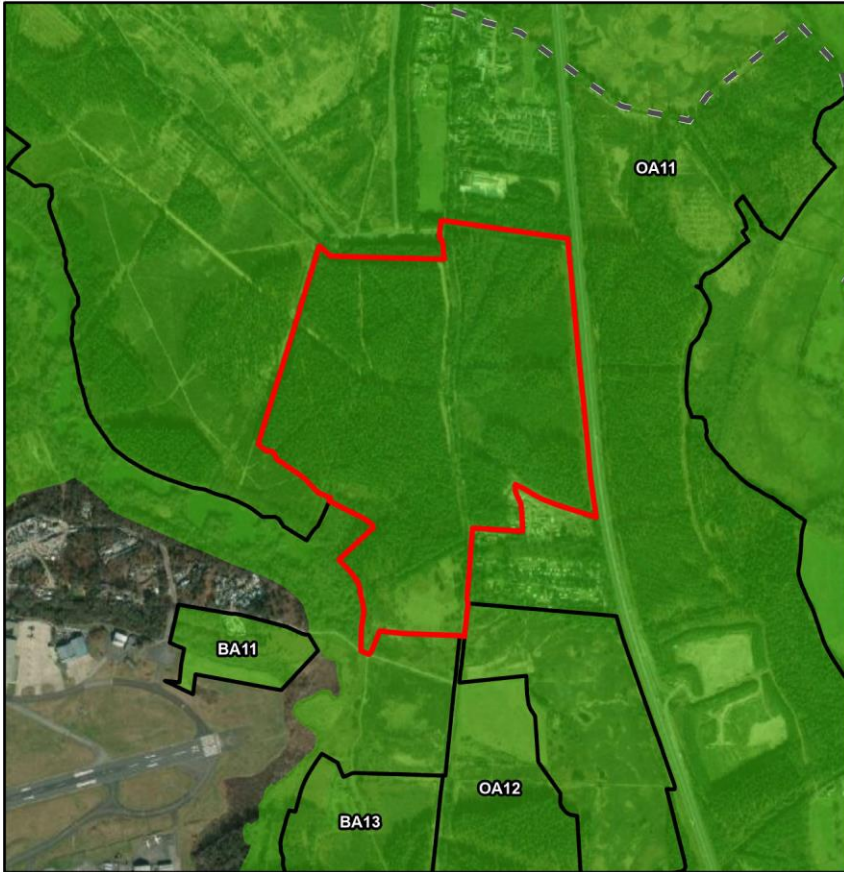
# BA11

## Contribution to the Green Belt purposes

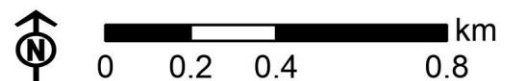
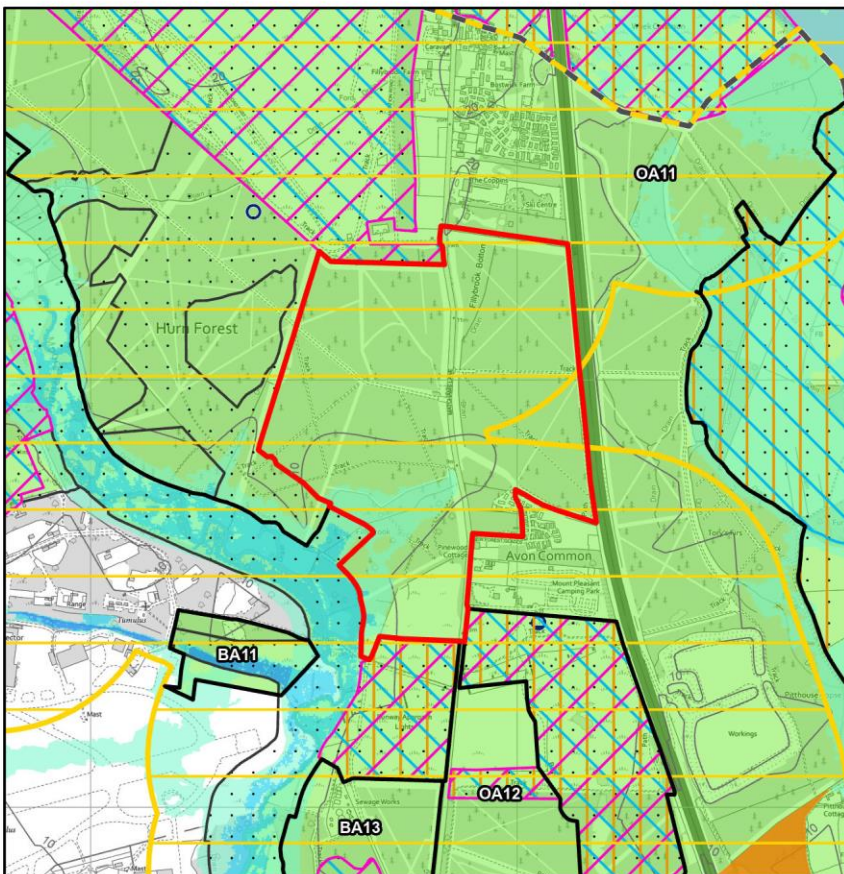
- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
Land is not close enough to the large built-up area to be associated with it. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Weak/No  
The parcel does not lie between neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Moderate  
The parcel is open countryside. There is weak distinction between the parcel and the airport inset area, which reduces the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a moderate contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.



# Contribution of land in BA12



- BA12
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Scheduled monument
- CROW Registered Common Land
- Flood Zone 2
- Flood Zone 3
- Flood Zone 3a
- Flood Zone 3b





# BA12

## Parcel location and openness

Parcel size: 50.23ha

The parcel is located to the north east of the inset Bournemouth Airport. Bournemouth Airport does not constitute a large built-up area, a town or a historic town. St Leonards and St Ives Heaths SSSI and Moors River System SSSI lie to the south west and west of the parcel.

The parcel is open and comprised of a large wooded area.

## Distinction between parcel and inset area

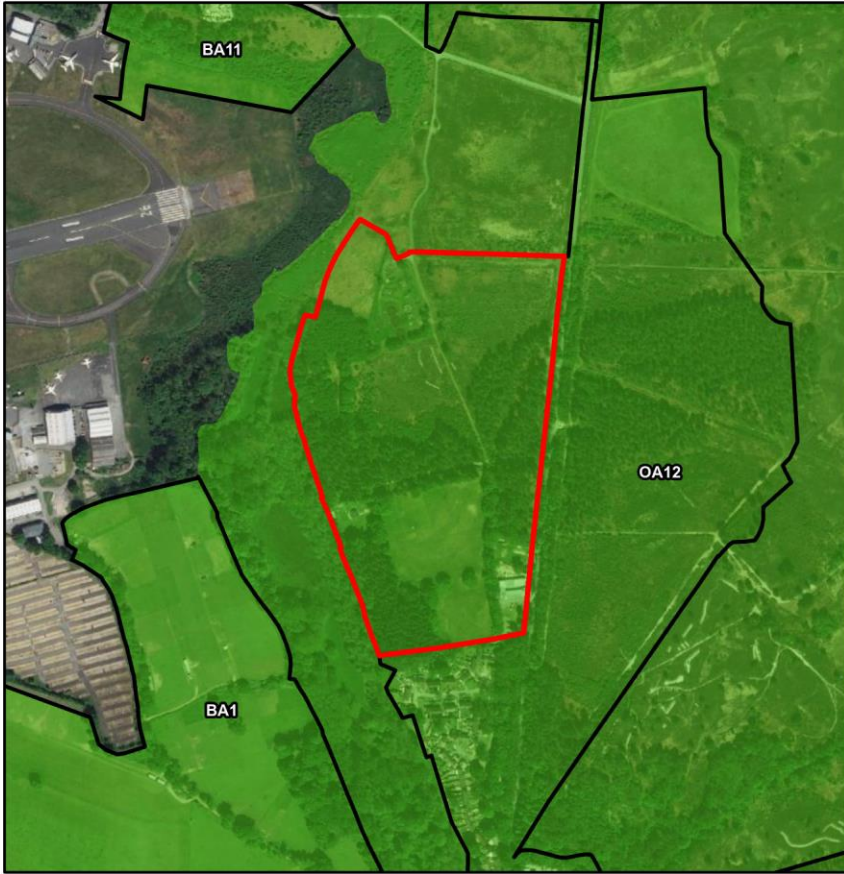
The densely wooded land cover of the parcel is significantly different from that of in the airport inset area and also acts as a strong boundary feature from Bournemouth Airport. Furthermore, the parcel extends a significant distance from the airport inset area, which in conjunction with the wooded nature of the parcel means that views are dominated by open countryside. The parcel is not contained by urban development. Overall there is very strong distinction between the parcel and the airport inset area.

# BA12

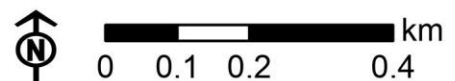
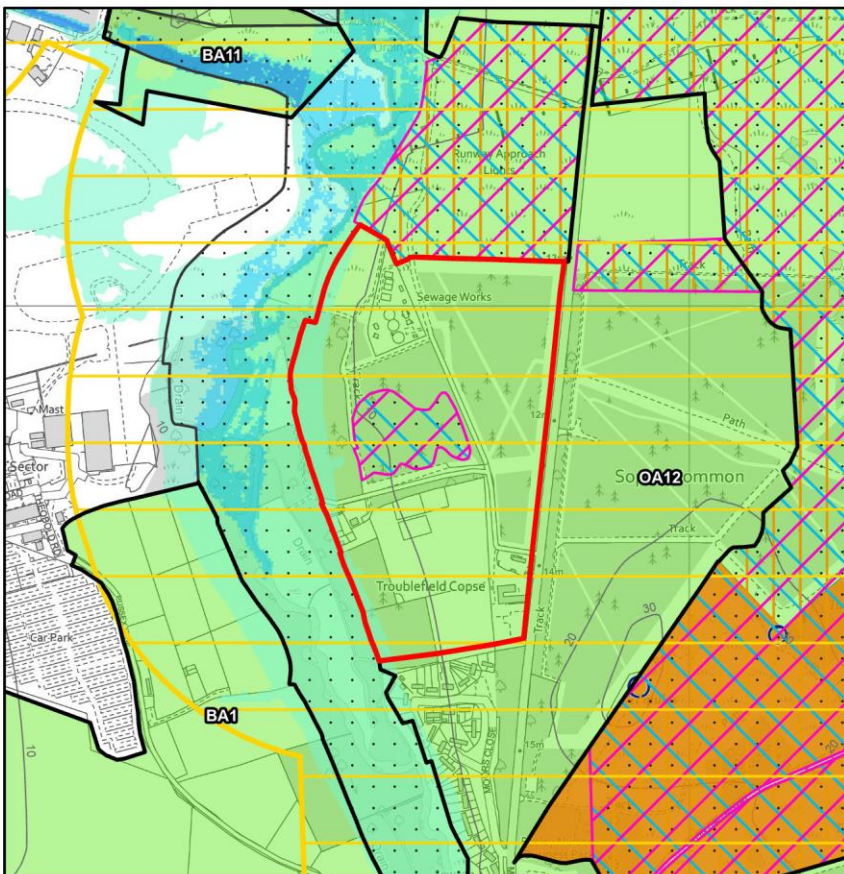
## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
The parcel is not close enough to the large built-up area to be associated with it. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Weak/No  
Land does not lie between neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Strong  
The parcel is open countryside. There is very strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.

# Contribution of land in BA13



- BA13
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- Scheduled monument
- CROW Registered Common Land
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b



# BA13

## Parcel location and openness

Parcel size: 16.83ha

The parcel is located on the eastern edge of the inset Bournemouth Airport. Bournemouth Airport does not constitute a large built-up area, a town or a historic town. The parcel contains an area of Dorset Heaths SAC in the central region and a further area of this designation lies to the north. The Moors River System SSSI lies to the east of the parcel.

The parcel is open, comprising of wooded areas and heathland.

## Distinction between parcel and inset area

The wooded land cover within the parcel is relatively prominent, providing some distinction from the inset area and the Moors River Corridor and its SSSI designation to the west provides a strong boundary feature from Bournemouth Airport. The parcel extends a significant distance from the airport inset area and therefore views are dominated by open countryside. Furthermore, the parcel is not contained by urban development. Overall there is very strong distinction between the parcel and the airport inset area.



# BA13

## Contribution to the Green Belt purposes

- Purpose 1 - Check the unrestricted sprawl of large built-up areas:  
Contribution: Weak/No  
The parcel is not close enough to the large built-up area to be associated with it. Therefore development would not be perceived as sprawl of the large built-up area.
- Purpose 2 - Prevent neighbouring towns merging into one another:  
Contribution: Moderate  
The parcel is open. It lies in a wide gap between Ferndown/West Parley and Christchurch. Urbanising development at Bournemouth Airport reduces the gap, but Hurn Forest and the Moors River are significant separating features. Although the settlement gap is robust, there is very strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as narrowing the gap. Overall the area makes a moderate contribution to preventing the merging of neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:  
Contribution: Strong  
The parcel is open countryside. There is very strong distinction between the parcel and the airport inset area, which increases the extent to which development would be perceived as encroachment on the countryside. Overall the area makes a strong contribution to safeguarding the countryside from encroachment.
- Purpose 4 - Preserve the setting and special character of historic towns:  
Contribution: Weak/No  
The parcel does not contribute to the setting or special character of any historic towns.
- Purpose 5 - Assist in urban regeneration, by encouraging the recycling of derelict and other urban land:  
Contribution: Equal  
All Green Belt land is considered to make an equal contribution to this purpose.