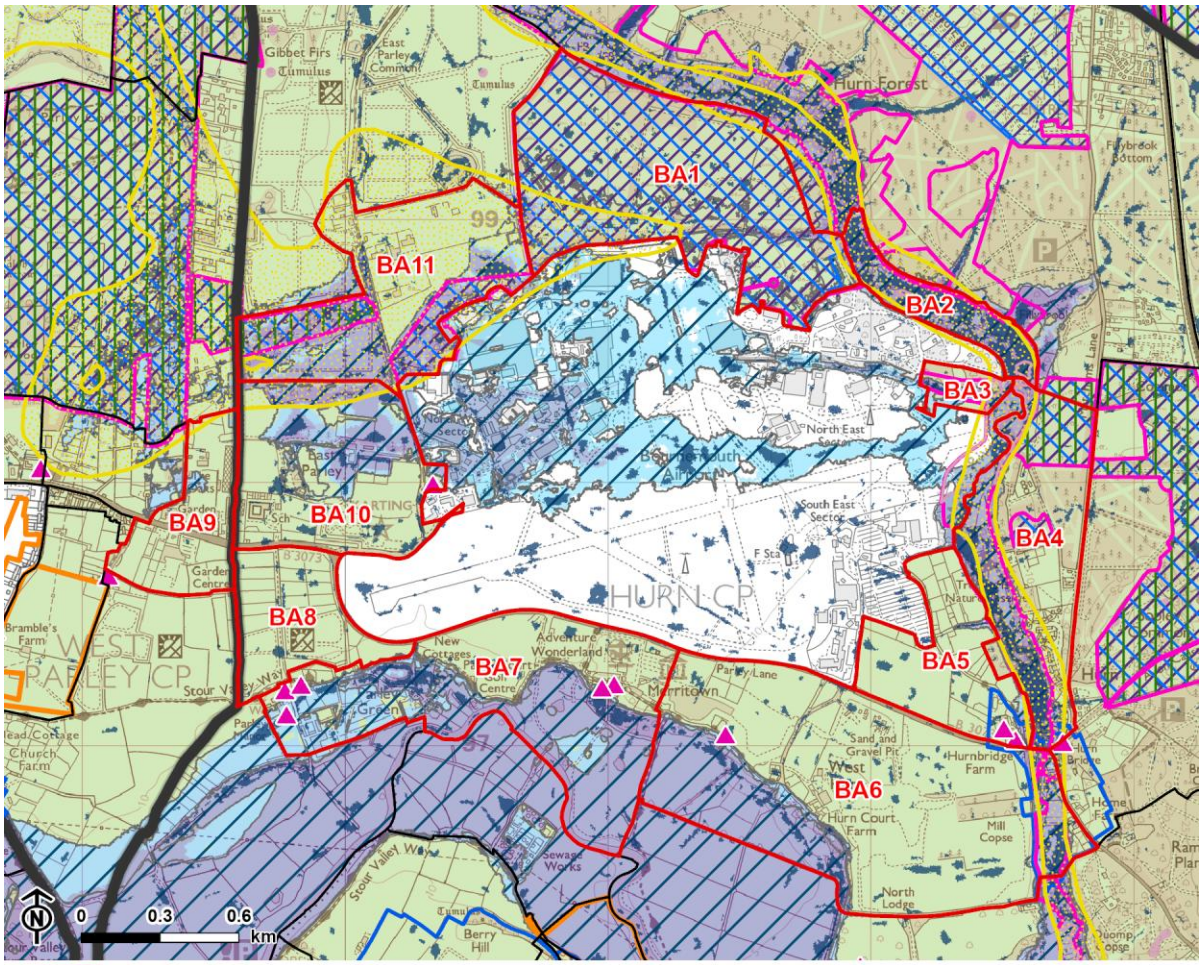
Bournemouth Airport



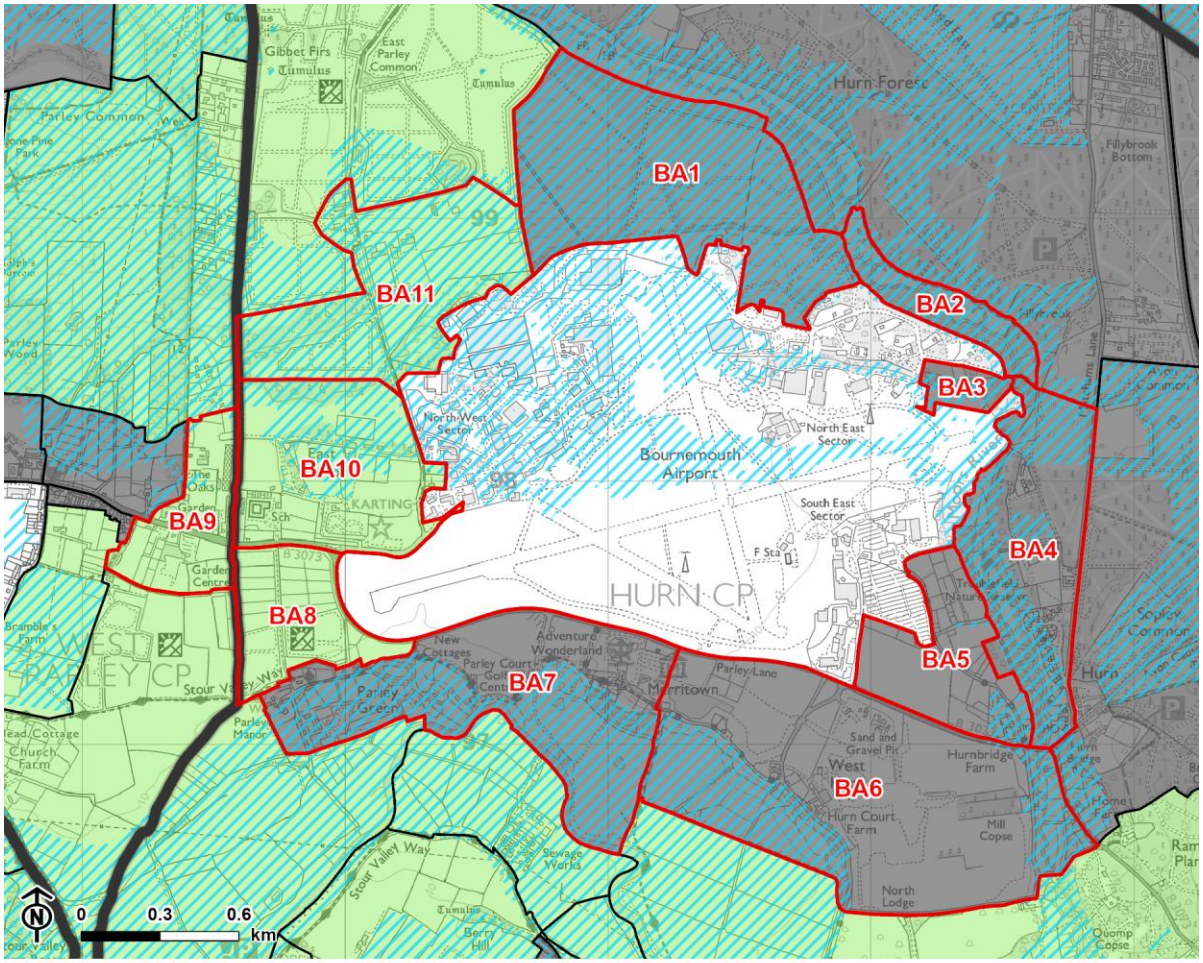
- Bournemouth Airport parcel
- Neighbouring parcel
- Dorset & BCP councils
- Neighbouring authority
- Green Belt

Potential development constraints

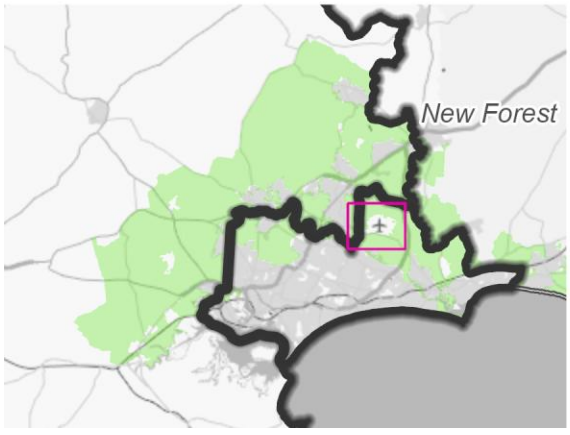
- Listed building
- Chalk river
- Peaty soil
- Site of Special Scientific Interest
- Lowland fens
- Conservation area
- Ramsar site
- Special Area of Conservation
- Special Protection Area
- Suitable Alternative Natural Green Space
- High risk of surface water flooding
- Scheduled monument
- Flood zones plus climate change
- Flood zone 2
- Flood zone 3



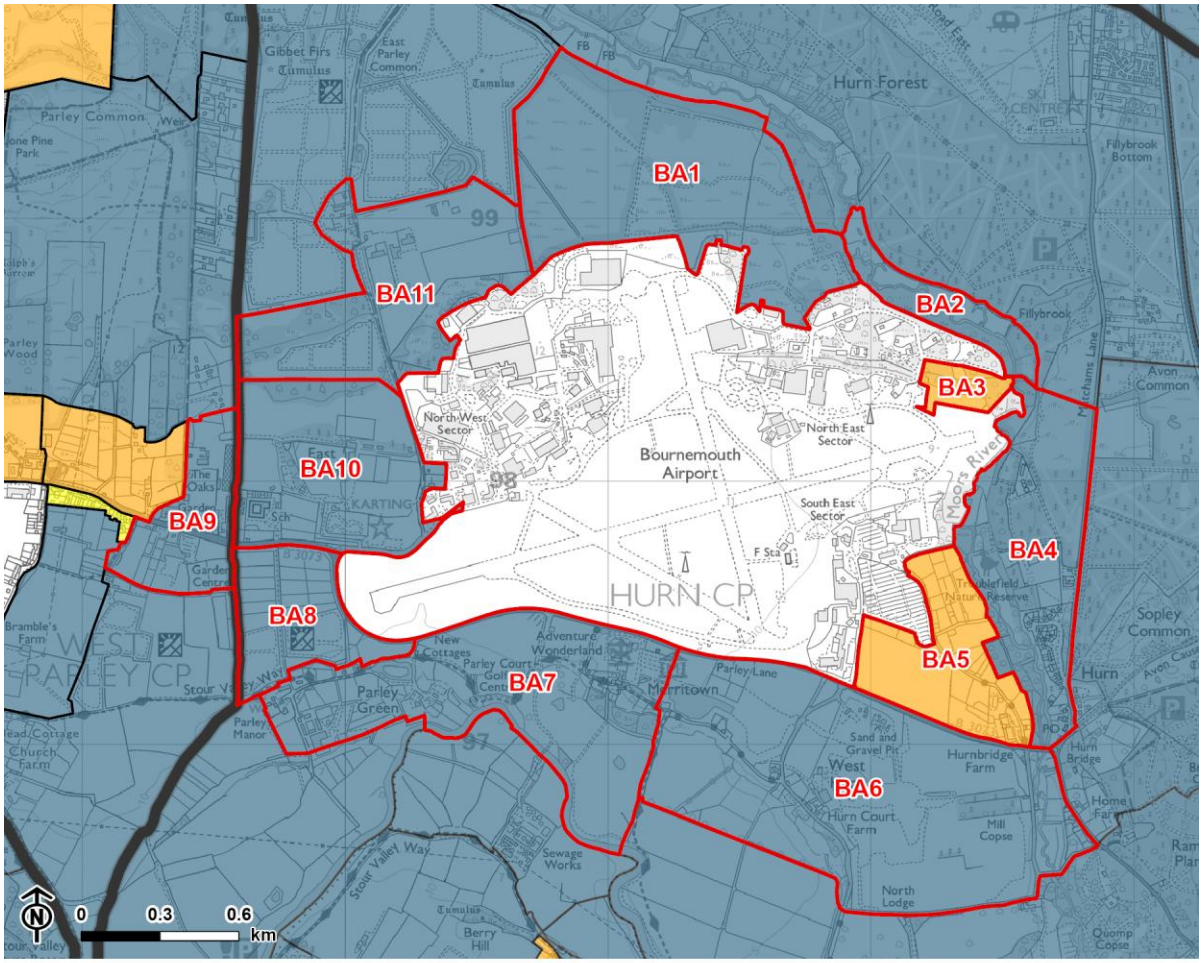
Bournemouth Airport



Bournemouth Airport parcel
Neighbouring parcel
Dorset and BCP councils
Neighbouring authority
Green Belt
Grey belt
Potential development constraints



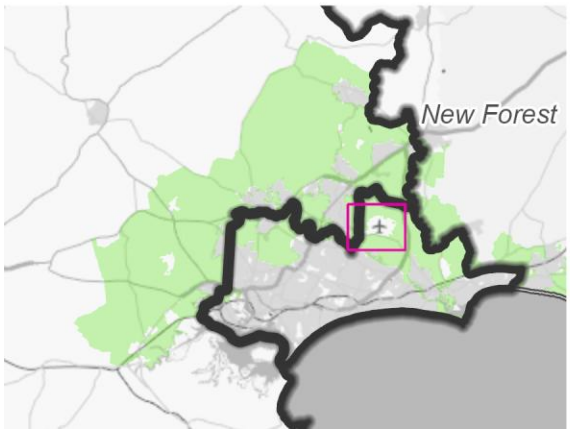
Bournemouth Airport



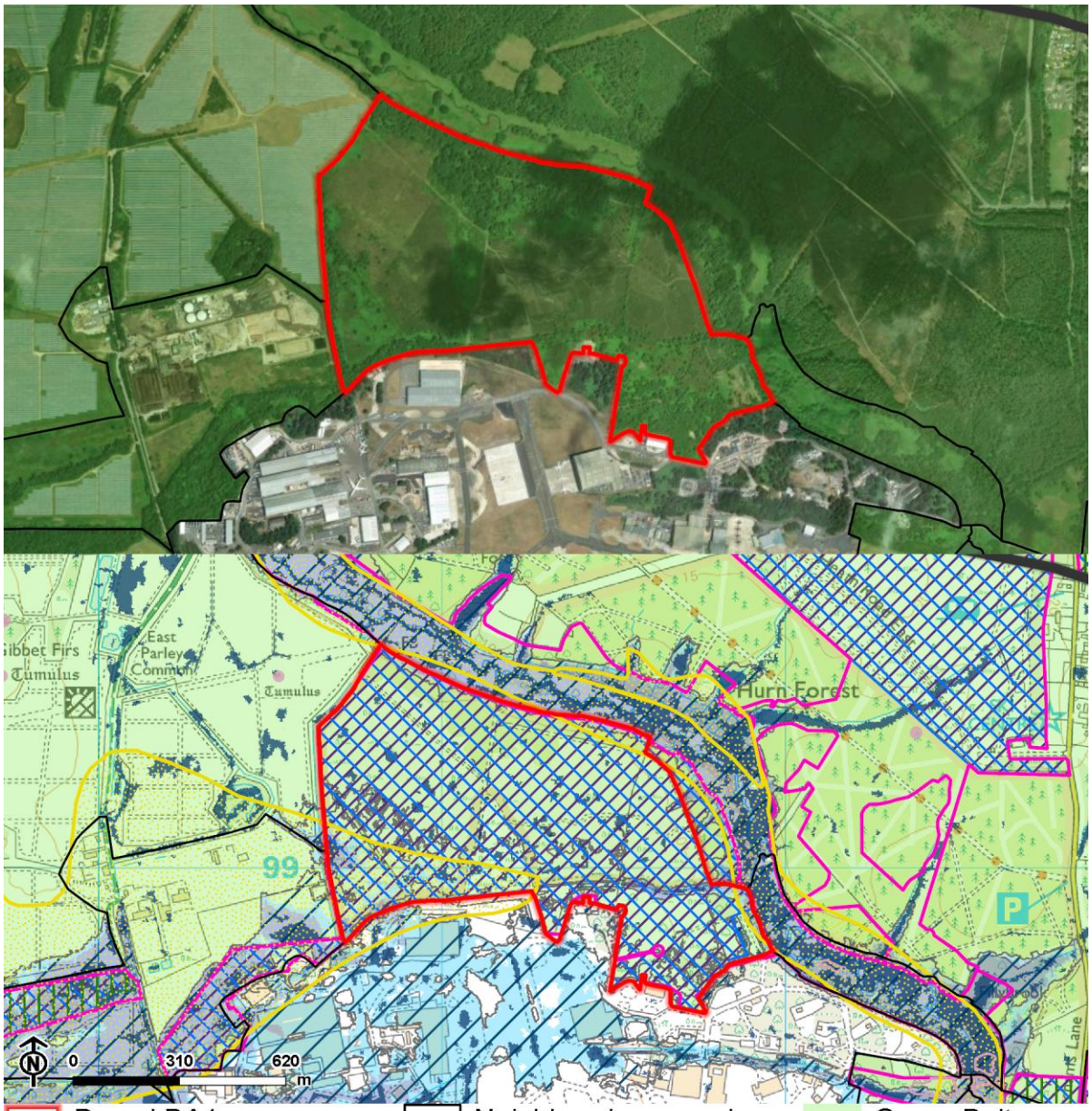
Bournemouth Airport parcel
Neighbouring parcel
Dorset and BCP councils
Neighbouring authority
Green Belt

Highest Contribution to NPPF purposes A, B, C and D

Strong
Moderate
Weak/no



Parcel BA1



Parcel BA1
Neighbouring parcel
Green Belt
Dorset and BCP councils

Potential development constraints

- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Lowland fens
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Scheduled monument

Parcel BA1

Contribution of land in Parcel BA1

Parcel BA1 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Weak/No	Weak/No	Strong	Weak/No	Equal	Yes

Parcel BA1 Description

Parcel Location, Land Uses and Boundaries
Land to the north of Bournemouth Airport. The parcel comprises primarily heathland and some woodland cover. Parcel size: 73ha. Boundary features within the gap between Bournemouth Airport and the parcel combine to create moderate separation. Tree cover along the airport's inset edge is intermittent, with the eastern edge containing mature trees, while the western edge has fewer trees. There is no significant change in landform to create a sense of separation between the settlement and the parcel. There is some perception of urban development outside of the parcel. Tree cover along the boundary limits views, screening most of the airport and its ancillary buildings. There is no significant urbanising development or activity in the Green Belt affecting this parcel. There is some perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Weak/No contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is not adjacent or near enough to a large built-up area to contribute to preventing its sprawl. Although Bournemouth Airport is close to the large built-up areas of Ferndown/West Parley and Bournemouth, development extending the airport away from these urban areas would not be perceived as sprawl directly associated with them.
What is the extent of urbanising development in the parcel?	N/A
What is the extent of urbanising influence from outside the parcel?	N/A

Parcel BA1

Assessment Considerations	Assessment
Are there physical features in reasonable proximity that could restrict and contain development?	N/A
Would development form an incongruous pattern in relation to the large built-up area?	N/A

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	There is some urbanising influence associated with development outside of the parcel.

Parcel BA1

Assessment Considerations	Assessment
Would development impact adjacent Green Belt land?	Development in the parcel would significantly increase the urbanising influence on adjacent open land. The parcel has predominantly open boundaries to the west. Therefore, development within the parcel would in turn increase the urbanising impact of development on adjacent open land.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

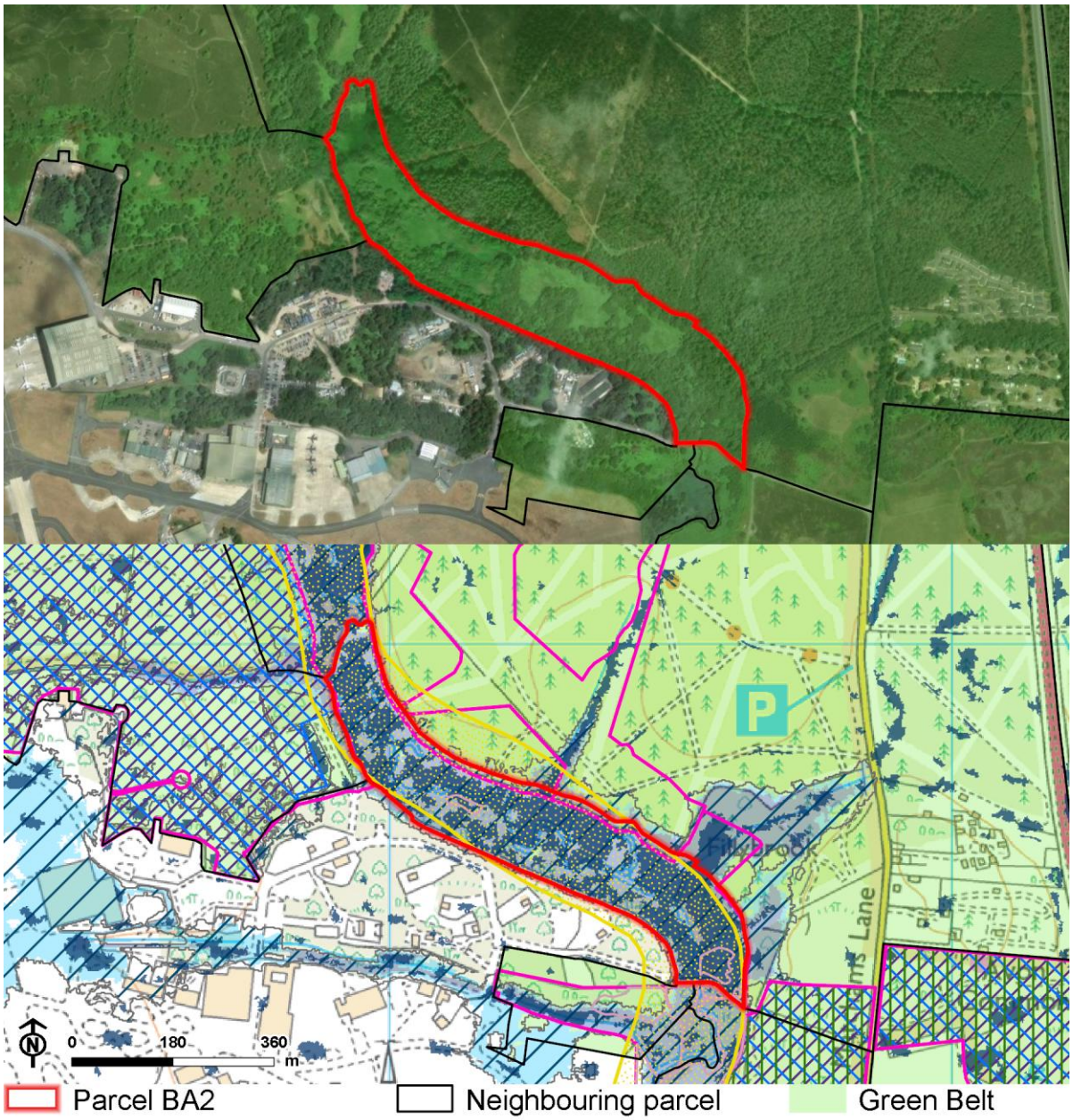
Equal contribution

All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel does not make a strong contribution to the Green Belt purposes A, B or D and therefore is identified as grey belt land.

Parcel BA2



Potential development constraints

- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Lowland fens
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Scheduled monument

Parcel BA2

Contribution of land in Parcel BA2

Parcel BA2 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Weak/No	Weak/No	Strong	Weak/No	Equal	Yes

Parcel BA2 Description

Parcel Location, Land Uses and Boundaries
Land to the north-east of Bournemouth airport. Parcel size: 13ha. There is a strong boundary feature between Bournemouth Airport and the parcel. Mature tree cover and the Moors River form a strong boundary features along the edge of the parcel adjacent to the airport. There is some change in landform which creates a sense of separation between the settlement and the parcel. The floodplain landform of the parcel creates some distinction from the levelled topography of the airport. There is a weak perception of urban development outside of the parcel. Mature tree cover limits the perception of the urban area. There is no significant urbanising development or activity in the Green Belt affecting this parcel. The parcel comprises woodland and grassland along the Moors River. Natural features limit perception of the wider countryside. Woodland within and enclosing the parcel limits the perception of the wider countryside.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Weak/No contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is not adjacent or near enough to a large built-up area to contribute to preventing its sprawl. Although Bournemouth Airport is close to the large built-up areas of Ferndown/West Parley and Bournemouth, development extending the airport away from these urban areas would not be perceived as sprawl directly associated with them
What is the extent of urbanising development in the parcel?	N/A
What is the extent of urbanising influence from outside the parcel?	N/A

Parcel BA2

Assessment Considerations	Assessment
Are there physical features in reasonable proximity that could restrict and contain development?	N/A
Would development form an incongruous pattern in relation to the large built-up area?	N/A

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.

Parcel BA2

Assessment Considerations	Assessment
Would development impact adjacent Green Belt land?	Development in the parcel would not significantly increase the urbanising influence on adjacent open land. Mature woodland forms a strong outer boundary which would limit the urbanising impact of development on adjacent open land. The strong inner boundary means that the parcel has a stronger association with the wider countryside than with Bournemouth Airport.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

Equal contribution

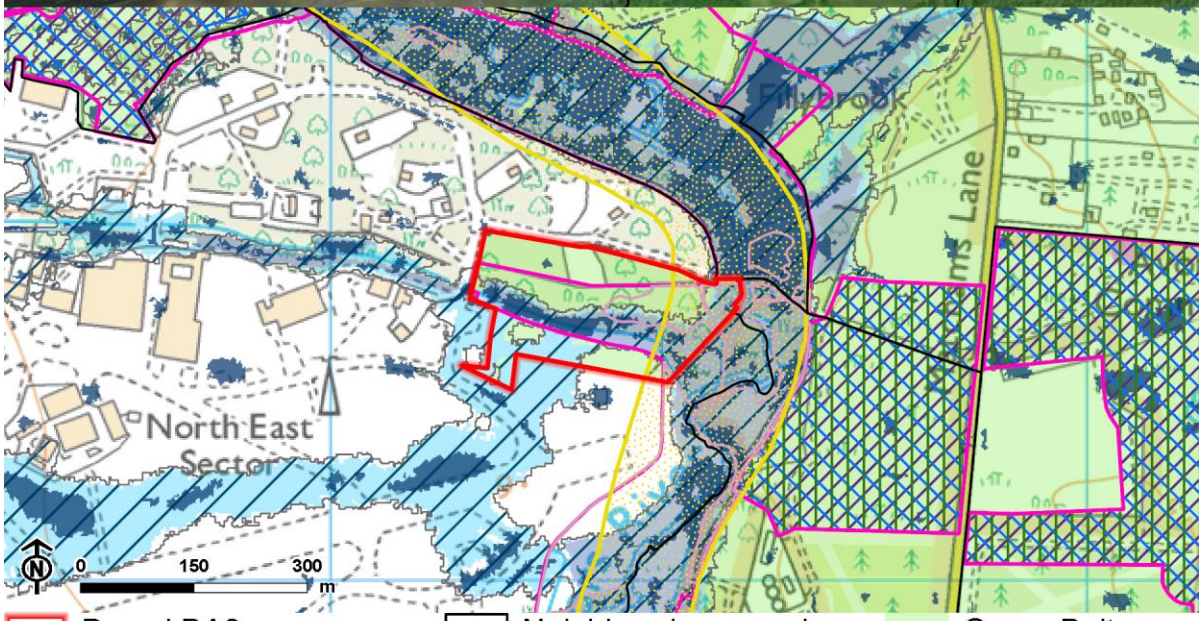
All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel does not make a strong contribution to the Green Belt purposes A, B or D and therefore is identified as grey belt land.

Parcel BA3





Parcel BA3 | Neighbouring parcel | Green Belt

Potential development constraints

- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Lowland fens
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Scheduled monument

Parcel BA3

Contribution of land in Parcel BA3

Parcel BA3 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Weak/No	Weak/No	Moderate	Weak/No	Equal	Yes

Parcel BA3 Description

Parcel Location, Land Uses and Boundaries
Land to the north-east of Bournemouth Airport. The parcel comprises scrub and grassland along the Moors River, including a small area of runway end safety (grassed overrun) associated with Bournemouth Airport. Parcel size: 5ha. There are no significant boundary features to separate the parcel from the airport. The whole of the parcel lies in close proximity to the inset area of the airport, and the boundary comprises scrubland and grassland. There is no significant change in landform to create a sense of separation between the airport and the parcel. There is some perception of urban development outside of the parcel. The lack of boundary features enables direct views towards the airport. There is no significant urbanising development or activity in the Green Belt affecting this parcel. To the north, a small area is used for storage but this does not exert a significant urbanising influence. There is some perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence. Most of the parcel has a stronger association with the airport than with the surrounding countryside, although there is some connectivity to the wider countryside to the east.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Weak/No contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is not adjacent or near enough to a large built-up area to contribute to preventing its sprawl. Although Bournemouth Airport is close to the large built-up areas of Ferndown/West Parley and Bournemouth, development extending the airport away from these urban areas would not be perceived as sprawl directly associated with them
What is the extent of urbanising development in the parcel?	N/A

Parcel BA3

Assessment Considerations	Assessment
What is the extent of urbanising influence from outside the parcel?	N/A
Are there physical features in reasonable proximity that could restrict and contain development?	N/A
Would development form an incongruous pattern in relation to the large built-up area?	N/A

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Moderate contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	There is some urbanising influence associated with development outside of the parcel.

Parcel BA3

Assessment Considerations	Assessment
Would development impact adjacent Green Belt land?	Development in the parcel would not significantly increase the urbanising influence on adjacent open land. Grassland and shrub boundaries mark the parcel boundary to the east. Although development in the parcel would have some urbanising impact on land beyond, it would not significantly weaken its contribution to Purpose C.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

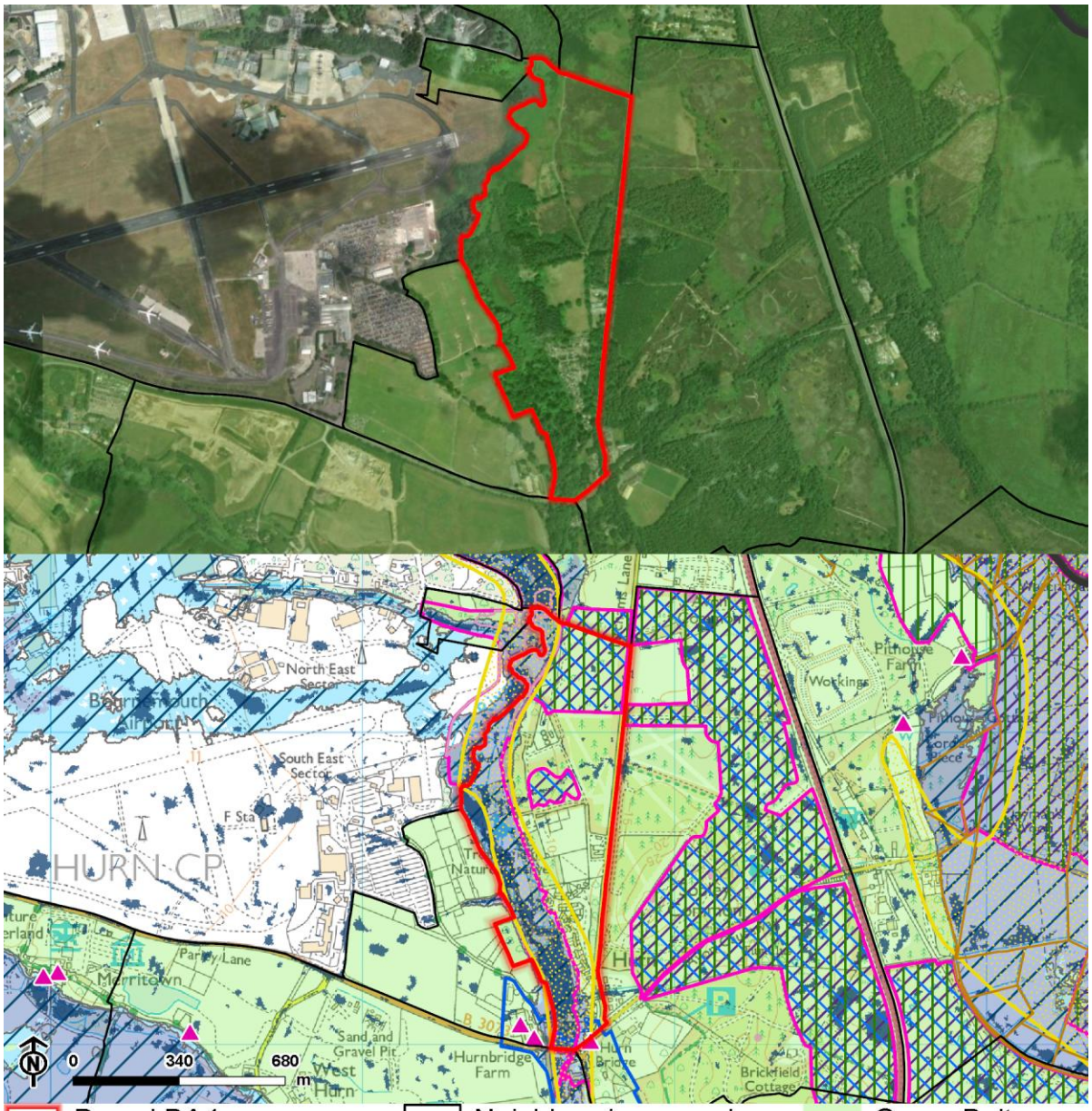
Equal contribution

All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel does not make a strong contribution to the Green Belt purposes A, B or D and therefore is identified as grey belt land.

Parcel BA4



Parcel BA4
Neighbouring parcel
Green Belt
Dorset and BCP councils

Potential development constraints

- Listed building
- Chalk river
- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Lowland fens
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Conservation area
- Scheduled monument

Parcel BA4

Contribution of land in Parcel BA4

Parcel BA4 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Weak/No	Weak/No	Strong	Weak/No	Equal	Yes

Parcel BA4 Description

Parcel Location, Land Uses and Boundaries
Land to the east of Bournemouth Airport. The parcel comprises agricultural land and associated farm buildings, the Moors River with its riparian woodland, and a cluster of houses along Moors Close in the south of the parcel. Parcel size: 45ha. There is a strong boundary feature between the settlement and the parcel. The airport edge is defined by the Moors River, where vegetation is initially limited to shrub and grassland before transitioning into riparian woodland. There is some change in landform which creates a sense of separation between the settlement and the parcel. The floodplain landform of the parcel creates some distinction from the levelled topography of the airport. There is a weak perception of urban development outside of the parcel. Woodland cover along the airport edge limits the perception of the urban area; however, where the boundary comprises scrub and grassland, there is some perception of urban influence. There is no significant urbanising development or activity in the Green Belt affecting this parcel. The parcel is predominantly in agricultural use; however, a cluster of houses along Moors Close in the south of the parcel has a limited impact on openness. Mature woodland tree cover across the parcel limits perception of the wider Countryside.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Weak/No contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is not adjacent or near enough to a large built-up area to contribute to preventing its sprawl. Although Bournemouth Airport is close to the large built-up areas of Ferndown/West Parley and Bournemouth, development extending the airport away from these urban areas would not be perceived as sprawl directly associated with them
What is the extent of urbanising development in the parcel?	N/A

Parcel BA4

Assessment Considerations	Assessment
What is the extent of urbanising influence from outside the parcel?	N/A
Are there physical features in reasonable proximity that could restrict and contain development?	N/A
Would development form an incongruous pattern in relation to the large built-up area?	N/A

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.

Parcel BA4

Assessment Considerations	Assessment
Would development impact adjacent Green Belt land?	Development in the parcel would not significantly increase the urbanising influence on adjacent open land. Woodland tree cover across the parcel forms a strong boundary, which would limit the urbanising impact of development on adjacent open land, whilst also reducing the connection the parcel has to the airport.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

Equal contribution

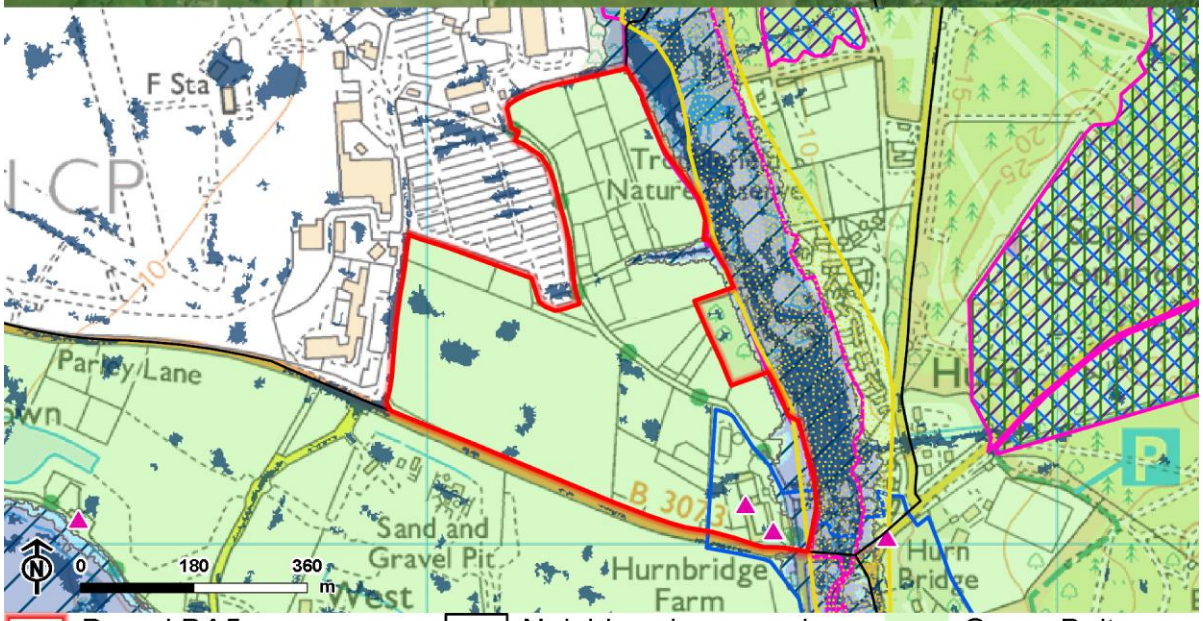
All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel does not make a strong contribution to the Green Belt purposes A, B or D and therefore is identified as grey belt land.

Parcel BA5





Parcel BA5 | Neighbouring parcel | Green Belt

Potential development constraints

- Listed building
- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Conservation area
- Scheduled monument

Parcel BA5

Contribution of land in Parcel BA5

Parcel BA5 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Weak/No	Weak/No	Moderate	Weak/No	Equal	Yes

Parcel BA5 Description

Parcel Location, Land Uses and Boundaries
Land to the south-east of Bournemouth Airport. The parcel predominantly comprises agricultural land, with Hurn Bridge Business Park located in the south-east. Parcel size: 27ha. There are no significant boundary features to separate the parcel from the settlement. The boundary is predominantly open near Parkfield School, however, does become more treed to the north near Theobald Road. There is no significant change in landform to create a sense of separation between the settlement and the parcel. There is some perception of urban development outside of the parcel in the south where the boundary is weakest. There is no significant urbanising development or activity in the Green Belt affecting this parcel. Hurn Bridge Business Park to the south is low-density and does not significantly affect the openness of the parcel. There is some perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Weak/No contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is not adjacent or near enough to a large built-up area to contribute to preventing its sprawl. Although Bournemouth Airport is close to the large built-up areas of Ferndown/West Parley and Bournemouth, development extending the airport away from these urban areas would not be perceived as sprawl directly associated with them
What is the extent of urbanising development in the parcel?	N/A
What is the extent of urbanising influence from outside the parcel?	N/A

Parcel BA5

Assessment Considerations	Assessment
Are there physical features in reasonable proximity that could restrict and contain development?	N/A
Would development form an incongruous pattern in relation to the large built-up area?	N/A

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Moderate contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	There is some urbanising influence associated with development outside of the parcel.

Parcel BA5

Assessment Considerations	Assessment
Would development impact adjacent Green Belt land?	Development in the parcel would not significantly increase the urbanising influence on adjacent open land. The Mature tree cover and the Moors River form a strong outer boundary which would limit the urbanising impact of development on adjacent open land.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

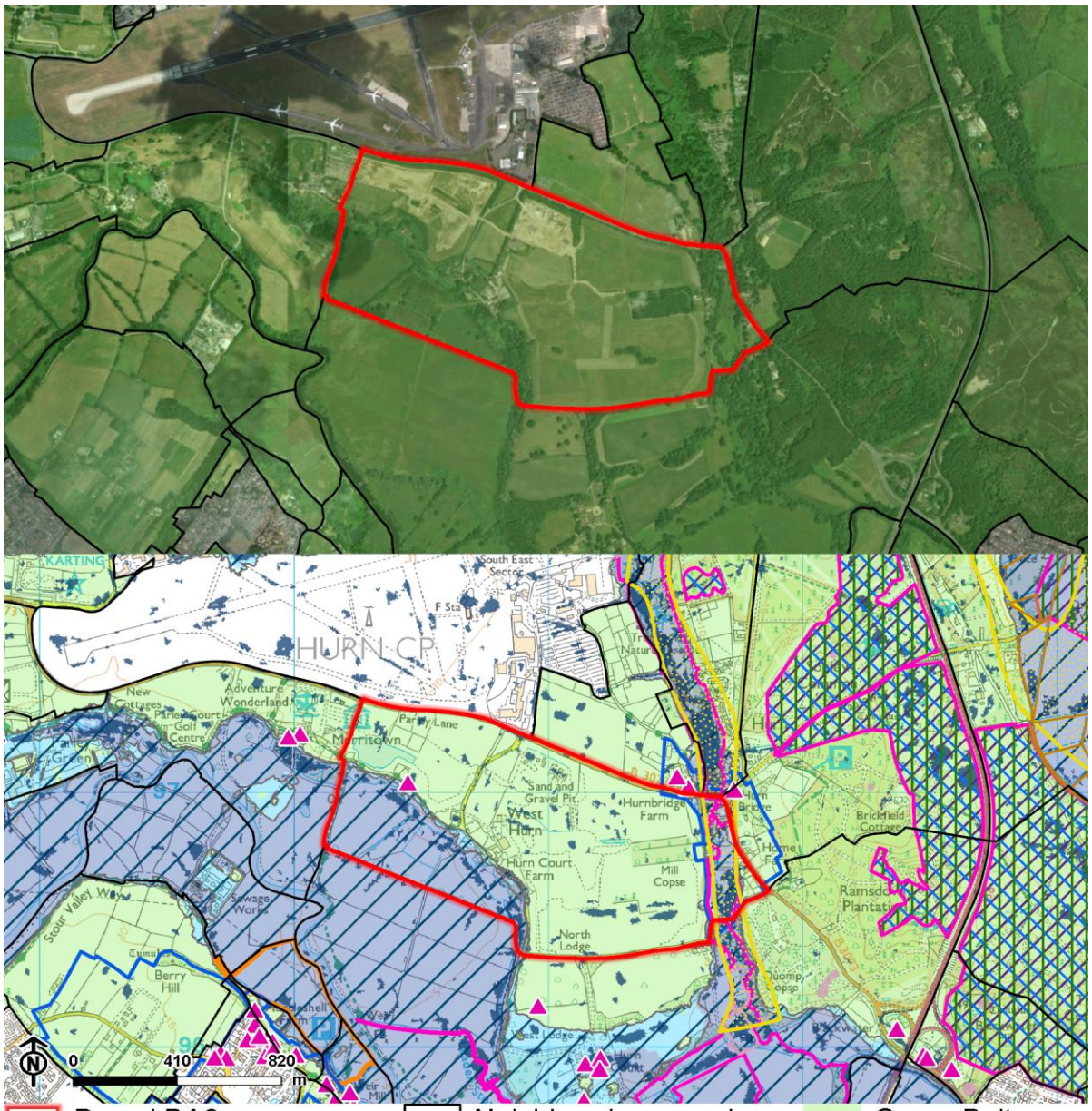
Equal contribution

All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel does not make a strong contribution to the Green Belt purposes A, B or D and therefore is identified as grey belt land.

Parcel BA6



Parcel BA6 | Neighbouring parcel | Green Belt

Potential development constraints

- Listed building
- Chalk river
- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Lowland fens
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Conservation area
- Scheduled monument
- Suitable Alternative Natural Green Space

Parcel BA6

Contribution of land in Parcel BA6

Parcel BA6 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Moderate	Weak/No	Strong	Weak/No	Equal	Yes

Parcel BA6 Description

Parcel Location, Land Uses and Boundaries
Land to the south of Bournemouth Airport. The parcel comprises agricultural land and Hurn Quarry. Parcel size: 109ha. There is a moderate boundary feature between the settlement and the parcel. Hedgerows along the B3073 combine to form a moderate boundary. There is some change in landform which creates a sense of separation between the settlement and the parcel. The floodplain landform of the parcel, associated with the River Stour, represents a change in topography from the artificially levelled topography of the airport. There is a weak perception of urban development outside of the parcel. There are intermittent views towards the airport through gaps in hedgerows. There is no significant urbanising development or activity in the Green Belt affecting this parcel. Part of the land is used for mineral extraction (at Hurn Quarry); this does not materially affect the openness of the Green Belt or exert a significant urbanising influence. There is a strong perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Moderate contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is close to a small urban area but also near enough to a large built-up area to contribute to preventing its sprawl. Bournemouth is a town and so is defined as a large built-up area. Bournemouth Airport has a strong enough relationship with the town, due to the open character of the Green Belt to be associated with the large built-up area.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.

Parcel BA6

Assessment Considerations	Assessment
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Are there physical features in reasonable proximity that could restrict and contain development?	There are no physical features in reasonable proximity strong enough to restrict and contain development. The parcel has predominantly hedgerow and hedgerow tree boundaries, so development within it would in turn increase the urbanising impact of development on adjacent open land.
Would development form an incongruous pattern in relation to the large built-up area?	Development of land in the parcel would not have an incongruous impact on the urban pattern. Development would be more associated with Bournemouth Airport than with Bournemouth, so it would not be perceived as incongruous with the existing pattern of the large built-up area.

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.

Parcel BA6

Assessment Considerations	Assessment
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Would development impact adjacent Green Belt land?	Development in the parcel would significantly increase the urbanising influence on adjacent open land. The parcel has predominantly hedgerow and hedgerow tree boundaries, so development within the parcel would in turn increase the urbanising impact of development on adjacent open land.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

Equal contribution

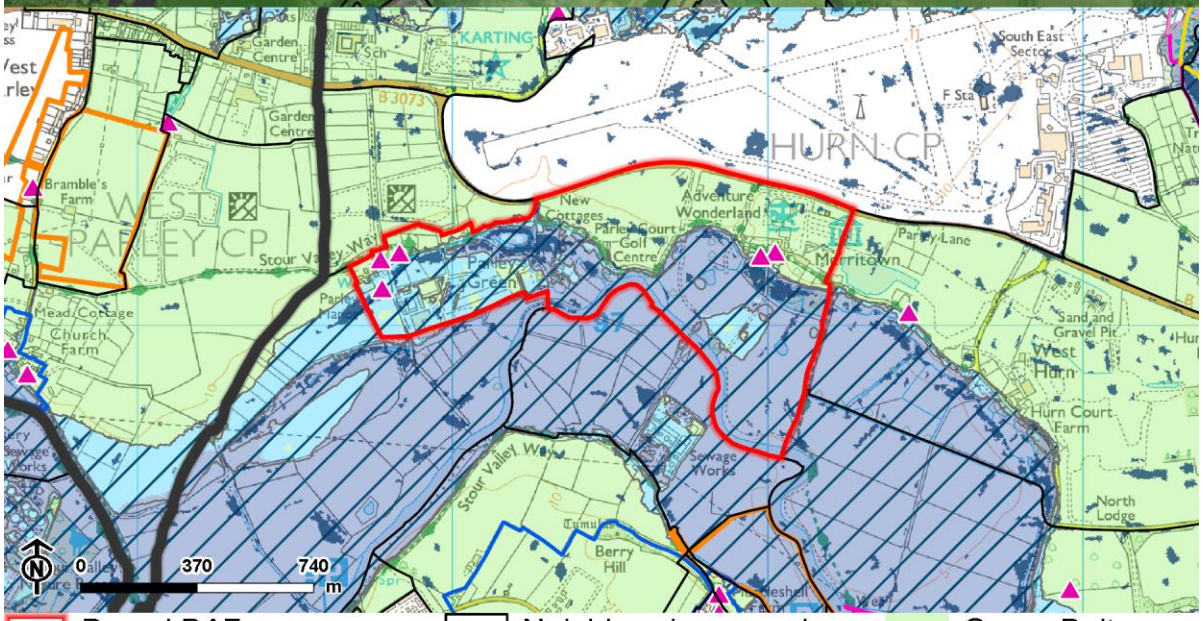
All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel does not make a strong contribution to the Green Belt purposes A, B or D and therefore is identified as grey belt land.

Parcel BA7





Parcel BA7
Neighbouring parcel
Green Belt
Dorset and BCP councils

Potential development constraints

- Listed building
- Site of Special Scientific Interest
- Lowland fens
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Conservation area
- Suitable Alternative Natural Green Space

Parcel BA7

Contribution of land in Parcel BA7

Parcel BA7 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Moderate	Weak/No	Strong	Weak/No	Equal	Yes

Parcel BA7 Description

Parcel Location, Land Uses and Boundaries
Land to the south of Bournemouth Airport. The parcel comprises a mosaic of agricultural land, Parley Court Golf Club, a former theme park site, and Parley Court Farm. Parcel size: 69ha. There is a moderate boundary feature between the settlement and the parcel. Hedgerow trees along the B3073 create a moderate boundary. There is some change in landform which creates a sense of separation between the settlement and the parcel. The floodplain landform of the parcel, associated with the River Stour, represents a change in topography from the artificially levelled topography of the airport. There is some perception of urban development outside of the parcel. Gaps along the northern boundary of the parcel enable intermittent views towards Bournemouth Airport. Land use creates some association with the urban area, but there is little urbanising activity in the parcel. The golf course, equestrian centre, and attractions associated with the Bournemouth Aviation Museum and Adventure Wonderland, have some influence on the parcel's land use but a limited effect on its openness. There is a strong perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Moderate contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is near to a large built-up area. Bournemouth and Ferndown are towns and so are defined as large built-up areas. Bournemouth Airport has a strong enough relationship with the town, due to the open character of the Green Belt, to be associated with the large built-up areas.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.

Parcel BA7

Assessment Considerations	Assessment
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Are there physical features in reasonable proximity that could restrict and contain development?	There are no physical features in reasonable proximity strong enough to restrict and contain development. The River Stour and its floodplain to the south would provide a physically constraining feature; however, the parcel is largely open to the east, so development in the parcel would have some impact on Green Belt land in that direction.
Would development form an incongruous pattern in relation to the large built-up area?	Development of land in the parcel would not have an incongruous impact on the urban pattern. Development would be more associated with Bournemouth Airport than Bournemouth or Ferndown, so it would not be perceived as incongruous with the existing pattern of the large built-up areas.

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel is peripheral to a moderate gap between towns. The parcel is located in a 4.0km gap between Ferndown and Bournemouth, and mature trees and the River Stour form strong separating features outside of the parcel.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
Does the parcel form a substantial, small or very small part of the gap?	The parcel does not form a substantial part of the gap. The parcel does not lie in the gap between towns.
Would development result in loss of visual separation between towns?	Development of land in the parcel would likely have a negligible impact on visual separation between towns.

Parcel BA7

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Would development impact adjacent Green Belt land?	Development in the parcel would significantly increase the urbanising influence on adjacent open land. The parcel has only hedgerow boundaries, so development within it would in turn increase the urbanising impact of development on adjacent open land. The River Stour and its associated riparian vegetation provide only partial containment along the southern edge of the parcel.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

Equal contribution

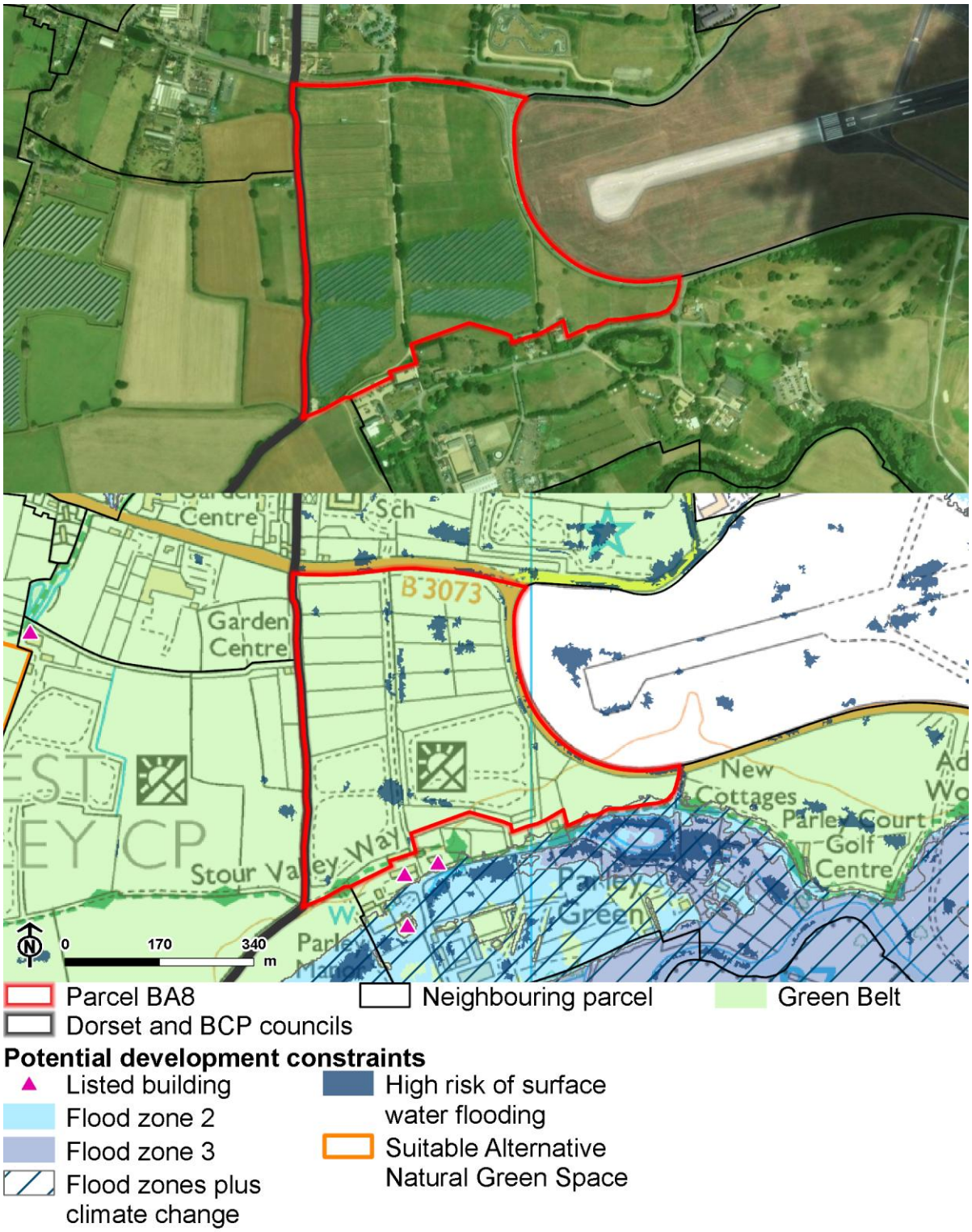
All Green Belt land plays an equal role in relation to this purpose.

Parcel BA7

Grey Belt

The parcel does not make a strong contribution to the Green Belt purposes A, B or D and therefore is identified as grey belt land.

Parcel BA8


Garden Centre
B 3073
New Cottages
Golf Centre
Stour Valley Way
0
170
340
m
Parcel BA8
Dorset and BCP councils
Neighbouring parcel
Green Belt
Potential development constraints
Listed building
Flood zone 2
Flood zone 3
Flood zones plus climate change
High risk of surface water flooding
Suitable Alternative Natural Green Space

Parcel BA8

Contribution of land in Parcel BA8

Parcel BA8 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Strong	Weak/No	Strong	Weak/No	Equal	No

Parcel BA8 Description

Parcel Location, Land Uses and Boundaries
Land to the south-west of Bournemouth Airport. The parcel comprises agricultural land and a solar farm. Parcel size: 23ha. There is a combination of features creating a strong boundary between the parcel and Ferndown to the west and Bournemouth to the south. A hedgerow, the Parley Lane and the distance to the developed areas of Bournemouth arirpoart create a strong sense of separation to the north-east. There is no significant change in landform to create a sense of separation between the settlement and the parcel. There a weak perception of urban development outside of the parcel. There is no significant urbanising development or activity in the Green Belt affecting this parcel. The solar farm does not materially affect openness or exert a significant urbanising influence on the Green Belt. There is some perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Strong contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is near to a large built-up area. Ferndown/West Parley is a town and so is defined as a large built-up area. The parcel has a strong enough relationship with the town for development around it to be associated with the large built-up area. The parcel is also near enough to Bournemouth to the south.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.

Parcel BA8

Assessment Considerations	Assessment
Are there physical features in reasonable proximity that could restrict and contain development?	There are no physical features in reasonable proximity strong enough to restrict and contain development. The parcel has predominantly hedgerow boundaries, so development within it would in turn increase the urbanising impact of development on adjacent open land.
Would development form an incongruous pattern in relation to the large built-up area?	Development of land in the parcel would have an incongruous impact on the urban pattern. Tree cover, hedgerows and distance between Ferndown, Bournemouth, and the more heavily developed areas of the airport mean that the parcel has a strong sense of separation from the urban area, so development here would be incongruous with the urban pattern.

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel is peripheral to a moderate gap between towns. The parcel is peripheral to a 3.8km gap between Ferndown and Bournemouth. The River Stour forms a strong separating feature in the remaining gap.
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
Does the parcel form a substantial, small or very small part of the gap?	The parcel does not form a substantial part of the gap. The parcel does not lie in the gap between towns.
Would development result in loss of visual separation between towns?	Development of land in the parcel would likely have a negligible impact on visual separation between towns.

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel is part of the countryside and so contributes to preventing encroachment on it.

Parcel BA8

Assessment Considerations	Assessment
What is the extent of urbanising development in the parcel?	The parcel is predominantly free from urbanising development.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Would development impact adjacent Green Belt land?	Development in the parcel would significantly increase the urbanising influence on adjacent open land. The parcel has predominantly hedgerows, so development within the parcel would in turn increase the urbanising impact of development on adjacent open land.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Ferndown (including West Parley) is not considered to be a historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

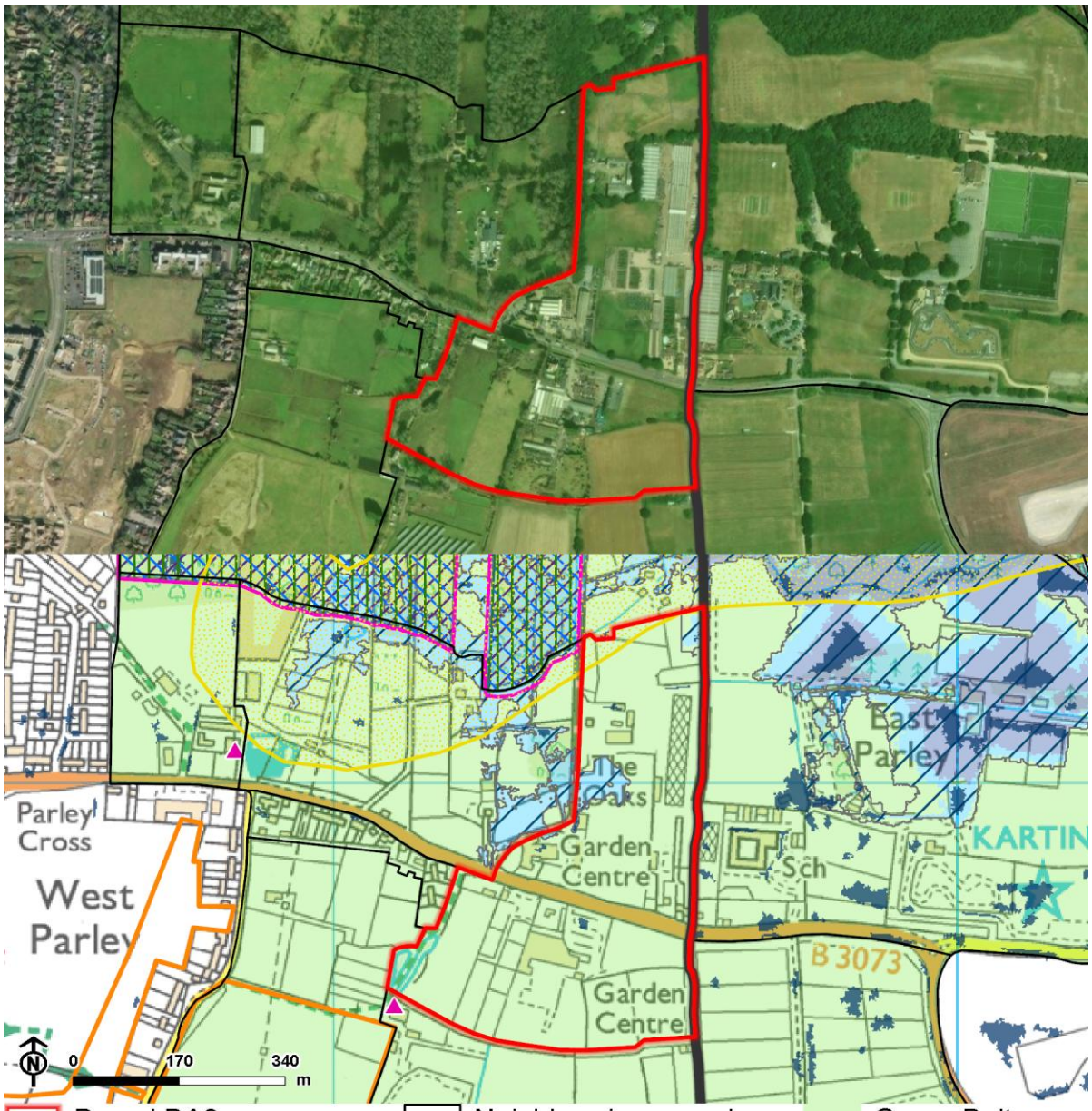
Equal contribution

All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel makes a strong contribution to Green Belt Purpose A and therefore does not meet the definition of grey belt land.

Parcel BA9



Parcel BA9
Neighbouring parcel
Green Belt
Dorset and BCP councils

Potential development constraints

- Listed building
- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Suitable Alternative Natural Green Space

Parcel BA9

Contribution of land in Parcel BA9

Parcel BA9 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Strong	Weak/No	Moderate	Weak/No	Equal	No

Parcel BA9 Description

Parcel Location, Land Uses and Boundaries
Land located to the west of Bournemouth Airport. The parcel comprises two garden centres, and some glasshouses with associated hardstanding for car parks. There are also several agricultural fields within the parcel. Parcel size: 20ha. Boundary features within the gap between West Parley and the parcel combine to create strong separation. Belts of woodland on the western edge of the parcel create a sense of separation between the parcel and West Parley. There is also mature boundary vegetation outside of the parcel to the east which forms a boundary between the parcel and Bournemouth Airport. There is no significant change in landform to create a sense of separation between the settlement and the parcel. There is a weak perception of urban development outside of the parcel. Distance and intervening boundary features including belts of woodland limit the perception of urban development. There is some urbanising activity in the parcel but land use also associates the area with the wider countryside. The garden centres have some urbanising influence on the parcel, however there are also open fields. There is some perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Strong contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is near to a large built-up area. Ferndown (including West Parley) is a town and so is defined as a large built-up area. The parcel has a strong enough relationship with the town for development around it to be associated with the large built-up area.
What is the extent of urbanising development in the parcel?	There is some urbanising development in the parcel.

Parcel BA9

Assessment Considerations	Assessment
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Are there physical features in reasonable proximity that could restrict and contain development?	There are no physical features in reasonable proximity strong enough to restrict and contain development. The parcel has only hedgerow boundaries to the east and south, so development within the parcel would in turn increase the urbanising impact of development on adjacent open land.
Would development form an incongruous pattern in relation to the large built-up area?	Development of land in the parcel would have an incongruous impact on the urban pattern. Development of the parcel would weaken the separation of Ferndown/West Parley and the urban development associated with Bournemouth Airport which would also weaken the urban pattern

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Moderate contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel has uses associated with the urban area which limit the extent to which it is perceived as being part of the countryside.

Parcel BA9

Assessment Considerations	Assessment
What is the extent of urbanising development in the parcel?	There is some urbanising development in the parcel.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Would development impact adjacent Green Belt land?	Development in the parcel would not significantly increase the urbanising influence on adjacent open land. Development in the parcel would not increase urbanising influence on any land which is not already subject to at least as much urbanising influence as this parcel.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

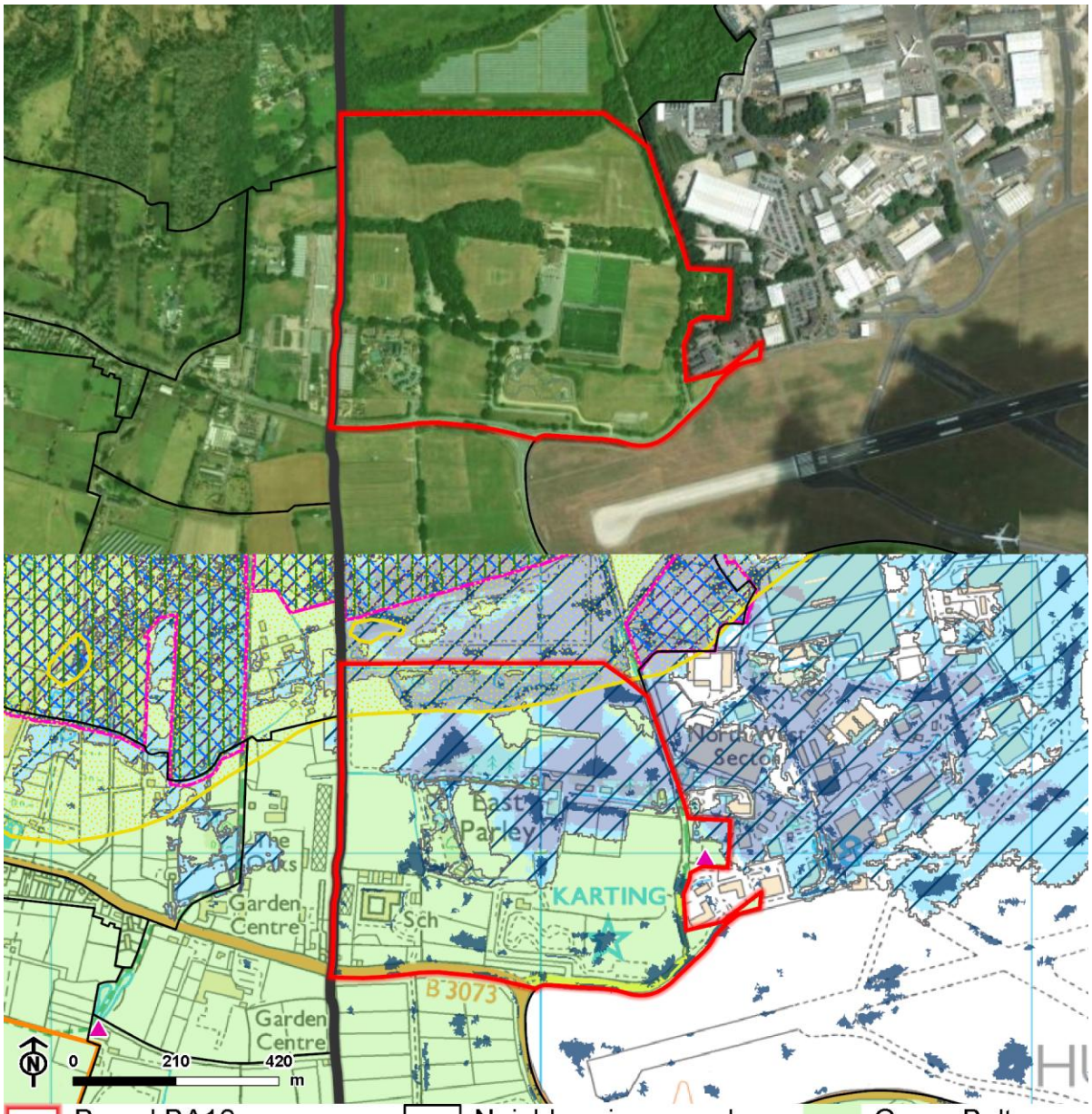
Equal contribution

All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel makes a strong contribution to Green Belt Purpose A and therefore does not meet the definition of grey belt land.

Parcel BA10



Parcel BA10
Dorset and BCP councils
Neighbouring parcel
Green Belt

Potential development constraints

- Listed building
- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding
- Suitable Alternative Natural Green Space

Parcel BA10

Contribution of land in Parcel BA10

Parcel BA10 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Strong	Weak/No	Strong	Weak/No	Equal	No

Parcel BA10 Description

Parcel Location, Land Uses and Boundaries
Land to the west of Bournemouth Airport. The parcel predominantly comprises playing fields, hardstanding and parking areas. It also includes Portfield School. Parcel size: 46ha. There is a moderate boundary feature between the inset area of Bournemouth Airport and the parcel. Chapel Gate Road features hedgerow boundaries along the southern boundary that transition to mature trees along the eastern boundary with the inset area. There is no significant change in landform to create a sense of separation between the inset area and the parcel. There is some perception of urban development outside of the parcel, however, hedgerows and mature trees along the eastern boundary of the parcel reduce any connection. Land use shows some association with the urban area, but there is limited urbanising activity within the parcel. It primarily comprises sports club playing fields associated with Bournemouth Sports Club and Portfield School, along with a go-kart track. There is some perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence. Woodland to the north and mature hedgerow tree boundary to the west limit the perception of the wider countryside.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Strong contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is near to a large built-up area. Ferndown/West Parley is a town and so is defined as a large built-up area. The parcel has a strong enough relationship with the town for development around it to be associated with the large built-up area.
What is the extent of urbanising development in the parcel?	There is some urbanising development in the parcel.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.

Parcel BA10

Assessment Considerations	Assessment
Are there physical features in reasonable proximity that could restrict and contain development?	There are no physical features in reasonable proximity strong enough to restrict and contain development. The parcel has predominantly hedgerow boundaries to the south and west, so development within the parcel would in turn increase the urbanising impact of development on adjacent open land.
Would development form an incongruous pattern in relation to the large built-up area?	Development of land in the parcel would have an incongruous impact on the urban pattern. Development of the parcel would weaken the separation of Ferndown and the urban development associated with Bournemouth Airport, which would also weaken the urban pattern.

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel has uses associated with the urban area which limit the extent to which it is perceived as being part of the countryside.
What is the extent of urbanising development in the parcel?	There is some urbanising development in the parcel.

Parcel BA10

Assessment Considerations	Assessment
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Would development impact adjacent Green Belt land?	Development in the parcel would significantly increase the urbanising influence on adjacent open land. The parcel has predominantly hedgerow boundaries to the south and west, so development within the parcel would in turn increase the urbanising impact of development on adjacent open land.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

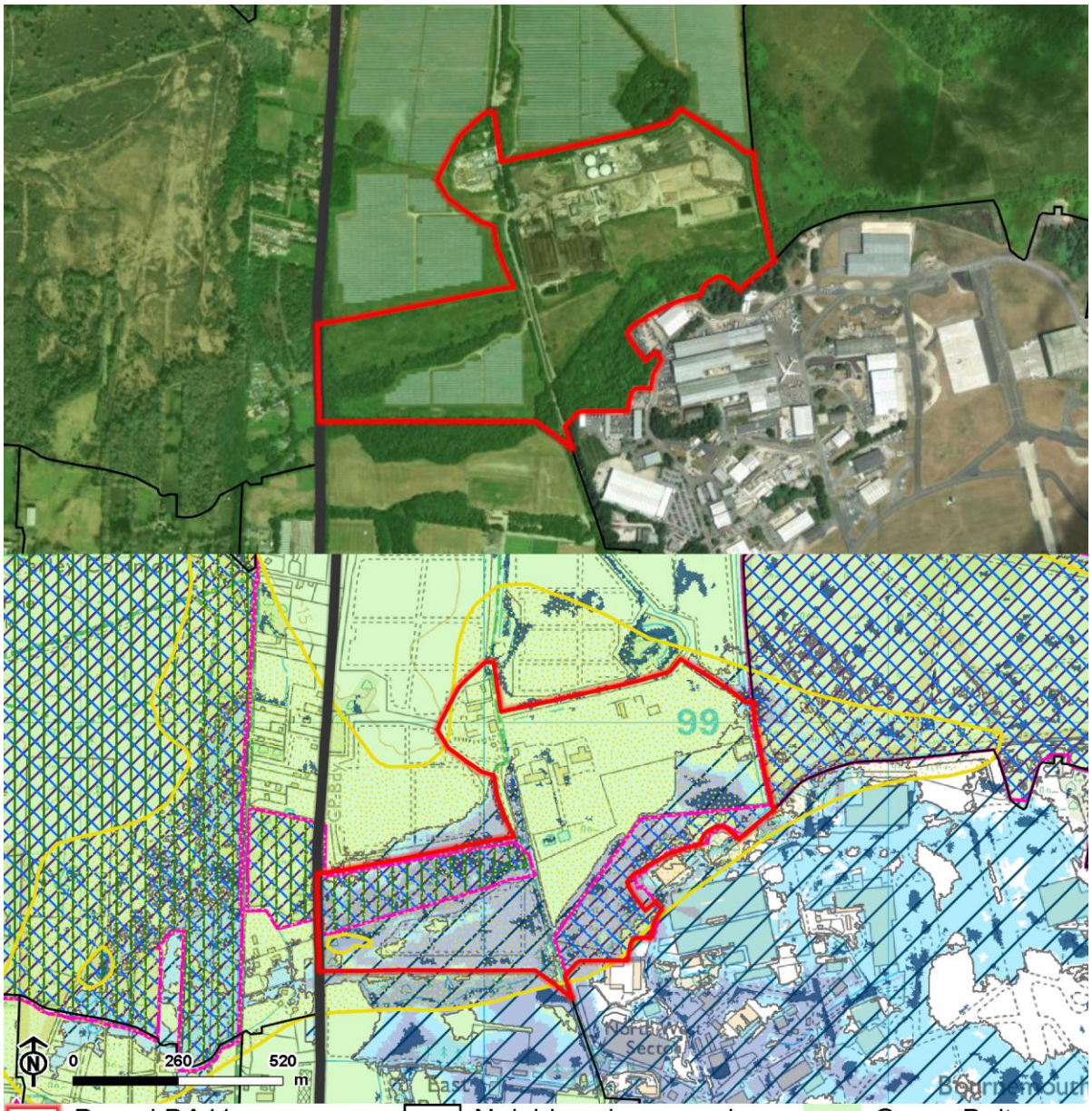
Equal contribution

All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel makes a strong contribution to Green Belt Purpose A and therefore does not meet the definition of grey belt land.

Parcel BA11



Parcel BA11
Neighbouring parcel
Green Belt
Dorset and BCP councils

Potential development constraints

- Listed building
- Special Area of Conservation
- Special Protection Area
- Ramsar site
- Site of Special Scientific Interest
- Peaty soil
- Flood zone 2
- Flood zone 3
- Flood zones plus climate change
- High risk of surface water flooding

Contribution of land in Parcel BA11

Parcel BA11 Assessment Conclusions

Purpose A	Purpose B	Purpose C	Purpose D	Purpose E	Grey Belt
Strong	Weak/No	Strong	Weak/No	Equal	No

Parcel BA11 Description

Parcel Location, Land Uses and Boundaries
Land to the north west of Bournemouth Airport. Parcel size: 51ha. There is a strong boundary feature between the inset area of Bournemouth Airport and the parcel. The airport edge is defined by mature tree cover. There is no significant change in landform to create a sense of separation between the inset area and the parcel. There is a weak perception of urban development outside of the parcel. Mature tree cover along the airport edge limits the perception of development. There is some urbanising activity in the parcel but land use also associates the area with the wider countryside. Land use consists of blocks of woodland along the settlement edge, a mineral works to the north, and part of a solar farm to the west. There is some perception of connectivity with the wider countryside, limiting the impact of any existing urbanising influence.

Purpose A: Checking the unrestricted sprawl of large built-up areas:

Strong contribution

Assessment Considerations	Assessment
Is the parcel adjacent or near to a large built-up area?	The parcel is near to a large built-up area. Ferndown/West Parley is a town and so is defined as a large built-up area. The parcel has a strong enough relationship with the town for development around it to be associated with the large built-up area.
What is the extent of urbanising development in the parcel?	There is some urbanising development in the parcel.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.

Parcel BA11

Assessment Considerations	Assessment
Are there physical features in reasonable proximity that could restrict and contain development?	The parcel lies beyond physical features which are restricting and containing urban development. Therefore its weakening or loss would have an adverse impact on this purpose. Development in the parcel would negate the role of mature tree cover, which currently gives the parcel a strong sense of separation from urbanising influences.
Would development form an incongruous pattern in relation to the large built-up area?	Development in the parcel would create an incongruous pattern of development by breaching strong physical features currently restricting and containing an urban area. Also, any partial development of the parcel would weaken the separation of Ferndown and the urban development associated with Bournemouth Airport, which would also be incongruous with the urban pattern.

Purpose B: Preventing neighbouring towns from merging:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel lie in a gap between towns?	The parcel does not lie within or on the periphery of a gap between towns that are close enough to be considered neighbouring in this location.
What is the extent of urbanising development in the parcel?	N/A
Does the parcel form a substantial, small or very small part of the gap?	N/A
Would development result in loss of visual separation between towns?	N/A

Purpose C: Assisting in safeguarding the countryside from encroachment:

Strong contribution

Assessment Considerations	Assessment
Is land within the parcel countryside?	The parcel has uses associated with the urban area which limit the extent to which it is perceived as being part of the countryside.

Parcel BA11

Assessment Considerations	Assessment
What is the extent of urbanising development in the parcel?	There is some urbanising development in the parcel.
What is the extent of urbanising influence from outside the parcel?	The parcel is predominantly free from urbanising influences associated with development outside the parcel.
Would development impact adjacent Green Belt land?	Development in the parcel would significantly increase the urbanising influence on adjacent open land. The parcel has predominantly hedgerow boundaries to the north, so development within the parcel would in turn increase the urbanising impact of development on adjacent open land.

Purpose D: Preserving the setting and special character of historic towns:

Weak/No contribution

Assessment Considerations	Assessment
Does the parcel have a relationship with a historic town(s)?	The parcel does not form part of the setting of a historic town. Bournemouth Airport is not a town and land around it does not contribute to the setting of any historic town.
What is the extent of urbanising development in the parcel?	N/A
To what extent does the parcel contribute to the setting and special character of historic town(s)?	N/A

Purpose E – Assisting in urban regeneration:

Equal contribution

All Green Belt land plays an equal role in relation to this purpose.

Grey Belt

The parcel makes a strong contribution to Green Belt Purpose A and therefore does not meet the definition of grey belt land.