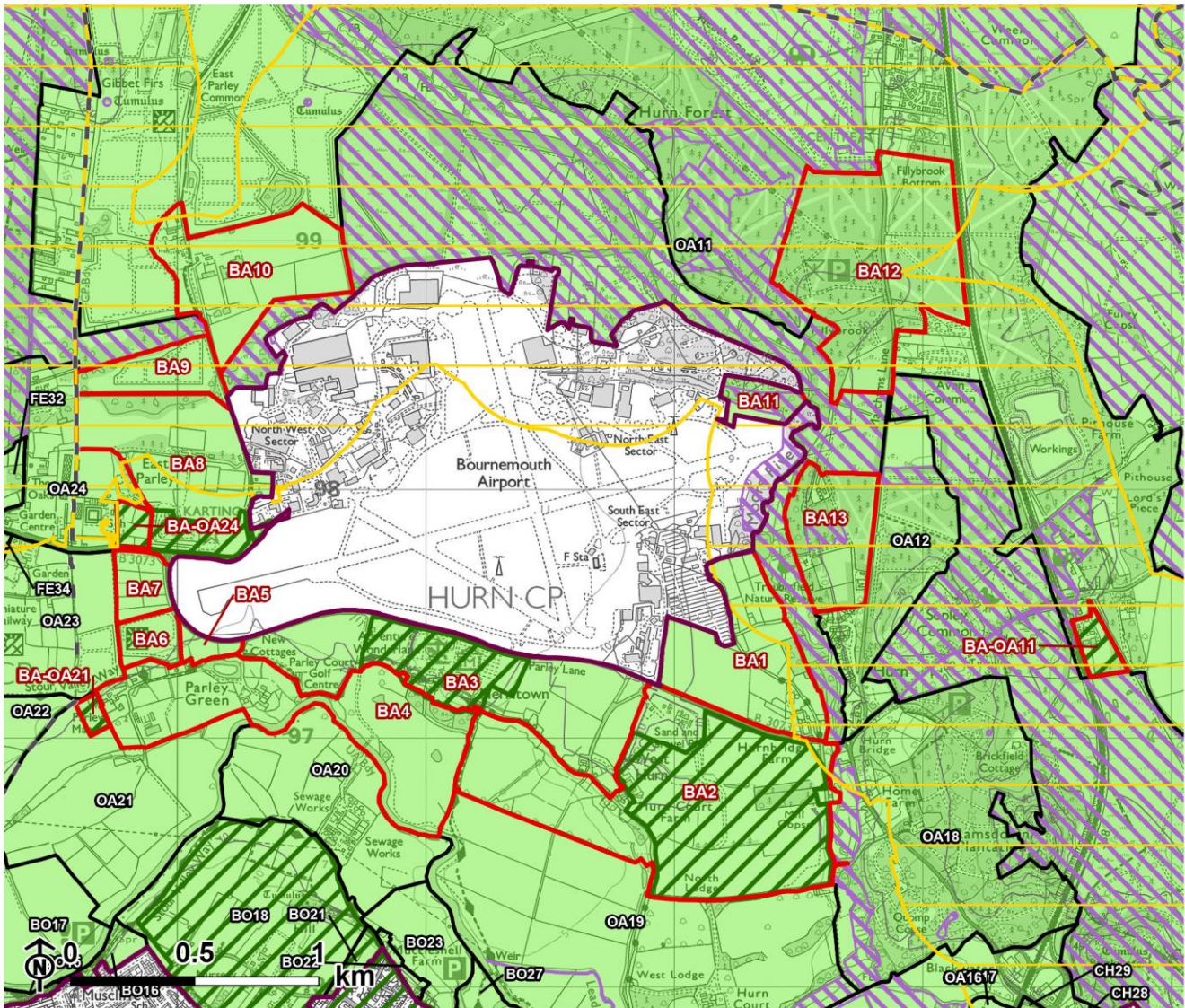
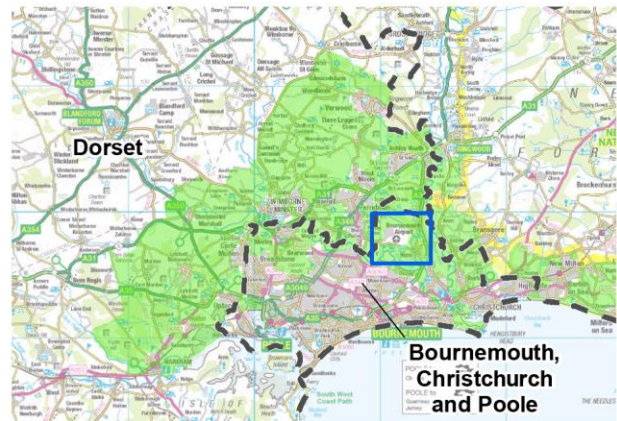


Appendix B
Detailed Stage 2
Harm Assessments:
Bournemouth Airport

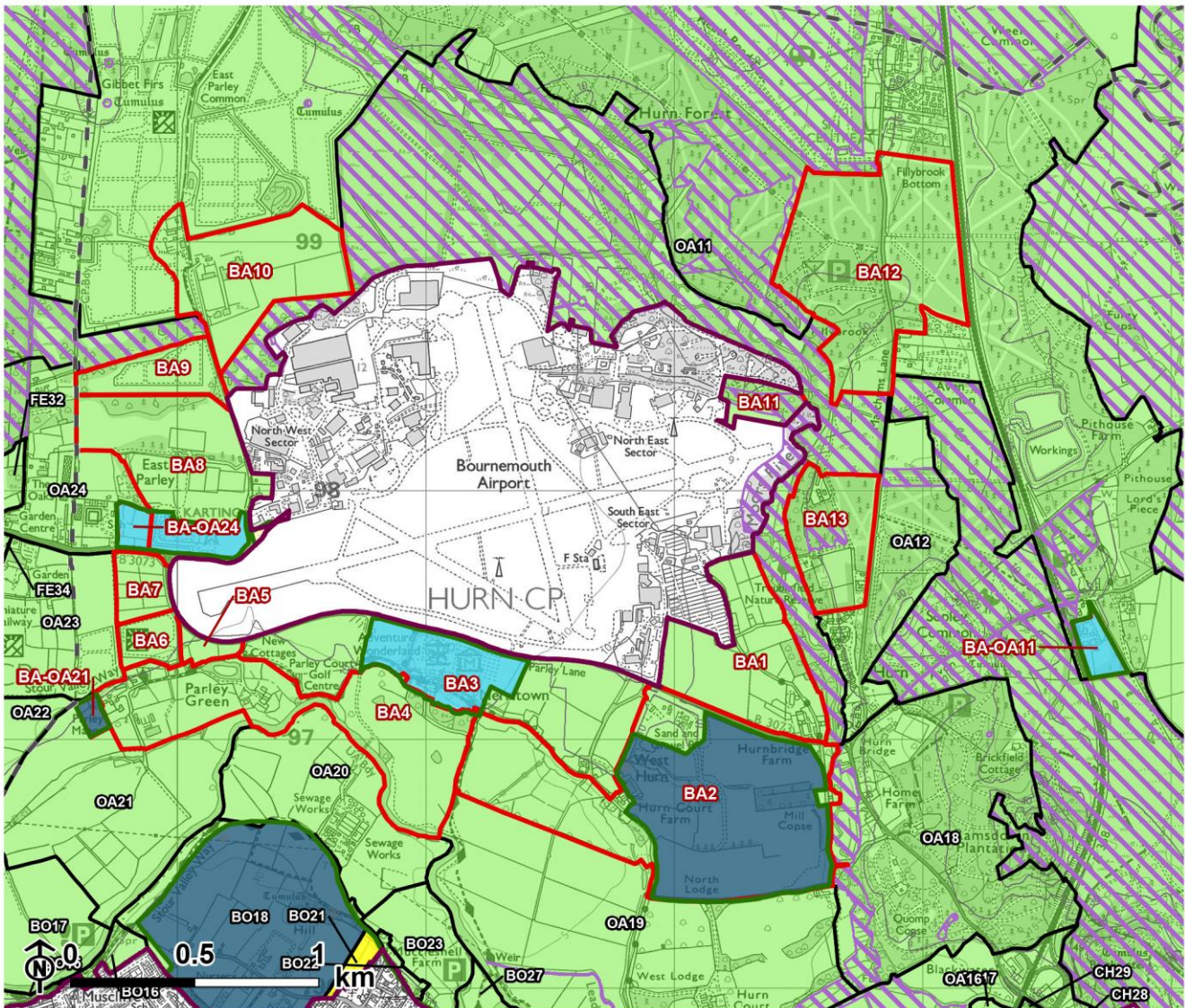
Bournemouth Airport



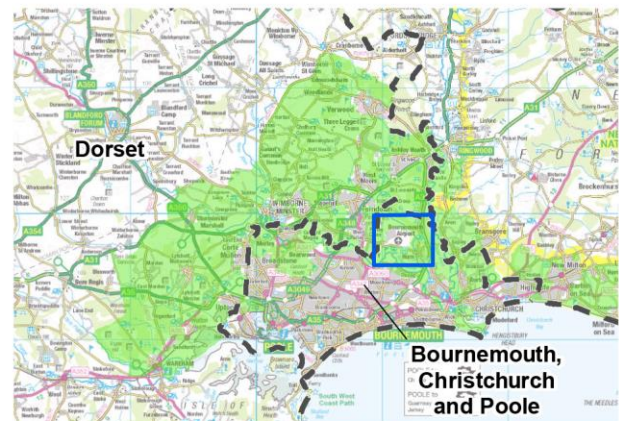
- - - Local Authority boundary
- Inset area
- Green Belt
- ▭ Bournemouth Airport parcel
- ▭ Neighbouring parcel
- ▨ Absolute constraint(s)
- ▨ Assessment site
- ▭ 400m Heathland Area



Bournemouth Airport



- - - Local Authority boundary
 - Inset area
 - Green Belt
 - ▭ Bournemouth Airport parcel
 - ▭ Neighbouring parcel
 - ▨ Absolute constraint(s)
 - ▭ Assessment site
- Harm rating**
- Very high
 - High
 - Moderate high
 - Moderate
 - Low moderate
 - Low
 - Very low



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Components of harm assessment

The analysis of contribution to the Green Belt purposes is, with the exception of land in 'outer areas', taken from the Stage 1 Green Belt Study. It applies to each parcel as a whole, and 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.

Land more remote from inset settlements was not subject to detailed parcel analysis at Stage 1. Where areas of search / sites encompass land in these 'outer areas', an analysis of contribution, considering the same components as the Stage 1 parcel assessments, has been carried out as part of the Stage 2 study.

The Stage 2 analysis of the harm of releasing the site / area of search indicated on the maps above considers:

- the loss of that area's contribution to the Green Belt purposes;
- additional harm resulting from the weakening of adjacent Green Belt land.

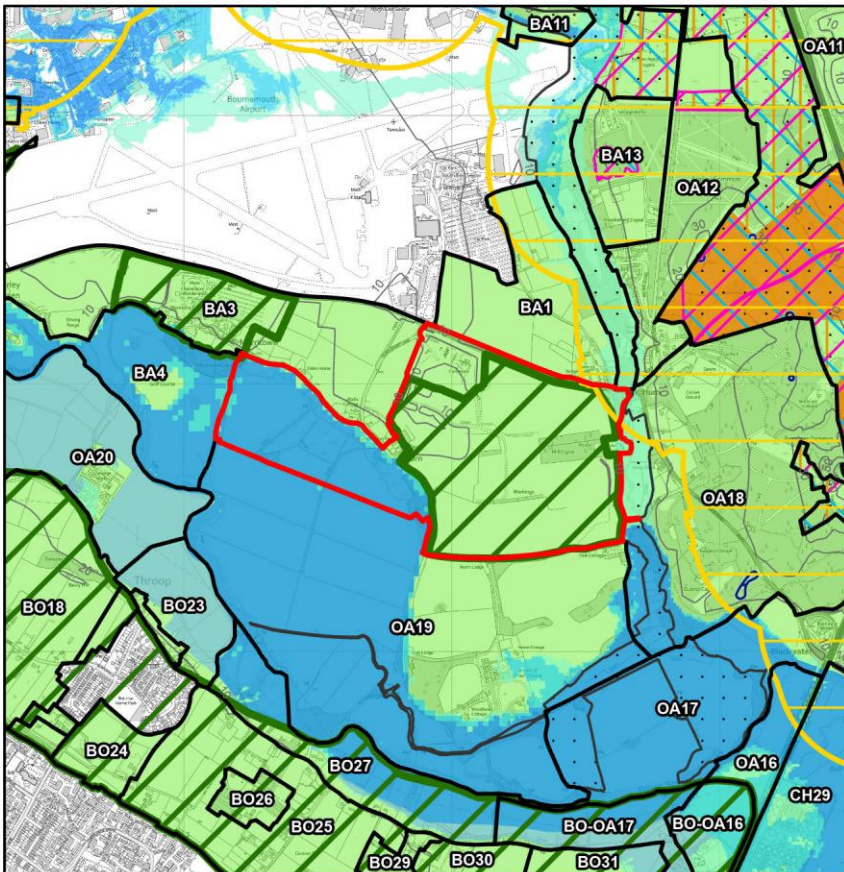
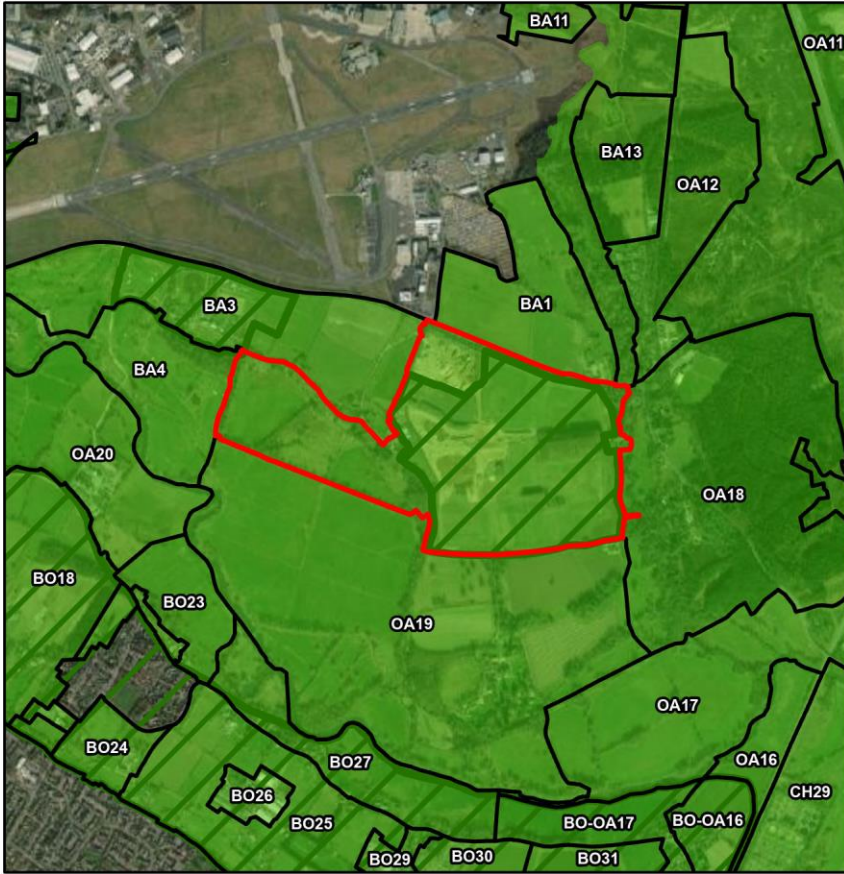
Notes on harm ratings

The sites assessed outside the airport and business park boundary would, if released, form new inset areas, with the assumption that no intervening land would be released.

Harm ratings are not given for areas subject to absolute constraints on development, or areas which have been judged to have no openness, in Green Belt terms. These are indicated on the maps for each assessed parcel of land. Absolute constraints include:

- Special Areas of Conservation;
- Special Protection Areas;
- Ramsar sites;
- Sites of Special Scientific Interest;
- Ancient woodland;
- Scheduled Monuments;
- Registered Parks and Gardens; and
- Common land.

Harm of release of land in BA2



- BA2
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- Assessment site
- 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.

BA2

Impact on contribution of adjacent Green Belt

- Release of assessment site in the eastern part of BA2 as a new inset area:

Rating: Minor

Land in OA19 has very strong distinction from any inset areas. Release of land in BA2 would weaken the separation provided by the B3073 Parley Lane and belts of trees within BA2, leaving Hurn Court Lane as a weaker inset edge boundary.

The release would not have an impact on the contribution of land to the east in OA18, from which the constrained Moors River corridor provides strong separation.

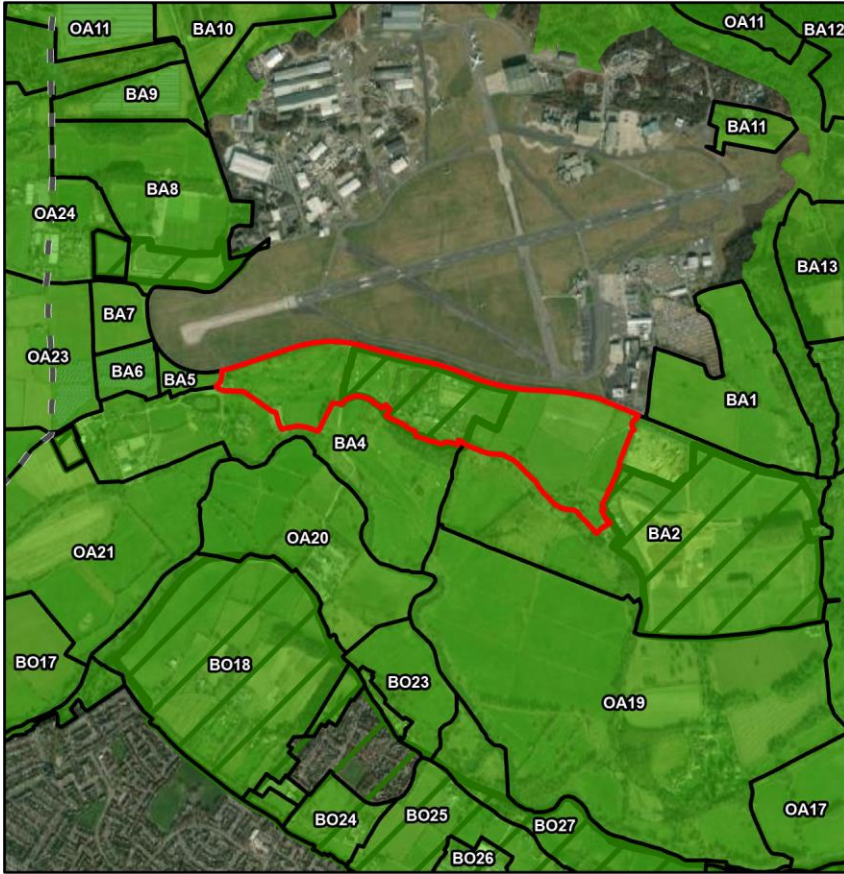
The adjoining land within BA1, the remainder of BA2 and BA3 does not make a stronger contribution to any of the Green Belt purposes. The impact on this land would not therefore increase overall harm.

Overall harm of Green Belt release

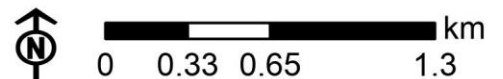
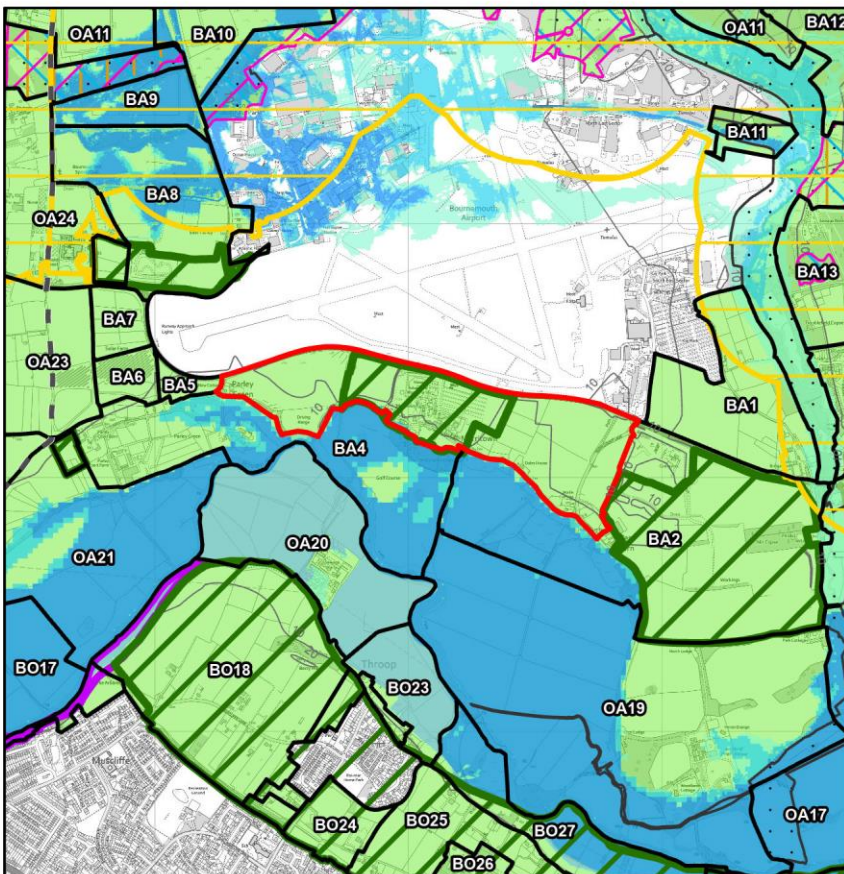
- Parcel BA2 has very strong distinction from the inset settlement, and therefore makes a particularly strong contribution to preventing encroachment on the countryside and a moderate contribution to preventing neighbouring towns merging into one another. The additional impact of the release of the assessment site on the adjacent Green Belt would be minor. Therefore, the harm resulting from its release, as a new inset area, would be high.

High

Harm of release of land in BA3



- BA3
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- Assessment site
- 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



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.

BA3

Impact on contribution of adjacent Green Belt

- Release of the central part of BA3 as a new inset area:

Rating: Minor-moderate

The release and development of the central part of BA3 would represent a weakening of the consistent inset edge boundary provided by Parley Lane, weakening the separation from the inset airport of the rest of BA3, which makes a slightly stronger contribution than the assessment site, and land to the east and west. The release would have limited impact on land to the south in BA4, from which a woodland belt and sloping landform create strong separation.

Overall harm of Green Belt release

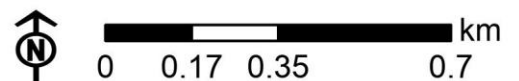
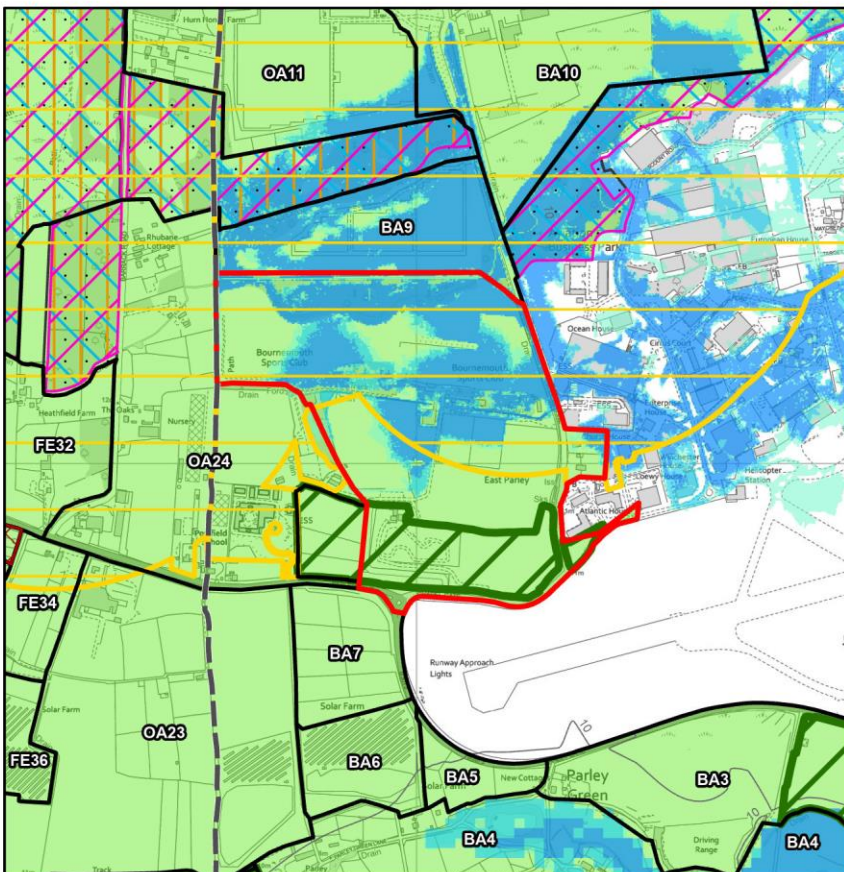
- Parcel BA3 makes a relatively strong contribution to preventing encroachment on the countryside and a relatively weak contribution to preventing neighbouring towns merging into one another. The additional impact of the release of the assessment site on the adjacent Green Belt would be minor-moderate. Therefore, the harm resulting from its release, as a new inset area, would be moderate-high.

Moderate-High

Harm of release of land in BA8



- BA8
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- Assessment site
- 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.

BA8

Impact on contribution of adjacent Green Belt

- Release of the assessment site at the eastern end of BA8, as an expansion of the Bournemouth Airport and Business Park inset area:

Rating: Negligible

The small area to the east of Chapel Lane, within the airport area, is mostly contained by the inset edge, and has a weak relationship with the wider Green Belt.

- Release of the assessment site in the southern part of BA8, as a new inset area:

Rating: Minor-moderate

Development to the north of Chapel Gate and west of Chapel Lane would weaken the strong boundary separation that these roads, together with intervening trees and hedgerows, provide for land in OA24. If released in isolation it would also increase the containment of BO-OA24 between BA8 and existing urbanising development at Portfield School.

The release would not have an impact on the contribution of land to the south east within BA7, which is already adjacent to the inset edge.

The adjoining land within the remainder of BA8 does not make a stronger contribution to any of the Green Belt purposes. The impact on this land would not therefore increase overall harm.

Overall harm of Green Belt release

- The assessment site that forms the eastern tip of the parcel, within Bournemouth Airport and Business Park, is mostly contained by the inset area and therefore makes a weaker contribution to the Green Belt purposes than the rest of the parcel. The additional impact of its release on the adjacent Green Belt would be negligible and the harm resulting from its release would be Very Low.

Very Low

BA8

- BA8 makes a relatively strong contribution to preventing encroachment on the countryside and a moderate contribution to preventing neighbouring towns merging into one another. The additional impact of the release of the assessment site, in the southern part of the parcel, on the adjacent Green Belt would be minor-moderate. Therefore, the harm resulting from its release, as a new inset area, would be moderate-high.

Moderate-High

Harm of release of land in BA-OA11



- BA-OA11
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- Assessment site
- 400m Heathland Area
- Special Area of Conservation
- Special Protection Area
- Ramsar
- Site of Special Scientific Interest
- CROW Registered Common Land
- Flood Zone 2



BA-OA11

Parcel location and openness

Parcel size: 3.25ha

The parcel is located to the east 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, Town Common SSSI, Dorset Heathlands Ramsar site, and The Town Common ABS border the parcel to the south and west, while Sopley Common ABS is located to the north of the parcel.

There is some built development in the northern part of the parcel, but this is not large enough in scale to impact openness.

Distinction between parcel and inset area

The parcel lies a significant distance from the nearest inset development, at Bournemouth Airport, from which it is separated by intervening heathland and the A338 transport corridor. The parcel is not contained by urban development, and although it has some development on the site this is too isolated to be considered a significant urbanising influence. Overall there is very strong distinction between the parcel and the inset airport area.

BA-OA11

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
Land does not lie between neighbouring towns.
- Purpose 3 - Assist in safeguarding the countryside from encroachment:
Contribution: Strong
Land 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.

BA-OA11

Impact on contribution of adjacent Green Belt

- Release of BA-OA11 as a new inset area:

Rating: Negligible

This small site is strongly contained by tree cover and by the A338, so its release as a new inset area would not have an impact on the contribution of land within OA11.

Overall harm of Green Belt release

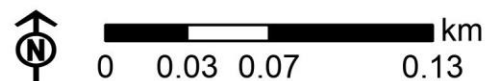
- Parcel BA-OA11 has very strong distinction from the airport inset area, and therefore makes a very strong contribution to preventing encroachment on the countryside. Additional impact of its release on the adjacent Green Belt would be negligible. Therefore, the harm resulting from its release, as a new inset area, would be moderate-high.

Moderate-High

Harm of release of land in BA-OA21



- BA-OA21
- Neighbouring parcel
- Green Belt
- Local Authority boundary
- Assessment site
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b



BA-OA21

Parcel location and openness

Parcel size: 1.29ha

The parcel is located south west 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.

Land is open and consists of agricultural land.

Distinction between parcel and inset area

The parcel lies a significant distance from Bournemouth Airport and is not contained by urban development. There are enough boundary features to create strong separation from Bournemouth Airport, and views are dominated by open countryside. Overall there is very strong distinction between the parcel and the airport inset area.

BA-OA21

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: Moderate
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 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
Land 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.

BA-OA21

Impact on contribution of adjacent Green Belt

- Release of BA-OA21 as a new inset area:

Rating: Minor

The release of BA-OA21 would introduce a new inset area from which land in OA21, OA22, OA23 and BA4 would have weak boundary separation. A release of this size would be unlikely to have a significant urbanising visual impact on those areas, and would not create any urbanising cointainment of Green Belt land, so the impact is limited.

Overall harm of Green Belt release

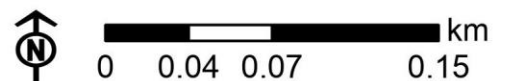
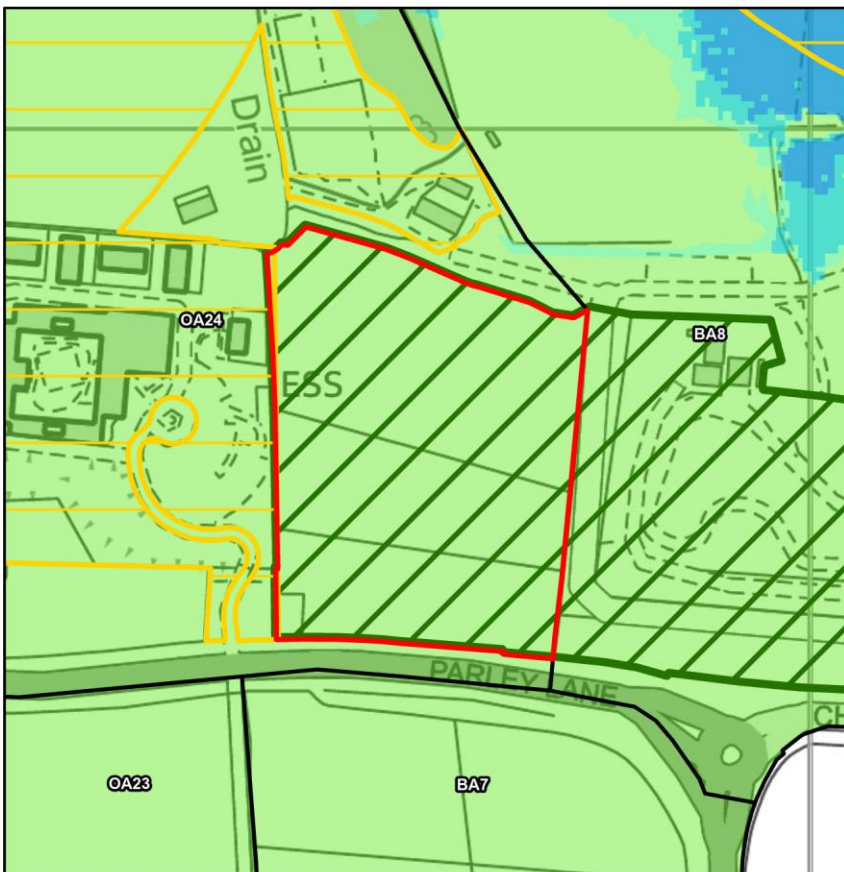
- Parcel BA-OA21 has very strong distinction from the inset settlement, and therefore makes a particularly strong contribution to preventing encroachment on the countryside and a moderate contribution to preventing neighbouring towns merging into one another. The additional impact of its release on the adjacent Green Belt would be minor. Therefore, the harm resulting from its release, as a new inset area, would be high.

High

Harm of release of land in BA-OA24



-  BA-OA24
-  Neighbouring parcel
-  Green Belt
-  Local Authority boundary
-  Assessment site
-  400m Heathland Area
-  Flood Zone 2
-  Flood Zone 3a
-  Flood Zone 3b



BA-OA24

Parcel location and openness

Parcel size: 2.27ha

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

Land is open and consists of paddock fields.

Distinction between parcel and inset area

Although the parcel has some degree of containment by urban development, neither the countryside nor the inset area dominates views. However, the parcel extends a significant distance from the airport inset area and the road to the south and the associated hedgerow is a moderate boundary feature creating separation from it. Overall there is moderate distinction between the parcel and the airport inset area.

BA-OA24

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 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
Land 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.

BA-OA24

Impact on contribution of adjacent Green Belt

- Release of BA-OA24 as a new inset area:

Rating: Minor-moderate

The release and development of BA-OA24 would increase urbanising containment and urbanising visual impact on land to the south in BA7. Development to the north of Chapel Gate and west of Chapel Lane would weaken the strong boundary separation that these roads, together with intervening trees and hedgerows, create between the inset airport area and land in OA24. If released in isolation, development in BA-OA24 would increase urbanising containment around land to the east in BA8.

The adjoining land within the remainder of BA8 does not make a stronger contribution to any of the Green Belt purposes. The impact on this land would not therefore increase overall harm.

Overall harm of Green Belt release

- Parcel BO-OA24 makes a relatively strong contribution to preventing encroachment on the countryside a relatively weak preventing neighbouring towns merging into one another, and the additional impact of its release on the adjacent Green Belt would be minor-moderate. Therefore, the harm resulting from its release as a new inset area, either in isolation or in combination with land within the assessment site in BA8, would be Moderate-High.

Moderate-High