

Reviewing the Plan for Purbeck's future

Purbeck Local Plan Partial Review
Site Selection Background Paper, June 2016



Thriving communities in balance
with the natural environment

Executive summary

The Eastern Dorset Strategic Housing Market Assessment concludes that the objectively assessed housing need for Purbeck is 238 dwellings per annum between 2013 and 2033, which will be planned for through the Partial Review of the Purbeck Local Plan Part 1 (PLP1). As the Council is already planning for 120 dwellings per annum up to 2027 through the PLP1, this translates to 3,080 additional new homes between 2013 and 2033. This is over and above what the PLP1 is already planning for. National planning policy requires the Council to do everything it can to meet this target, so the Council will need to provide robust planning reasons if it cannot.

The starting point for assessing a council's ability to meet its housing target is its Strategic Housing Land Availability Assessment (SHLAA). The Council's SHLAA concludes that 51 sites pass the necessary tests set by the Government and could be suitable, in theory, for development. These sites could deliver in the region of 4,060 homes.

However, this background paper concludes that the SHLAA method is quite limiting and does not result in the most accurate picture of land availability. For example:

- Some of the sites will be allocated through the Bere Regis Neighbourhood Plan and these sites need to stay in the SHLAA until they are allocated. This means that the figure will reduce accordingly when the Bere Regis Neighbourhood Plan is adopted.
- The SHLAA looks at sites individually, rather than cumulatively. The Council needs to be mindful of the cumulative effects of development, for example in terms of meeting the requirements of the Habitats Regulations. This may require providing Suitable Alternative Natural Greenspaces (SANGs) where there are several sites in the same vicinity whose combined impacts would require mitigating.

Therefore, the Council believes that a degree of further refinement is necessary to reach a good level of confidence with sites, as well as set out and appraise options for a housing development strategy. This is justified because national policy is clear that a local plan has to be deliverable and there would be no merit in the Council pursuing a strategy that it does not believe could be deliverable.

The Council has used these sites to draw up strategy options. The preferred option is:

- Preferred Option: new infrastructure-led approach, with a focus on sustainable locations, wherever possible.

Density estimates show that the preferred option could deliver around 3,195 homes from 26 sites. This option takes into account key feedback the Council received from the Partial Review issues and options consultation: developing in sustainable locations; spreading development; and achieving new infrastructure. This option would also ensure affordable housing is spread as much around the district as possible.

In concluding which option should be preferred, this paper explores several alternative options. Some were discounted, but the paper recommends taking forward two alternatives for consultation, namely:

- Alternative Option A: maximise housing in south west Purbeck, with any shortfall of the housing target being met in line with Policy LD.
- Alternative Option B: maximise housing in north east Purbeck, with any shortfall of the housing target being met in line with Policy LD.

Contents

Executive summary	2
Introduction	6
SHLAA	7
Absolute constraints	7
Other constraints	7
Other considerations noted	8
Non-public consultation on draft SHLAA	8
Non-submitted SHLAA sites	8
Conclusions of the SHLAA	9
Green belt and AONB	10
Partial Review issues and options → steer towards preferred options	12
Partial Review Advisory Group	12
Choosing sites for options	13
Options for a strategy	15
Discounted options	15
How the Council arrived at the Preferred Option	15
Promoting sustainable development - Policy LD	15
Spreading development as much as possible around the district	16
Constraints	16
Providing new infrastructure alongside housing	17
Conclusion: proposed Preferred Option	17
Discussion on Preferred Option	17
Key questions	24
Why nothing in Swanage?	24
Why nothing in Bere Regis?	24
Generally, why does the Preferred Option include lots of homes in some settlements and nothing in others?	25
Won't development at Moreton Station be meeting West Dorset's housing needs?	25
Why does the Preferred Option not decrease development at Lytchett Matravers and maximise the capacity at Moreton Station instead?	25
Why have the particular sites in Lytchett Matravers been chosen?	26
How would the Preferred Option look in the context of the PLP1?	26
Transport modelling results	27

Sustainability appraisal (SA) of the Preferred Option	27
Alternative Option A	29
Discussion on Alternative Option A	29
Transport modelling results	31
How would Alternative Option A look in the context of the PLP1?.....	31
Sustainability appraisal (SA) of Alternative Option A.....	32
Alternative Option B	33
Discussion on Alternative Option B	33
Transport modelling results	36
How would Alternative Option B look in the context of the PLP1?.....	37
Sustainability appraisal (SA) of Alternative Option B.....	37
Conclusions	39

List of tables

Table 1: Spatial distribution of Preferred Option	18
Table 2: Relationship of the Preferred Option with the PLP1 housing strategy	26
Table 3: Spatial distribution of Alternative Option A.....	30
Table 4: Relationship of the Alternative Option A with the PLP1 housing strategy.....	31
Table 5: Spatial distribution of Alternative Option B.....	34
Table 6: Relationship of the Alternative Option B with the PLP1 housing strategy.....	37

Appendices

Appendix 1: included SHLAA sites and which to take forward to formulate options	40
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Introduction

1. The Eastern Dorset Strategic Housing Market Assessment (SHMA)¹ concludes that the objectively assessed housing need for Purbeck is 238 dwellings per annum between 2013 and 2033, which will be planned for through the Partial Review of the Purbeck Local Plan Part 1 (PLP1). As the Council is already planning for 120 dwellings per annum up to 2027 through the PLP1, this translates to 3,080 additional new homes between 2013 and 2033. This is over and above what the PLP1 is already planning for.
2. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are clear that councils need to demonstrate they have done everything they can to meet their objectively assessed development needs and demands in full, unless genuine constraints indicate otherwise².
3. This background paper shows the Council's method behind the spatial distribution of housing development proposed through the Partial Review. It draws upon the requirements of the NPPF and PPG, as well as locally-derived evidence in the form of the Council's Strategic Housing Land Availability Assessment (SHLAA) and the Sustainability Appraisal (SA). It also references how the Council intends to comply with adopted Policy LD (General Location of Development) of the PLP1.
4. Please note that all figures relating to sites' capacity are indicative and will be refined as further evidence is produced and the Partial Review progresses.

¹ <https://www.dorsetforyou.com/article/404418/2015-Update-and-Review-of-the-Strategic-Housing-Market-Assessment>

² See paragraphs 47 and 159 of the NPPF; and ref IDs 2a-003-20140306, 2a-004-20140306 and 3-045-20141006 of the PPG

SHLAA

5. The PPG says that once the objectively assessed need for housing is established, councils should then go on to prepare a SHLAA to identify suitable and available land, taking into account any constraints that indicate if development should be restricted³.
6. The Council's full SHLAA, including the method behind it, can be viewed online⁴. The method accords with the requirements of the PPG⁵ and was subject to public consultation (attracting no objections) during the January 2015 Partial Review Issues and Options consultation. In brief, the method is set out below.

Absolute constraints

7. This initial sifting excluded all sites where:
 - There is flood risk on all or most of the site.
 - Most or all of site is within 400m of heathland (known as the '400m buffer').
 - The site is unrelated to a settlement boundary and would comprise scattered or isolated development in the countryside.

Other constraints

8. Where a site was not ruled out by an absolute constraint, officers undertook a desktop assessment and recorded other constraints. These included the presence of any of the following, either on site or adjacent:
 - Green belt.
 - Tree preservation orders.
 - Conservation areas.
 - Listed buildings.
 - Historic parks and gardens.
 - Scheduled ancient monuments.
 - Groundwater source zone.
 - Area of Outstanding Natural Beauty.
 - Purbeck Heritage Coast.
 - Local nature reserves.

³ Ref ID: 3-045-20141006

⁴ <https://www.dorsetforyou.com/purbeck-partial-review>

⁵ Ref ID: 3-006-20140306

- Sites of Nature Conservation Interest.
- Regionally Important Geological Sites.
- Consultation zones, as set out in Policy CZ of the PLP1.

Other considerations noted

9. In addition, the Council has also noted the following in its SHLAA:
- Site size.
 - Agricultural land grade.
 - Land uses and character of the surrounding area.
 - Natural features of significance / physical limitations.
 - Location of infrastructure / utilities.
 - Potential impacts of development, e.g. landscape and neighbour amenity.
 - Town / parish council opinion.
 - Ideas for how to overcome any barriers.
 - Attractiveness for development.
 - Estimated density and build out rate.
 - Other considerations, e.g. presence of a minerals safeguarding area.

Non-public consultation on draft SHLAA

10. During summer 2015, officers prepared a draft appraisal of sites and consulted statutory consultees, internal specialists⁶ and town / parish councils for their views. The purpose was to gain a useful steer and more accurate picture of the sites' potential for development, using local expertise. This helped refine the SHLAA.

Non-submitted SHLAA sites

11. In addition to the sites being promoted to the Council by landowners, the Council also reviewed land across the district to see if there might be other opportunities for sites. Further details, including the criteria by which the Council undertook this review, can be seen in the SHLAA.
12. The review led to a shortlist of 17 sites across the district. Further to the site visits and seeking independent views on AONB and highway impacts, these sites were further shortlisted to nine sites. Officers ascertained landownership through the Land Registry and wrote to the landowners to invite them to promote land through the SHLAA. Two

⁶ The Council's Environmental Design and Development Management teams

responded that they wished to promote their land, and their sites were assessed according to the SHLAA method.

Conclusions of the SHLAA

13. The Council assessed 267 sites through the SHLAA and concludes that 51 are suitable, available and achievable and therefore should be included.
14. The included sites could deliver around 4,060 dwellings. However, this is subject to several caveats around the certainty that all sites would be truly deliverable. This is discussed further below.

Green belt and AONB

15. Paragraph 14 of the NPPF says that local plans should meet their objectively assessed needs, unless specific policies in the NPPF indicate development should be restricted. This includes land designated as green belt and AONBs. The PPG repeats this point⁷. This indicates that green belt and AONB can be specific reasons for councils being unable to meet their objectively assessed development needs.
16. However, conversely, national policy is clear that there can be appropriate circumstances where land with these designations can be developed. Paragraph 115 of the NPPF attaches 'great weight to conserving landscape and scenic beauty' in AONBs, meaning that development could be acceptable where any impacts on landscape and scenic beauty can be moderated to an appropriate level. There is also a sustainability argument associated with the green belt, where the NPPF talks about 'the need to promote sustainable patterns of development' and therefore advocates considering 'channelling development towards urban areas inside the green belt boundary'⁸.
17. The PLP1 planning inspector agreed that releases of green belt would be acceptable in the interests of sustainable development and said it is reasonable and sound to allocate 200 homes on the edge of Swanage in the AONB. Similarly, the West Dorset, Weymouth and Portland Local Plan Inspector's Report notes how, in order to provide homes to meet future needs and adhere to sustainable development principles, it is inevitable that some areas of the AONB will be developed⁹. In other words, releases of green belt and AONB are acceptable in principle, when they can be justified.
18. Given that the green belt and AONB do not necessarily have to be viewed as absolute constraints, the Council did not rule them out altogether at the initial sifting stage of the SHLAA. This means that they are labelled as 'other', rather than 'absolute' constraints in the SHLAA method. Sites covered by the designations were analysed in terms of their compliance with the purposes of the designations and only those that would be acceptable have been included in the SHLAA. The result is a greater range of sites for the Council to choose from.
19. There are some sites where evidence shows that their release from green belt or AONB could harm the purposes of the respective designations. However, there is scope for the issues to be overcome. The first is land at Lytchett Minster (SHLAA refs 6/15/1316 and 6/15/1318), which is being promoted for around 650 homes and Upton (SHLAA ref 6/15/1320), which is being promoted for around 100 homes. Both areas are in the green belt. The primary purpose of the green belt in this location is to stop the westward spread of the conurbation, but the Council's green belt review¹⁰ concludes that development of these sites would lead to a westward sprawl effect. However, the Council has not ruled these sites out of the SHLAA on the basis of paragraph 84 of the NPPF, which allows councils to consider the sustainability benefits of green belt development, balancing this against any harm that development may cause to the purposes of the designation. The Council believes that there is a case to argue that the

⁷ Ref ID 3-044-20141006

⁸ See paragraph 84

⁹ See paragraphs 35 and 173

¹⁰ https://www.dorsetforyou.com/media/201408/Green-Belt-Review/pdf/Green_Belt_Review.pdf

sustainability benefits of developing in the Lytchett Minster and Upton area outweigh the harm.

20. The second area is west of Wareham (SHLAA ref 6/02/0170), which falls within the AONB and is being promoted for around 500 homes. During the issues and options consultation, the Dorset AONB Team and Natural England both objected to the development of this site on the basis of harm to the AONB. Given the sustainability credentials of Wareham, the Council believes that there could be a case for allocating this site, provided the developer can demonstrate that development can satisfy paragraph 116 of the NPPF and any detrimental effects can be moderated.
21. In conclusion, the Council has taken green belt and AONB into account in its green belt review and SHLAA. Both pieces of evidence show that there are sites that could be developed without harming the purposes of either designation. As a result, it would be extremely difficult for the Council to justify a housing delivery strategy that says an outright no to housing in either designation. The risk would be an unsound plan.

Partial Review issues and options → steer towards preferred options

22. As part of the Partial Review issues and options consultation, the Council asked a question on how development should be spread around the district. At the time, the draft SHMA indicated a need to plan for 2,244 new dwellings. The key feedback the Council received¹¹ for how housing development should be delivered were: promoting sustainable development; the desire to spread development as much as possible; being mindful of the district's constraints; and maximising infrastructure provision. Each of these is discussed in further detail later in this background paper.

Partial Review Advisory Group

23. The issues and options consultation results led the Council to investigate the merits of different growth scenarios in a background paper¹², which was presented to the Council's Partial Review Advisory Group (PRAG). The options discussed in the background paper to provide 2,244 dwellings were as follows:

- A. Three large sites
- B. Proportional spread around the district with a target of 10% growth at every settlement.
- C. Two large sites, plus a spread of the remainder across the district.
- D. No AONB or green belt sites

24. The SHLAA shows it would be impossible to spread development evenly around the district because of environmental constraints and land availability. The conclusions of the background paper and the steer from PRAG were that the merits of three large sites and a spread of development should be investigated further. The option to discount AONB and green belt sites was not supported, as it would lead to a concentration of development in a quarter of the district and affordable housing would not be spread district-wide (where it is needed).

25. It is important to note that at the time the background paper was written, the final SHMA had not been published. When the final version was published, the objectively assessed needs figure had been revised to 3,080 dwellings in addition to those already being planned for through the PLP1. This means that the context of the background paper has now changed. But the general principles it discussed and the steer from PRAG to look at large sites and spreading development are nevertheless still relevant.

¹¹ https://www.dorsetforyou.com/media/205298/Partial-Review-Issues-and-Options-Consultation-Report---June-2015/pdf/Partial_Review_Issues_and_Options_Consultation_Report.pdf

¹² https://www.dorsetforyou.com/media/208439/Appendix-1-to-Exploration-of-different-scenarios-background-paper/pdf/Appendix_1_to_Exploration_of_different_scenarios_background_paper.pdf

Choosing sites for options

26. The SHLAA indicates that enough land is available to deliver around 4,060 dwellings and the Council's objectively assessed needs figure is 3,080 additional dwellings to those already being planned through the PLP1. However, this figure is somewhat misleading for several reasons.
27. Some of the sites will be allocated through the Bere Regis Neighbourhood Plan, which needs to deliver 50 homes in accordance with the requirements of the PLP1. This will be on several sites, which the SHLAA indicates could deliver around 126 dwellings in theory. These sites need to stay in the SHLAA until they are allocated. This means that the figure will reduce accordingly when the Bere Regis Neighbourhood Plan is adopted.
28. Furthermore, the SHLAA forms part of the Partial Review preferred options consultation and, through this, information may be submitted to the Council that would alter some of the assessments. This could lead to a change in its conclusions.
29. The other key issue is that the method for the SHLAA is quite limiting in some respects because it looks at sites individually, rather than cumulatively. The Council needs to be mindful of the cumulative effects of development, for example in terms of meeting the requirements of the Habitats Regulations. This may require providing Suitable Alternative Natural Greenspaces (SANGs) where there are several sites in the same vicinity whose combined impacts would require mitigating.
30. So where the SHLAA indicates that a site is acceptable for inclusion, in reality it may not be suitable for development if it comes forward in combination with other sites in the locality. Therefore, the SHLAA is a good indicator of land availability and any potential issues associated with it, but in terms of ascertaining the true deliverability of sites, this forms part of the plan-making process, as the merits of sites are further tested in more detail.
31. In order to choose between sites and create options for a strategy, the Council should consider the following:
 - Results of transport modelling.
 - The agricultural land classification, where the choice between sites is finely balanced.
 - The likelihood and therefore deliverability of securing heathland mitigation either alone or in combination with neighbouring sites.
 - The potential for providing infrastructure (in response to the strong feedback the Council received during the Partial Review issues and options consultation that infrastructure is required).
 - Any doubts expressed in the SHLAA. This would include, for example, land that is being promoted for development, but is the subject of an as yet undetermined application for a village green.

- Any doubts expressed through previous consultations. For example, Highways England has previously expressed concerns that no more than the 50 home requirement of the PLP1 at Bere Regis would be deliverable.
 - Neighbourhood plan consultation results. Several parishes in the district are producing their own neighbourhood development plans and the results of consultations provide useful feedback to the Council about different sites.
 - Any planning history associated with any sites.
 - Ability of a site to deliver 11 or more homes. Whilst the SHLAA has a site size threshold of five or more units, a strategic plan would not ordinarily allocate such small sites. The Council considers a threshold of 11 to be appropriate for the Purbeck context, as it still represents a small size, yet it should be big enough to deliver affordable housing and some infrastructure contributions. It is also sensible in the context of a recent attempt by the Government to ban all onsite affordable housing on sites of 10 or fewer homes. Whilst this policy was the subject of a successful legal challenge¹³, there is a possibility that the Government may try to reintroduce it through legal means. By ensuring that all allocated sites in Purbeck go beyond this threshold, it should ensure that the Council is prepared, should the policy be reintroduced.
32. A table showing included SHLAA sites and how they have been refined can be viewed in appendix 1 of this paper.
33. The results show that this process of further refining sites means that the Council believes around 3,195 dwellings are deliverable, subject to overcoming AONB issues west of Wareham. This refined figure is considerably fewer than the SHLAA indication of 4,060 and does somewhat limit devising options to a degree. But guidance is very clear that plans need to be deliverable and therefore the Council would be unwise to pursue a strategy that it doubts.
34. The table in appendix 1 does show a relative emphasis more towards the west of the district, but this is not surprising, given that it is the least constrained part of Purbeck. Concerns were raised by members of the public in the issues and options consultation about this perceived imbalance. In order to show how the options relate to spatial areas, taking into account the existing housing requirements of the PLP1, each of the preferred and alternative options discussed in this paper is accompanied by a table. These set out the effect of the combined PLP1 and Partial Review numbers on each spatial area.

¹³ On the basis of how the policy was introduced, not the policy itself

Options for a strategy

35. Any options the Council presents should be realistic, reasonable and potentially deliverable. In reaching the Preferred Option, the Council considered a range of different options, some of which were necessarily discounted and two of which can be put forward as alternative options.
36. When reading this section, it is important to repeat that options are constrained by the Council's SHLAA. As explained earlier in this paper, sites analysed through the SHLAA – which includes sites submitted to the Council by landowners and sites that Council officers have identified – have to be assessed against specific criteria, such as environmental constraints. This means that many sites have been excluded through this process and the result is that there is not an even spread across the district.
37. The preferred options consultation will offer landowners a further opportunity to submit information on the deliverability of their sites and therefore the Council can update its evidence accordingly.

Discounted options

38. In devising the preferred and alternative options, the Council has discounted the following options:
 - New garden village / eco town: the SHLAA shows that there is no one suitable large site that could deliver the housing target.
 - Equal split per spatial area: this would require 616 homes in every spatial area. This is not possible, given the geographic spread of SHLAA sites.
 - Focus around one settlement: there is a lack of suitable sites around one settlement that could deliver the housing target.
 - Focus towards one settlement group: there is a lack of suitable sites around one settlement group that could deliver the housing target and there was a lack of support for this during the Partial Review issues and options consultation.
 - Expand every settlement by a fixed percentage, e.g. 10%: this would not be possible, owing to land availability and constraints. This is examined in detail in the Council's Exploration of Different Scenarios background paper¹⁴.

How the Council arrived at the Preferred Option

39. The Council has taken into account key feedback received during the issues and options consultation: promoting sustainable development; the desire to spread development as much as possible; being mindful of the district's constraints; and maximising infrastructure provision.

Promoting sustainable development - Policy LD

¹⁴ https://www.dorsetforyou.com/media/208439/Appendix-1-to-Exploration-of-different-scenarios-background-paper/pdf/Appendix_1_to_Exploration_of_different_scenarios_background_paper.pdf

40. PLP1 Policy LD (General Location of Development) provides a hierarchy of settlements, to which development should be directed in the interests of sustainability. The largest settlements should form the focus of development and the responses to the Partial Review issues and options consultation showed this as the public's preferred approach.
41. However, the Council cannot pursue a strategy based on Policy LD in its purest form. This is because the strategy would fail immediately, given that there are not enough sites around the district's towns to meet the housing requirement.
42. Nevertheless, Policy LD is based on sustainability and therefore there is a strong case to argue that the spirit of this policy should be followed, directing development towards the most sustainable locations, wherever possible.
43. But sustainable development can also be achieved by large-scale development on the edge of small communities. Dorset County Council has stated in the transport modelling study¹⁵ that 'opportunities for more focussed development with suitable mitigation measures provide for a more sustainable travel option for future development than simply increasing development pro-rata on the existing settlement pattern. Concentration of development, including a mix of uses, will enable more self-contained development where it may be possible to achieve greater benefits through developer contributions and CIL than if development is more widely dispersed.' In other words, the Council should consider large-scale growth on the edge of smaller settlements, where a mix of uses and self containment would promote sustainable development.

Spreading development as much as possible around the district

44. The PLP1 splits the district into five spatial areas (north west, north east, central, south east and south west Purbeck). Affordable housing is needed across the district. Therefore, in order to attempt to split development equally amongst the district's five spatial areas, the Council considered allocating 616 homes per spatial area.
45. However, as explained above, the Council cannot pursue a strategy on this basis because of the lack of equal spread in the SHLAA. For example, the SHLAA shows there are a lack of opportunities particularly in the north western and south eastern parts of the district.
46. Nevertheless, given that development is needed district wide, there is a strong case for arguing to spread development as much as possible. This reflects key feedback received during the issues and options consultation and the Council's PRAG also encouraged as much of a spread as much as possible.

Constraints

47. The Council's SHLAA takes into account constraints, such as flooding and heathlands. In addition, other evidence such as transport modelling and a Habitats Regulations Assessment allows the Council to test specific options in the context of specific constraints. The result is that the Council is aware of the constraints that can and cannot be overcome and this reflected in the options.

¹⁵ <https://www.dorsetforyou.com/purbeck-partial-review>

Providing new infrastructure alongside housing

48. The Council received a clear message from the public during the issues and options consultation that new development should be accompanied by new infrastructure. The Council is in on going discussions with infrastructure providers to ensure that the right level of infrastructure is delivered alongside new housing.
49. As a rule, the larger the development, the greater the economies of scale. This means that larger developments should, in theory, be able to provide more infrastructure.
50. In order to respond positively to the consultation feedback, the Council is mindful of the need to maximise new infrastructure provision. This also aligns to the steer provided by PRAG to investigate the merits of large sites further.

Conclusion: proposed Preferred Option

51. Given the sustainable development principles of Policy LD; the desire to spread development; constraints; and the desire to achieve infrastructure, the Council's Preferred Option is:

'New infrastructure-led approach, with a focus on sustainable locations, wherever possible.'

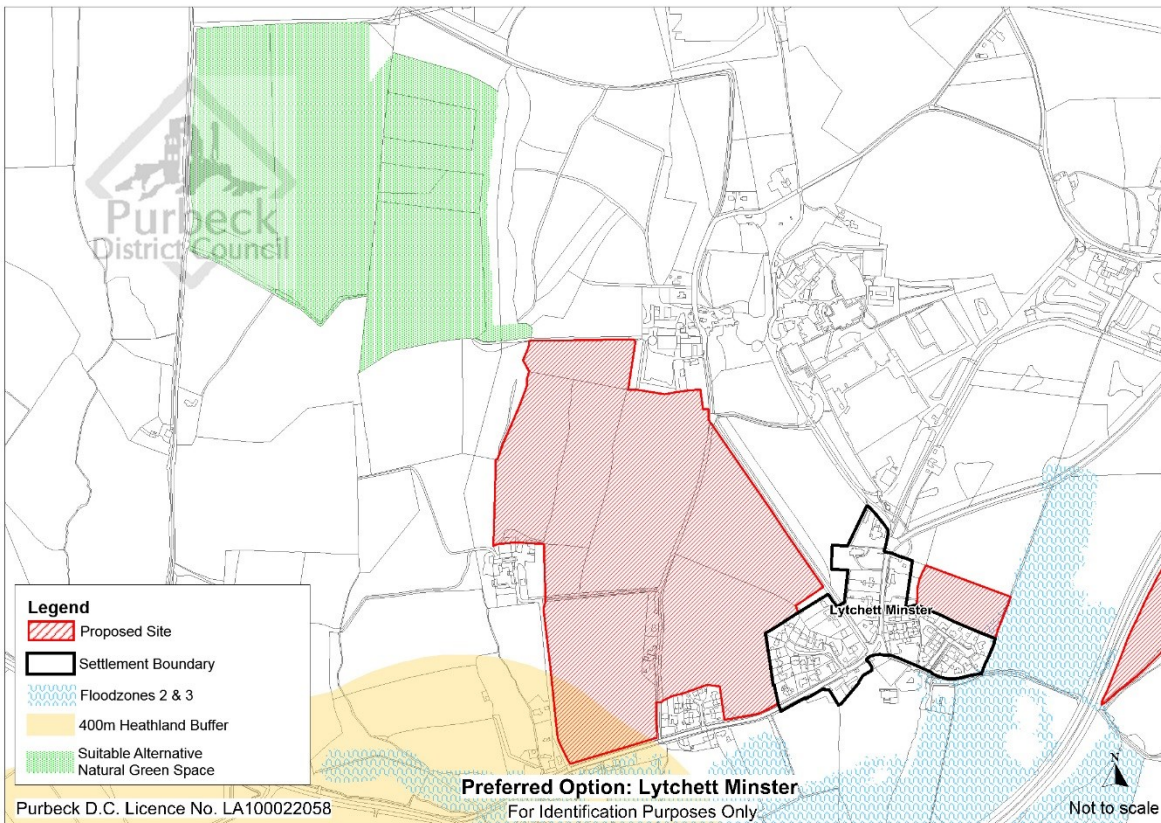
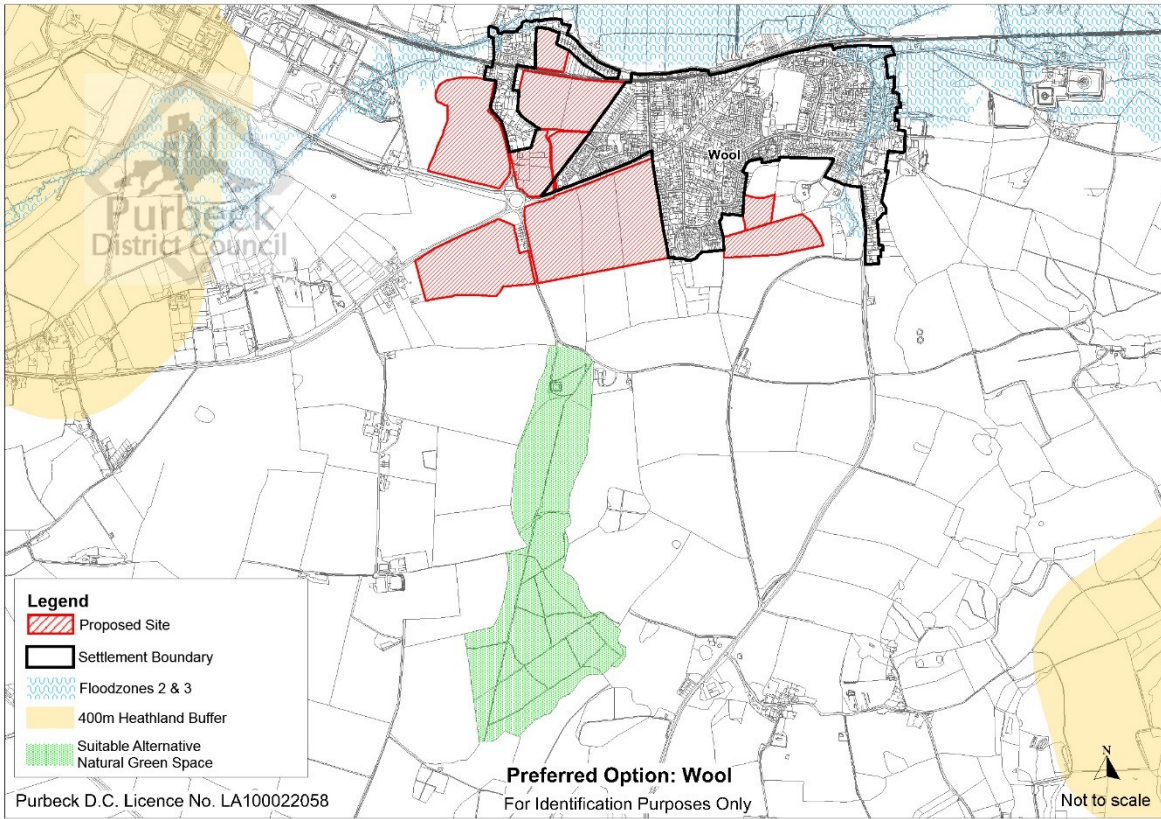
Discussion on Preferred Option

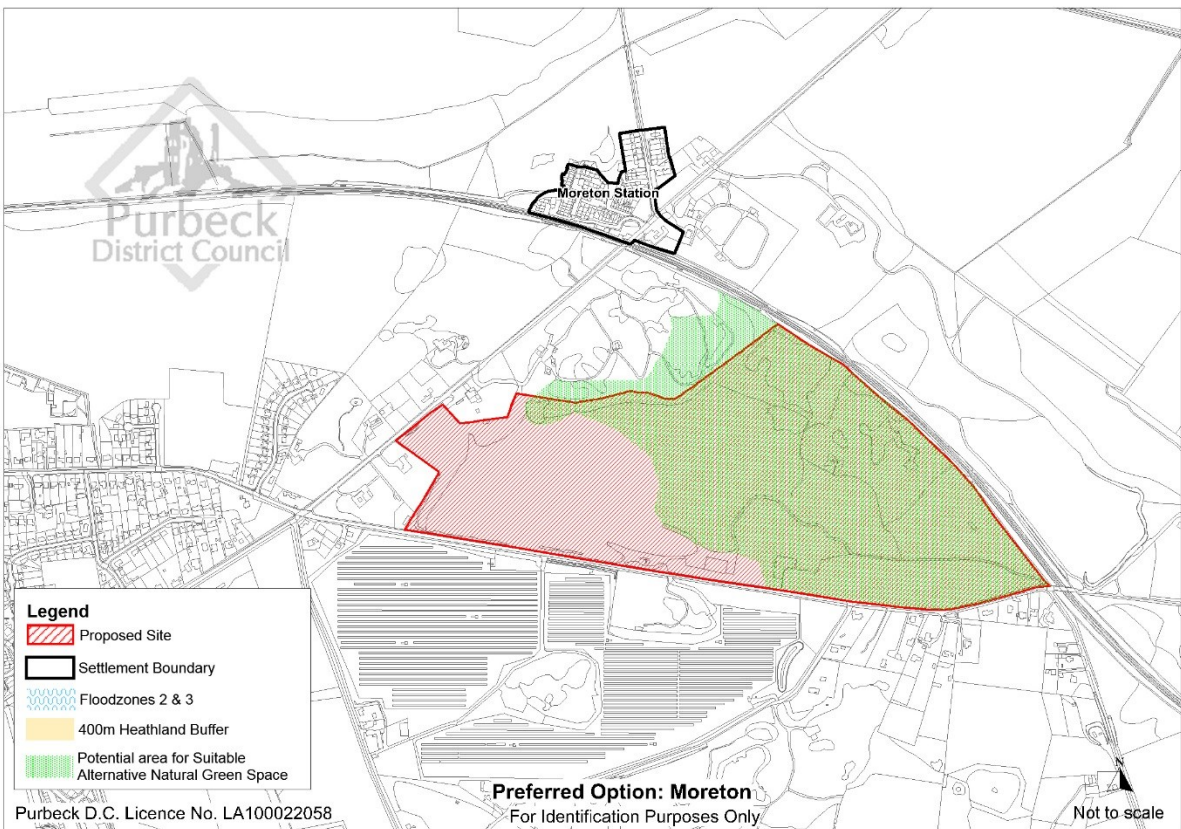
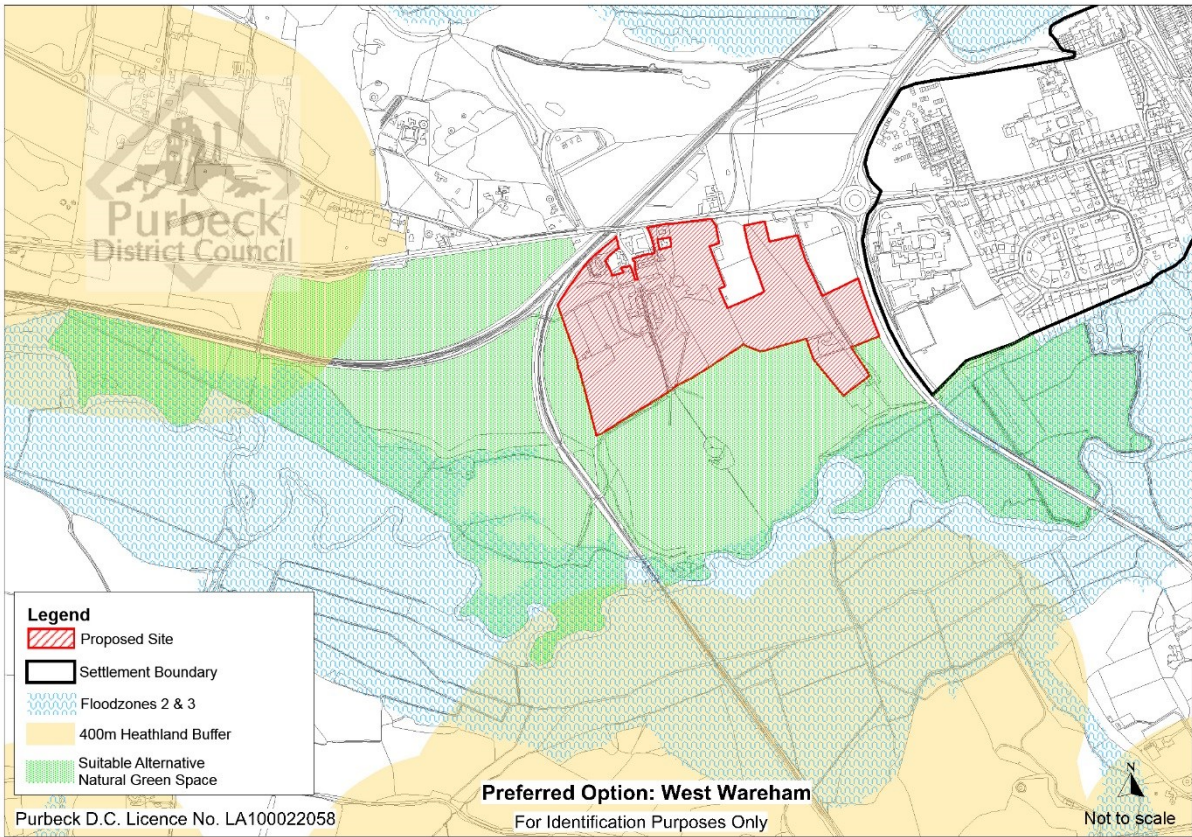
52. The table below shows how the Preferred Option could meet the Council's housing target. It continues to include land at west of Wareham, which is specifically discussed above in terms of AONB impacts. Should the Council conclude that the issue cannot be overcome, it will not be able to take the site forward and will need to look for alternatives to deliver any shortfall.

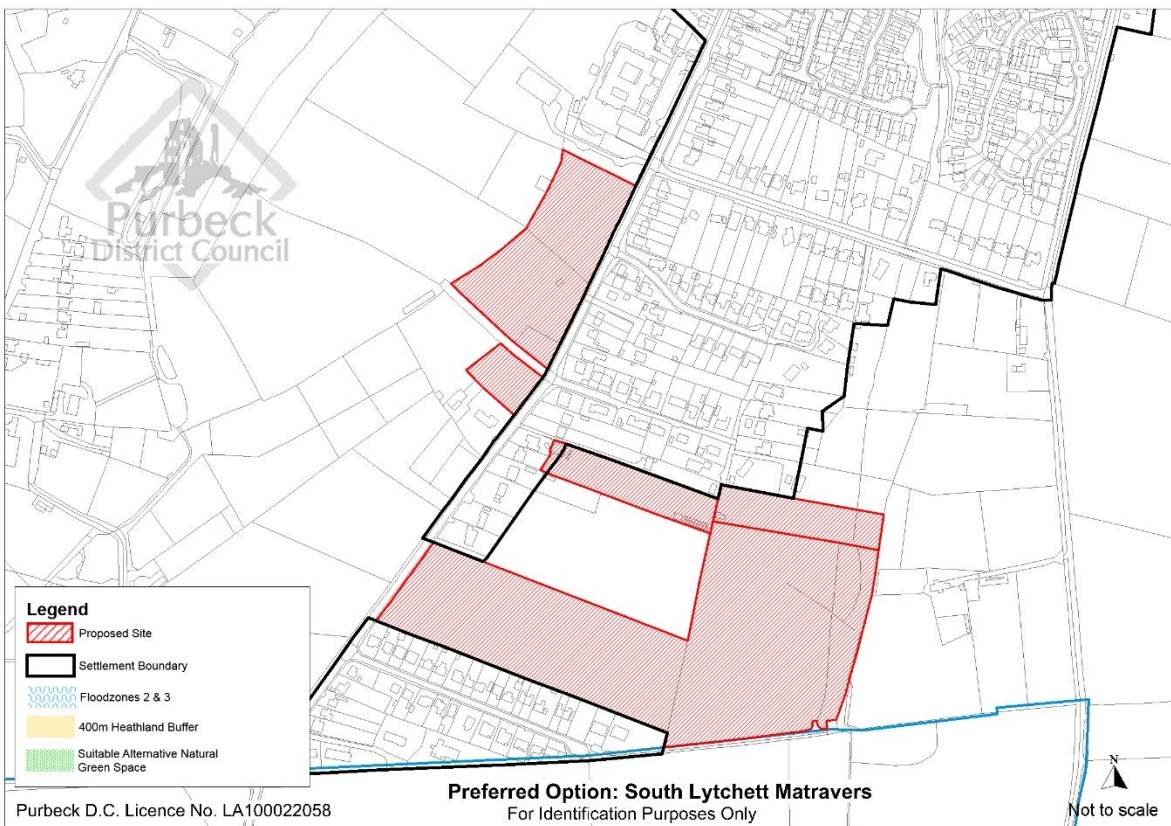
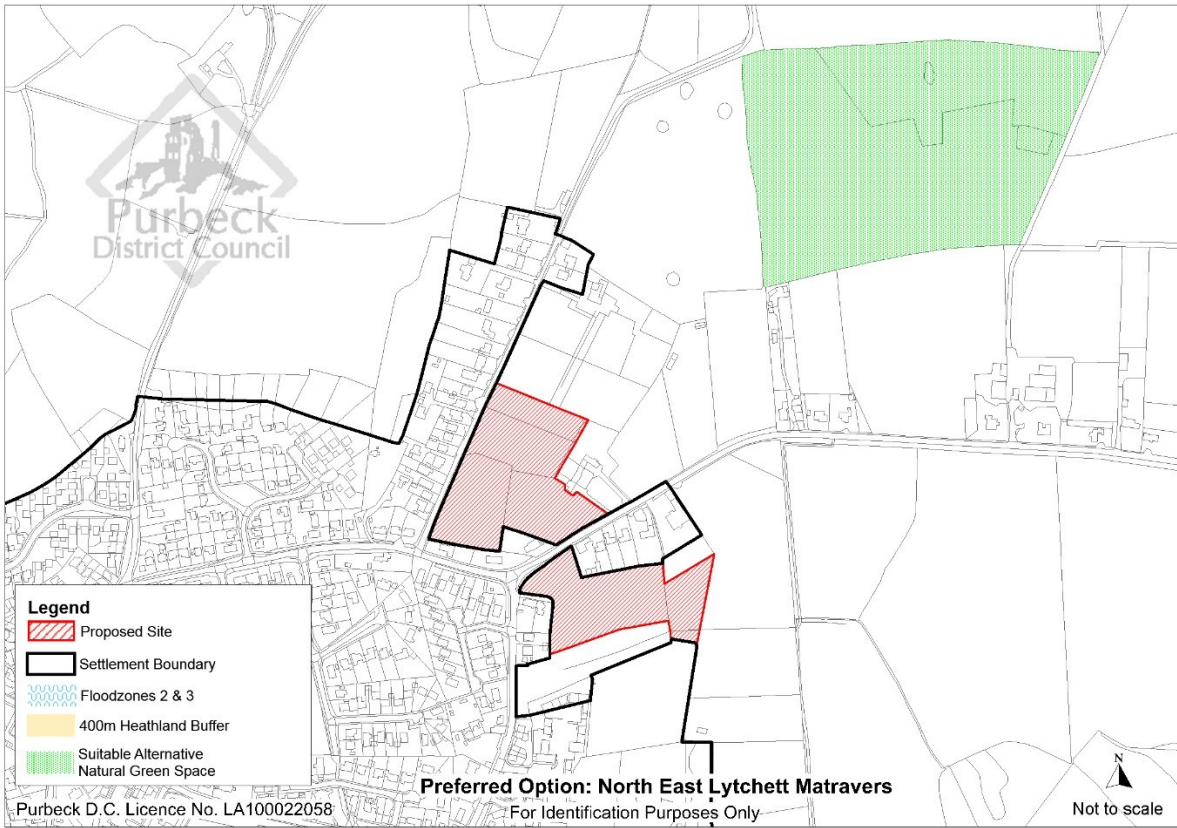
SHLAA ref no	Address		Spatial area	Potential homes
6/27/0241	South of Dorchester Road, Wool	19.51	South west	1000
6/27/0242	Land to west of Purbeck Gate, Wool	1.64		
6/27/0246	Land off Sandhills Crescent, East Burton, Wool	1.81		
6/27/0248	Land at Giddy Green, East Burton	7.55		
6/27/0249	Land adjoining Winfrith Technology Centre	10.23		
6/27/0254	Site South of Wool	4.56		
6/27/0258	Lower Hillside, Wool	1.43		
6/27/0546	Land off the A352, Wool	10.37		
6/27/1309	Portland House, East Burton, Wool	3.25		
6/15/1316	Land to west of Lytchett Minster	26.36	North east	650
6/15/1318	Land to South East of Lytchett Minster School	1.3		
6/02/0170	Land at Worgret Manor, Worgret, Wareham	19.9	Central	500
6/17/1307	Moreton Pit, Redbridge Road, Moreton	35.7	South west	350
6/14/0268	Field off Burbidge Close, Lytchett Matravers	0.51	North east	330
6/14/0269	Land at Blaneys Corner, Lytchett Matravers	1.26		
6/14/0270	Land at Flowers Drove, Lytchett Matravers	1.91		
6/14/0271	Land to east of Wareham Road, Lytchett Matravers	5.29		
6/14/0273	Land adj. 47 Wareham Road, Lytchett Matravers	0.23		
6/14/0540	Land behind 36 & 38 Wareham Road, Lytchett Matravers	0.52		
6/14/1355	Land adj. Primary School, Lytchett Matravers	1.50		
6/23/0166	Land adj Tantinoby Farm, North Wareham	4.59	Central	205
6/23/1314	Land west of Westminster Industrial Estate, Bere Rd	2.88		
6/15/1320	Land at Policemans Lane (adj Local Plan site), Upton	3.69	North east	100
6/13/0356	Land adj Durnford Drove, Langton Matravers	1.59	South east	28
6/28/1368	Land rear of Eventide, Harmans Cross	1.68	South east	20
6/13/0559	South of the Hyde, Langton Matravers	0.77	South east	12
			TOTAL	3,195

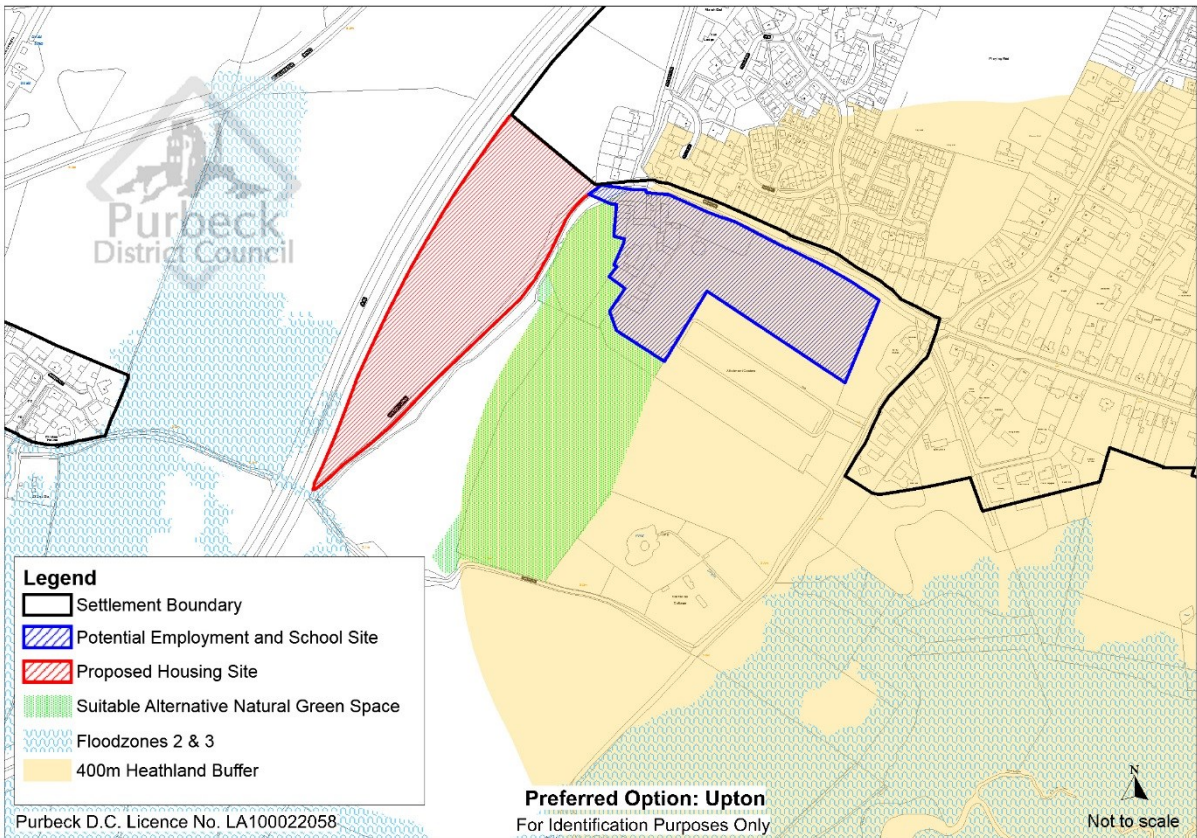
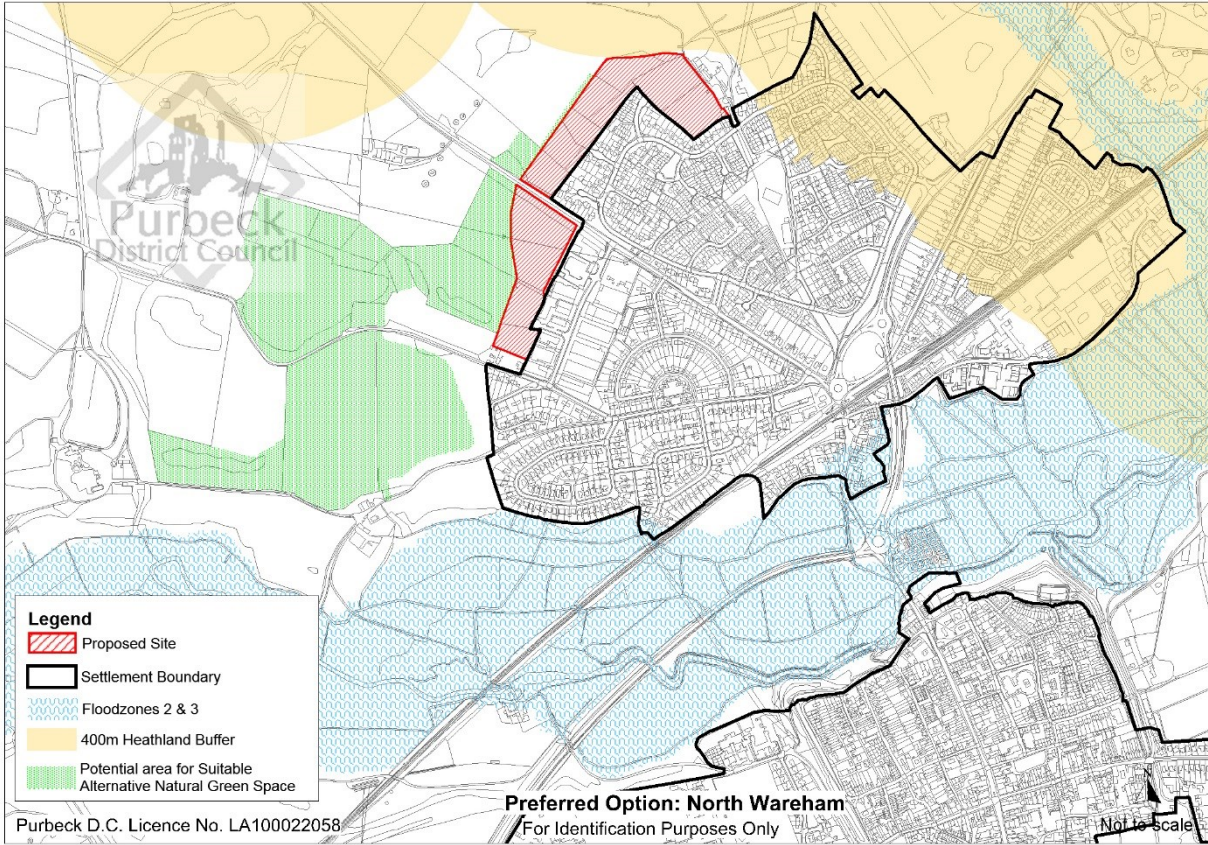
Table 1: Spatial distribution of Preferred Option

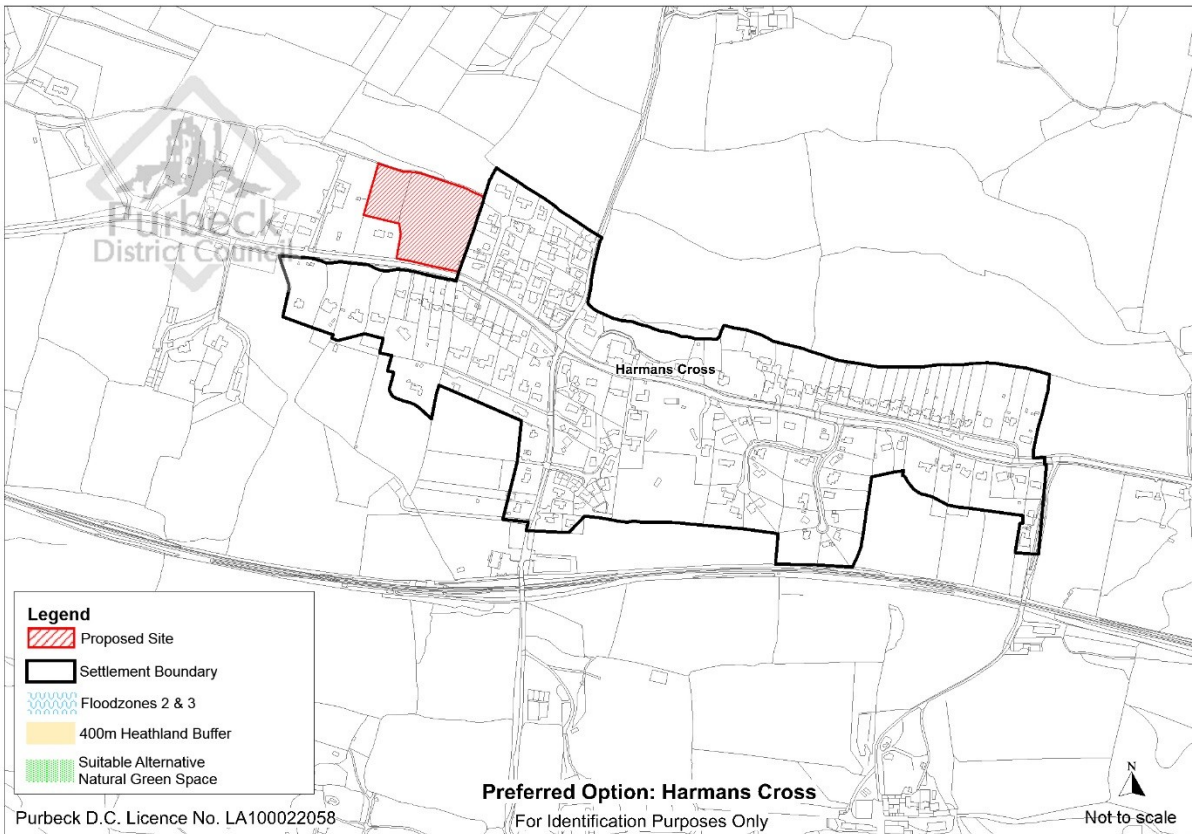
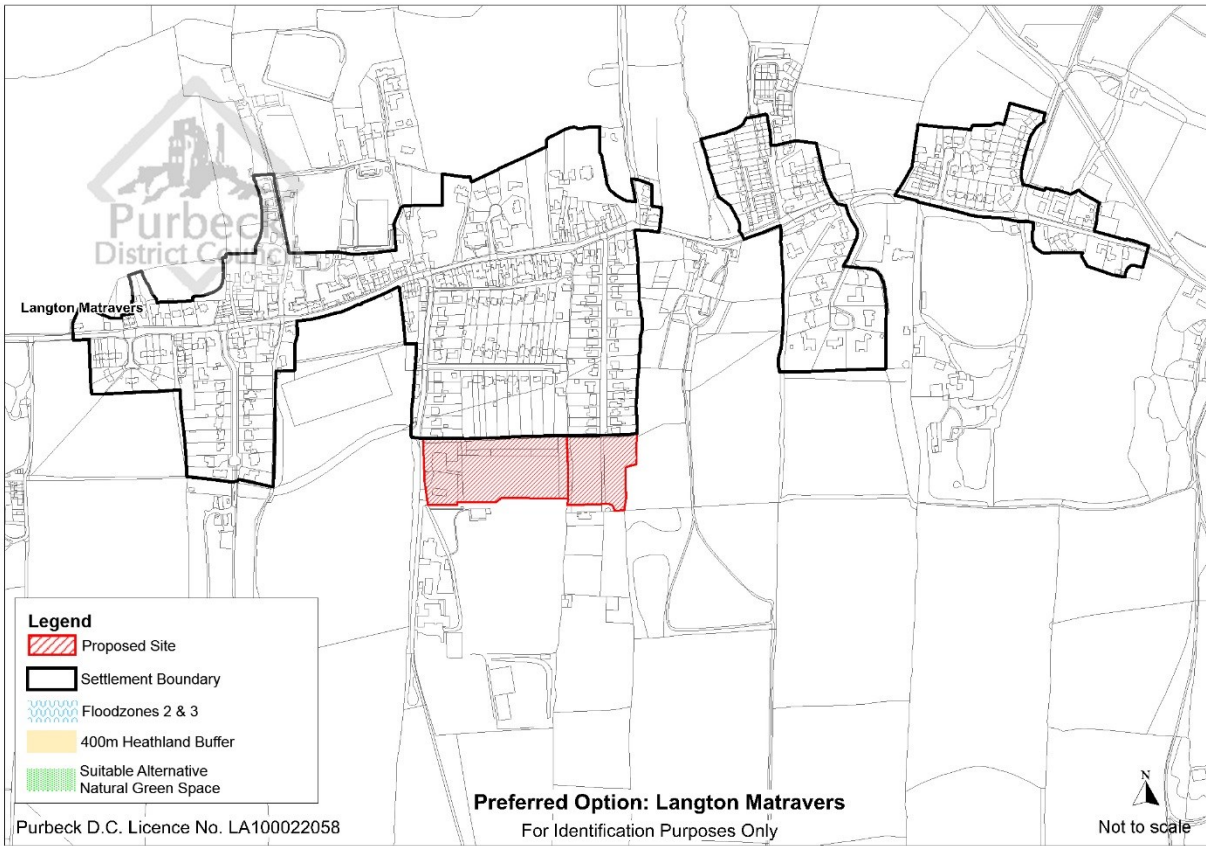
53. The sites' locations can be seen in the indicative maps below, along with any Suitable Alternative Natural Green Space (SANGs) they would be able to provide











54. The Council's housing target is 3,080 dwellings and the Preferred Option provides for 3,195, a surplus of around 4% at 115 homes. The Council has three choices for this surplus:
1. Consider not allocating the smaller sites at Harmans Cross and Langton Matravers because they would not maximise infrastructure. Whilst this is feasible and the Council would still meet its housing target, the Council considers that delivering housing across the district is a key message received during the issues and options consultation. Plus, affordable housing is needed across the district. Removing smaller sites would go against the consultation feedback; or
 2. Consider reducing the amount of housing at a larger site. However, given the clear message received in the issues and options consultation about maximising infrastructure, this would go against feedback because a reduction would affect the level of infrastructure a larger site would be able to provide; or
 3. Overprovide and allow a contingency in case sites do not come forward. Whilst every site in the SHLAA has assurances from the landowner that it is available, the Council has experienced a lack of delivery to date with some PLP1 sites at Bere Regis, Lytchett Matravers and Upton. A contingency would allow for such scenarios.
55. Allowing for contingency would be the Council's preference, in order to help maintain a supply of housing and not risk under-delivery and the associated problems with speculative planning applications (planning by appeal).

Key questions

Why nothing in Swanage?

56. The Swanage Local Plan (SLP) Steering Group has been working to produce a new local plan for the town, one of the purposes of which is to allocate 200 homes through settlement extensions. These homes are to meet the requirement of the PLP1. A number of sites have been promoted to the Council on the edge of Swanage and these have been analysed in detail through the SLP production. This has led to some being included in the SHLAA and others being ruled out, predominantly for landscape reasons.
57. The result was relatively few sites for the SLP to choose from and all bar one of the suitable sites are being used for housing allocations. The one remaining site is at Herston Fields, which passes the SHLAA tests, except that there is an undetermined application for a village green on it. This application should be determined this year and if it is unsuccessful, the Council would look at the merits of allocating the site for housing for around 100 homes. Swanage is the largest town in Purbeck and developing there would accord with the sustainability principles of PLP1 Policy LD.
58. Therefore, the reason for the lack of sites in Swanage has nothing to do with the fact that it has an emerging local plan. It is owing to constraints and questions over the availability of a site.

Why nothing in Bere Regis?

59. The Preferred Option is notable for its lack of sites at Bere Regis, which is a key service village. Whilst there is land being promoted around the village, the Council has received correspondence from Highways England that casts serious doubts over the ability for the village to accommodate additional growth. This is owing to concerns over impacts on the A31.
60. The PLP1 required Bere Regis to deliver 50 homes through settlement extensions, the locations for which would be determined by the Bere Regis Neighbourhood Plan (BRNP). The BRNP has been investigating the potential for increasing this number to 70 and Highways England is questioning this very small uplift.
61. Therefore, such uncertainties mean that it would be inappropriate for the Council to pursue a strategy allocating land at Bere Regis. The reason for the lack of sites in this village has nothing to do with the fact that the village is producing a neighbourhood plan. It is owing to constraints.

Generally, why does the Preferred Option include lots of homes in some settlements and nothing in others?

62. The Council has to assess any submitted land in the SHLAA using criteria set by the Government in a fair and consistent manner. The result is that some settlements are surrounded by lots of land that could be suitable for development and others do not have any.
63. As explained above, the Council looked at land around every settlement to identify further land that is not already being promoted. But there simply is not enough land available or suitable to create a more even spread of development across the district.

Won't development at Moreton Station be meeting West Dorset's housing needs?

64. The issues and options consultation raised questions that development towards the west of the district, particularly in the Moreton area, would serve West Dorset's housing needs and not Purbeck's. When the Council jointly commissioned the Eastern Dorset Strategic Housing Market Assessment (SHMA), it specifically asked for the Housing Market Area (HMA) boundary to be looked at. The SHMA comments that there is an inevitable degree of overlap with West Dorset, given Moreton's location on the edge of the district. But the document concludes that Purbeck's local authority boundary is the most pragmatic boundary for the HMA and therefore, whilst Moreton is on the edge of the district, it is nevertheless within Purbeck and within the eastern Dorset HMA. As a result, the Council would not be able to resist development at Moreton on the basis that it would not be meeting the eastern Dorset HMA's needs.
65. Following the argument to an extreme, it would mean councils only planning for development in the centre of their areas, due to fear of any peripheral sites meeting an adjacent council's housing needs. This is clearly impractical and unrealistic and does not take into account national policy and guidance relating to planning according to constraints.

Why does the Preferred Option not decrease development at Lytchett Matravers and maximise the capacity at Moreton Station instead?

66. Whilst there is land at Moreton that has passed the SHLAA tests and looks to be suitable for around 600 dwellings, the Council believes that a greater district-wide housing balance would be achieved through reducing housing here and increasing it at Lytchett Matravers. Whilst Moreton is clearly a sustainable location to develop, with a train station and the facilities and services of Crossways adjacent to it, Lytchett Matravers is the largest village in the district and also sustainable. It is located on the edge of the Poole / Bournemouth conurbation, in proximity to its facilities and services.

Why have the particular sites in Lytchett Matravers been chosen?

67. The Council believes that development would be best located in two areas of the village, neither of which would cause harm to the purposes of the green belt. The two sites in the north east are capable of delivering a SANG. The Council has chosen a number of sites to the south of the village, which represent a relatively close and logical group. Results of previous Lytchett Matravers Neighbourhood Plan consultations have shown most public support for development towards the gap between the main village and Glebe Road to the south. This option would partly involve developing around that area in a group. This group has not produced a SANG, but Natural England has advised the Council that with the cooperation of the adjacent estate, one could be provided. The Council will need to liaise closely with the five Lytchett Matravers landowners and the adjacent estate to bring this forward.

How would the Preferred Option look in the context of the PLP1?

68. One of the principal drivers of the Partial Review is to deliver housing, additional to that already being planned through the PLP1. The PLP1 period is from 2006 – 2027 and the Partial Review is likely to be 2017 – 2033, meaning that there will be an overlap. The table below shows how the Partial Review Preferred Option for housing would relate to the PLP1 housing strategy.

Spatial area	2006-2027 PLP1 target (a)	2013-2033 Partial Review additional target (b)	Total homes 2006-2033 (a + b)	Number already built or with permission 31 st March 2015 (c)	Homes still be provided 2016-2033 (a + b – c)
North west	120	0	120	43	77
North east	605	1,100	1,705	304	1,401
Central	475	705	1,180	326	854
South west	360	1,350	1,710	301	1,409
South east	960	60	1,020	550	470
Total	2,520	3,195	5,715	1,524	4,191

Table 2: Relationship of the Preferred Option with the PLP1 housing strategy

69. The table above shows that the fewest homes would be in the north west of the district. This is owing to environmental constraints; and a lack of certainty regarding impacts on the A31, which Highways England has previously raised as a concern.
70. Overall, the most development would be focused towards the south western and north eastern parts of the district. In the context of the disparity between north west and south west Purbeck housing targets, it is perhaps worth bearing in mind that Moreton Station sits on the very cusp of the two spatial areas and so this site is in fact closely related to north west Purbeck.

Transport modelling results

71. The Council has not specifically tested this option, as it instead tested the two alternative options (further detail is set out below), both of which would be acceptable in transport terms. As the two alternatives are extremes, with this preferred option in the middle, the Council considers that this option would also be acceptable in transport terms. This means the Preferred Option would pass the 'severe impact' test set in national policy¹⁶.

Sustainability appraisal (SA) of the Preferred Option

72. The Council's SA marks this option highly in terms of meeting Purbeck's housing needs (including affordable housing), particularly given its allowance for contingency. Generally speaking, the option would promote services and facilities and have positive effects in terms of employment.
73. Owing to the size of some of the allocations, the SA concludes this option offers a realistic opportunity to provide new infrastructure as part of development. The combination of the locational spread, following the settlement hierarchy as much as possible, and the economies of scale that underpin this option, provide a positive influence on those SA objectives concerned with promoting services and facilities as well as those that aim to improve access to basic services whilst reducing the need to travel by car.
74. Whilst the SA recognises that there would be the loss of around 41ha of green belt land under this option, SANG provision should ensure that around 74ha of green belt would be made available for public access where currently there is little or no access available. Similarly, whilst development would lead to the loss of around 24ha of AONB land, it would also open up around 142ha of AONB to the public in open space.
75. In terms of each SA objective, a balance needs to be struck in assessing whether any negative aspects of a particular option outweigh the positive aspects (or vice versa). The SA considers that whilst there would likely be short-term negative impacts on the landscape, townscape and biodiversity with this option, careful mitigation should mean such effects would be capable of being reduced over the medium to long-term and an overall neutral impact achieved.
76. The option would have significant short-term negative effects in relation to SA objectives on pollution and consumption of natural resources. This is primarily because

¹⁶ NPPF paragraph 32

the option proposes the use of greenfield sites, and because associated development would generate noise and pollution both during the construction process and thereafter. With careful mitigation, certain negative effects can be reduced over the medium to long-term and the locational spread of development under this option should aid that reduction process through minimising the need to travel, particularly by car. However, the negative influences of development on levels of pollution and resource consumption cannot be completely offset and negative effects should expect to arise during the medium and long-term.

Alternative Option A

77. The Preferred Option put forward in this paper chooses to allocate more development at Lytchett Matravers and less at Moreton Station. In theory, land at Moreton Station could deliver around 600 homes. The Alternative Option A is therefore to maximise the potential of this site and reduce the allocation at Lytchett Matravers:

‘Maximise housing in south west Purbeck, with any shortfall of the housing target being met in line with Policy LD.’

Discussion on Alternative Option A

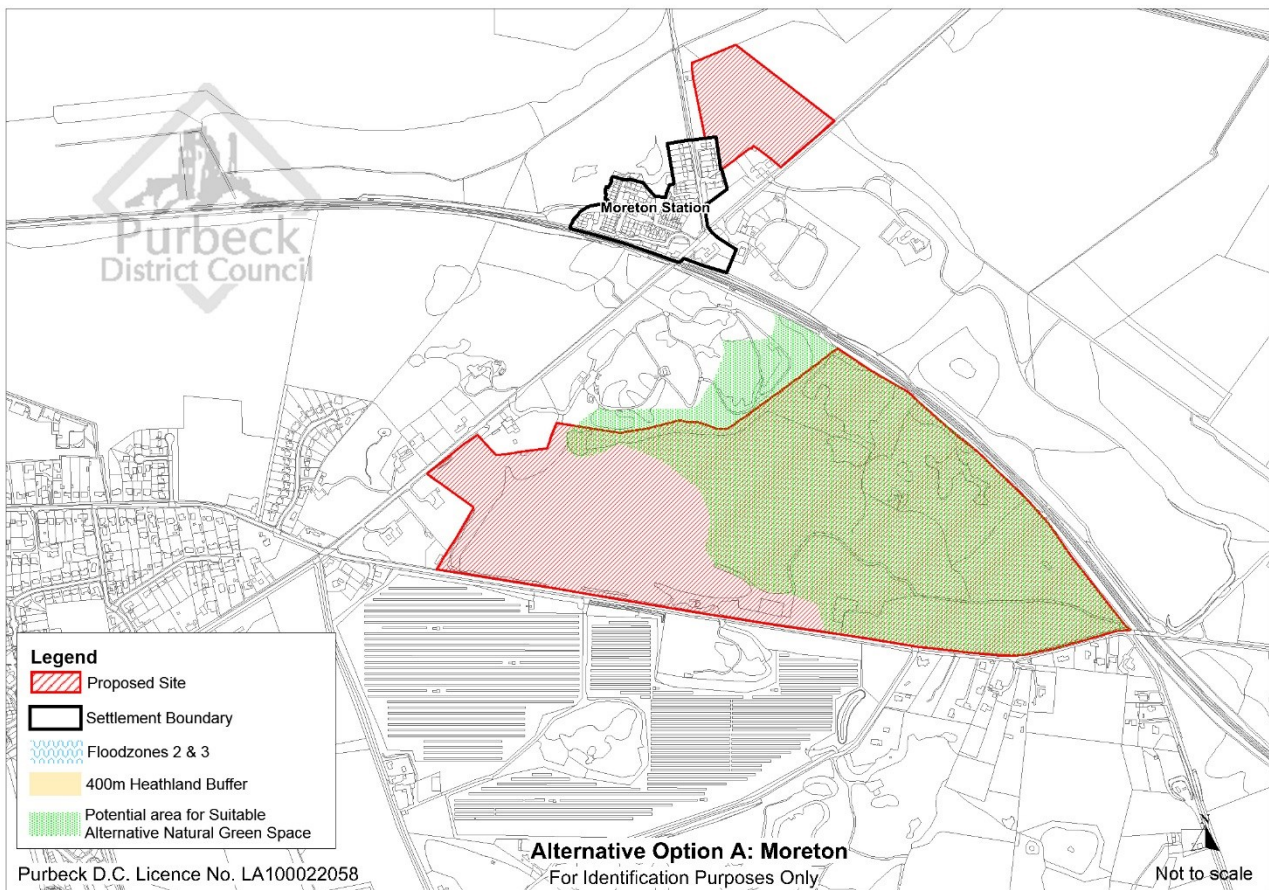
78. The table below shows how Alternative Option A could meet the Council’s housing target. It continues to include land at west of Wareham, which is specifically discussed above in terms of AONB impacts. Should the Council conclude that the issue cannot be overcome, it will not be able to take the site forward and will need to look for alternatives to deliver any shortfall.

SHLAA ref no	Address		Spatial area	Potential homes
6/27/0241	South of Dorchester Road, Wool	19.51	South west	1000
6/27/0242	Land to west of Purbeck Gate, Wool	1.64		
6/27/0246	Land off Sandhills Crescent, East Burton, Wool	1.81		
6/27/0248	Land at Giddy Green, East Burton	7.55		
6/27/0249	Land adjoining Winfrith Technology Centre	10.23		
6/27/0254	Site South of Wool	4.56		
6/27/0258	Lower Hillside, Wool	1.43		
6/27/0546	Land off the A352, Wool	10.37		
6/27/1309	Portland House, East Burton, Wool	3.25		
6/15/1316	Land to west of Lytchett Minster	26.36	North east	650
6/15/1318	Land to South East of Lytchett Minster School	1.3		
6/17/1307	Moreton Pit, Redbridge Road, Moreton	35.7	South west	600
6/17/1308	Land to the north of Moreton Station	3.01		
6/02/0170	Land at Worgret Manor, Worgret, Wareham	19.9	Central	500
6/23/0166	Land adj Tantinoby Farm, North Wareham	4.59	Central	205
6/23/1314	Land west of Westminster Industrial Estate, Bere Rd	2.88		
6/15/1320	Land at Policemans Lane (adj Local Plan site), Upton	3.69	North east	100
6/14/0269	Land at Blaneys Corner, Lytchett Matravers	1.26	North east	90
6/14/0270	Land at Flowers Drove, Lytchett Matravers	1.91		
6/13/0356	Land adj Durnford Drove, Langton Matravers	1.59	South east	28
6/28/1368	Land rear of Eventide, Harmans Cross	1.68	South east	20
6/13/0559	South of the Hyde, Langton Matravers	0.77	South east	12

	TOTAL	3,205
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Table 3: Spatial distribution of Alternative Option A

79. The table above shows that the only difference between Alternative Option A and the Preferred Option is increasing the allocation at Moreton Station to 600 homes and decreasing Lytchett Matravers to 90. The 90 at Lytchett Matravers would be the two sites shown above in the north east of the village and there would no longer be land identified to the south. The reason the sites to the north feature in this option is that they can provide a deliverable SANG and therefore the Council can have more confidence in their deliverability. The site at Blaneys Corner scored second highest in a list of sites the Lytchett Matravers Neighbourhood Plan consulted on. However, the site at Flowers Drove was the second least favoured.
80. The indicative map below shows where development would be at Moreton Station in the context of Alternative Option A. 500 would be in the Redbridge Pit site, with the remaining 100 in the site adjacent to the settlement.



81. The Council’s housing target is 3,080 dwellings and Alternative Option A provides for 3,205, a surplus of around 4% at 125 homes. The Preferred Option would have a similar surplus and options for this surplus are discussed above. The Council’s preference should be to allow for contingency, in order to help maintain a supply of housing and not risk under-delivery and the associated problems with speculative planning applications (planning by appeal).

Transport modelling results

82. The Council has commissioned transport modelling evidence to investigate the merits of this option. The results show that there would be some significant increases in traffic flows on a number of links, namely:

- B3390 northbound between Crossways and the A35
- A351 Northbound just north of Wareham (subject to more details on the locations of development)
- C6 northbound on its approach to Bere Regis
- A35 Between Morden Park Corner and the Upton Bypass

83. The transport modelling results note that development at Moreton, Wareham and Wool, being in close proximity to train stations, would encourage more journeys to be made by train (with link journeys made by walking, cycling and bus) to the main centres of Dorchester / Weymouth and Poole / Bournemouth.

84. This option should be deliverable, subject to mitigation measures. This means it would pass the ‘severe impact’ test set in national policy¹⁷.

How would Alternative Option A look in the context of the PLP1?

85. One of the principal drivers of the Partial Review is to deliver housing, additional to that already being planned through the PLP1. The PLP1 period is from 2006 – 2027 and the Partial Review is likely to be 2017 – 2033, meaning that there will be an overlap. The table below shows how the Partial Review Preferred Option for housing would relate to the PLP1 housing strategy.

Spatial area	2006-2027 PLP1 target (a)	2013-2033 Partial Review additional target (b)	Total homes 2006-2033 (a + b)	Number already built or with permission 31 st March 2015 (c)	Homes still be provided 2016-2033 (a + b – c)
North west	120	0	120	43	77
North east	605	840	1,445	304	1,141
Central	475	705	1,180	326	854
South west	360	1,600	1,960	301	1,659
South east	960	60	1,020	550	470
Total	2,520	3,205	4,120	1,524	4,201

Table 4: Relationship of the Alternative Option A with the PLP1 housing strategy

¹⁷ NPPF paragraph 32

86. The table above shows a similarity with the Preferred Option, in that the fewest homes would be in the north west of the district. Given the disparity between north west and south west Purbeck housing targets, it is perhaps worth bearing in mind that Moreton sits on the very cusp of the two spatial areas and so this site is in fact closely related to north west Purbeck.

Sustainability appraisal (SA) of Alternative Option A

87. The Council's SA marks this option highly in terms of meeting Purbeck's housing needs (including affordable housing), particularly given its allowance for contingency. Generally speaking, the option would promote services and facilities and have positive effects in terms of employment.
88. Owing to the size of some of the allocations, the SA concludes this option offers a realistic opportunity to provide new infrastructure as part of development. The combination of the locational spread, following the settlement hierarchy as much as possible, and the economies of scale that underpin this option, provide a positive influence on those SA objectives concerned with promoting services and facilities as well as those that aim to improve access to basic services whilst reducing the need to travel by car.
89. The SA notes that there are fewer landscape and conservation designations in the south-west of Purbeck, compared with the rest of the district. It also notes that this option could increase the prospect of new development maintaining / enhancing existing infrastructure whilst reducing the need to travel. Where travel does remain necessary, nearby main line rail links offer a positive and sustainable transport option.
90. Whilst the SA recognises that there would be the loss of around 33ha of green belt, it would also open up around 74ha of green belt to the public in open space. Similarly, development would lead to the loss of around 24ha of AONB land. However, it would also open up around 94ha of AONB land to the public in open space.
91. In terms of each SA objective, a balance needs to be struck in assessing whether any negative aspects of a particular option outweigh the positive aspects (or vice versa). The SA considers that whilst there would likely be short-term negative impacts on the landscape, townscape and biodiversity with this option, careful mitigation should mean such effects would be capable of being reduced over the medium to long-term and an overall neutral impact achieved.
92. The option would have significant short-term negative effects in relation to SA objectives on pollution and consumption of natural resources. This is primarily because the option proposes the use of greenfield sites, and because associated development would generate noise and pollution both during the construction process and thereafter. With careful mitigation, certain negative effects can be reduced over the medium to long-term and the locational spread of development under this option should aid that reduction process through minimising the need to travel, particularly by car. However, the negative influences of development on levels of pollution and resource consumption cannot be completely offset and negative effects are expected to arise during the medium and long-term.

Alternative Option B

93. The SHLAA shows that 13 sites in Lytchett Matravers pass the SHLAA tests. The Preferred Option is to give a greater balance between north east and south west Purbeck, so not all 13 sites are included in the Preferred Option.
94. However, there is a possibility that landowners could work together to produce a masterplan for Lytchett Matravers. Taken individually, the SHLAA estimates that the total number of homes the village could deliver would be around 480. If masterplanned holistically, it is reasonable to estimate that this could be revised to a figure of around 600 homes.
95. Given the proximity of Lytchett Matravers to the conurbation and its jobs and services; the proximity of Holton Heath industrial estate; and given the problems Purbeck experiences in terms of traffic congestion on the A351, there could be a logical case for Alternative Option B proposing a concentration of development towards the north east of the district:

‘Maximise housing in north east Purbeck, with any shortfall of the housing target being met in line with Policy LD.’

Discussion on Alternative Option B

96. The table below shows how Alternative Option B could meet the Council’s housing target.

SHLAA ref	Address	Spatial area	Potential homes
6/15/1316	Land to west of Lytchett Minster	North east	650
6/15/1318	Land to South East of Lytchett Minster School		
6/14/0268	Field off Burbidge Close, Lytchett Matravers	North east	600
6/14/0269	Land at Blaneys Corner, Lytchett Matravers		
6/14/0270	Land at Flowers Drove, Lytchett Matravers		
6/14/0271	Land to east of Wareham Road, Lytchett Matravers		
6/14/0272	Land at Foxhills Cottage, Lytchett Matravers		
6/14/0273	Land adj 47 Wareham Road, Lytchett Matravers		
6/14/0274	Adjacent to Peach Cottage, Foxhills Lane, Lytchett Matravers		
6/14/0276	Land adj. The Rectory, Jenny's Lane, Lytchett Matravers		
6/14/0345	Adj Sunnyside Farm, Wimborne Road, Lytchett Matravers		
6/14/0375	Adj. Middle Road, Lytchett Matravers		
6/14/0540	Land behind 36 & 38 Wareham Road, Lytchett Matravers		
6/14/1355	Land adj Primary School, Lytchett Matravers		
6/14/1370	Land adjacent Willowbrook		
6/15/1320	Land at Policemans Lane (adj Local Plan site), Upton	North east	100
6/02/0170	Land at Worgret Manor, Worgret, Wareham	Central	500
6/23/0166	Land adj Tantinoby Farm, North Wareham	Central	205
6/23/1314	Land west of Westminster Industrial Estate, Bere Regis Rd		
6/27/0241	South of Dorchester Road, Wool	South west	1,000
6/27/0242	Land to west of Purbeck Gate, Wool		
6/27/0246	Land off Sandhills Crescent, East Burton, Wool		
6/27/0248	Land at Giddy Green, East Burton		
6/27/0249	Land adjoining Winfrith Technology Centre		
6/27/0254	Site South of Wool		
6/27/0258	Lower Hillside, Wool		
6/27/0546	Land off the A352, Wool		
6/27/1309	Portland House, East Burton, Wool		
6/13/0356	Land adj Durnford Drove, Langton Matravers	South east	28
TOTAL			3,083

Table 5: Spatial distribution of Alternative Option B

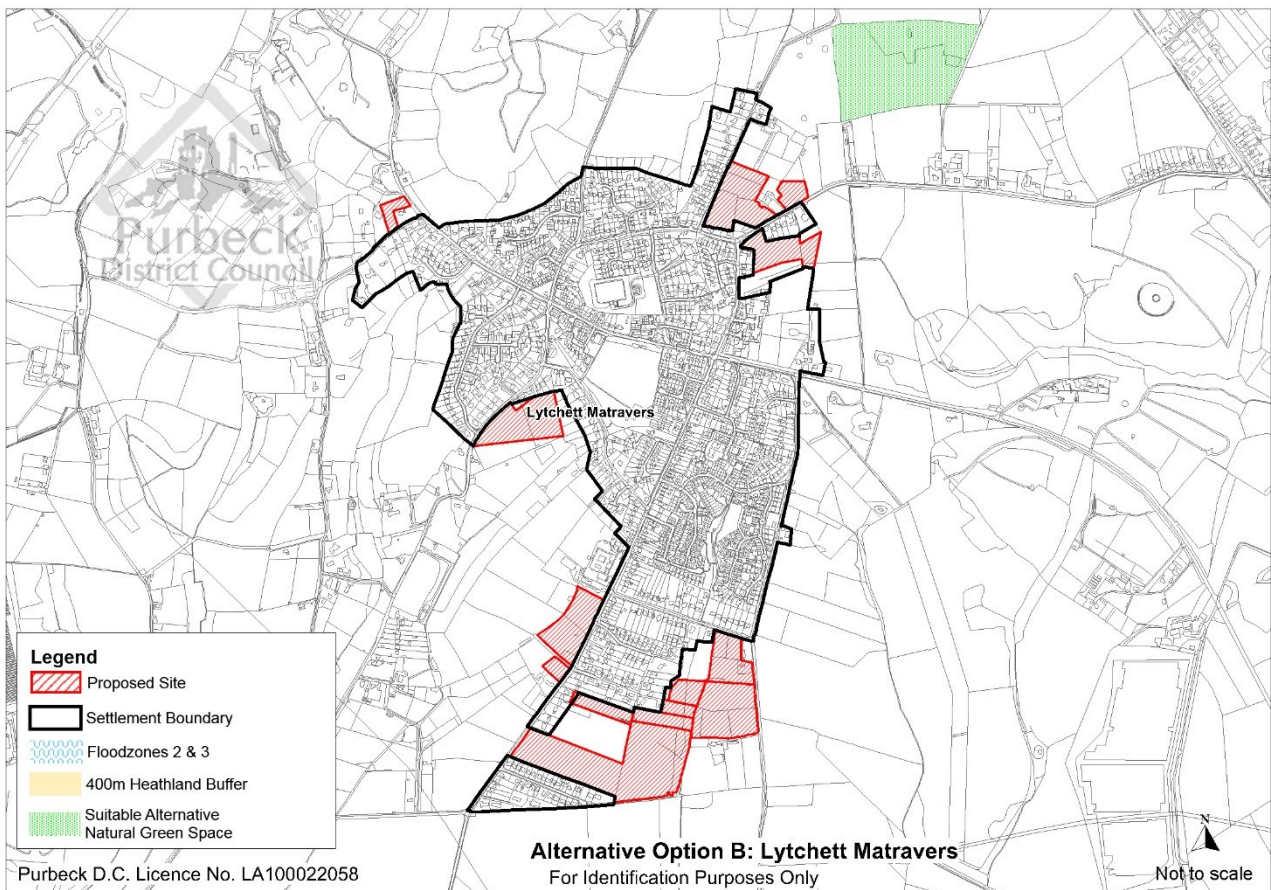
97. This option provides for a surplus of around three dwellings, but this could be increased for contingency purposes, given that there are other sites available in the SHLAA.

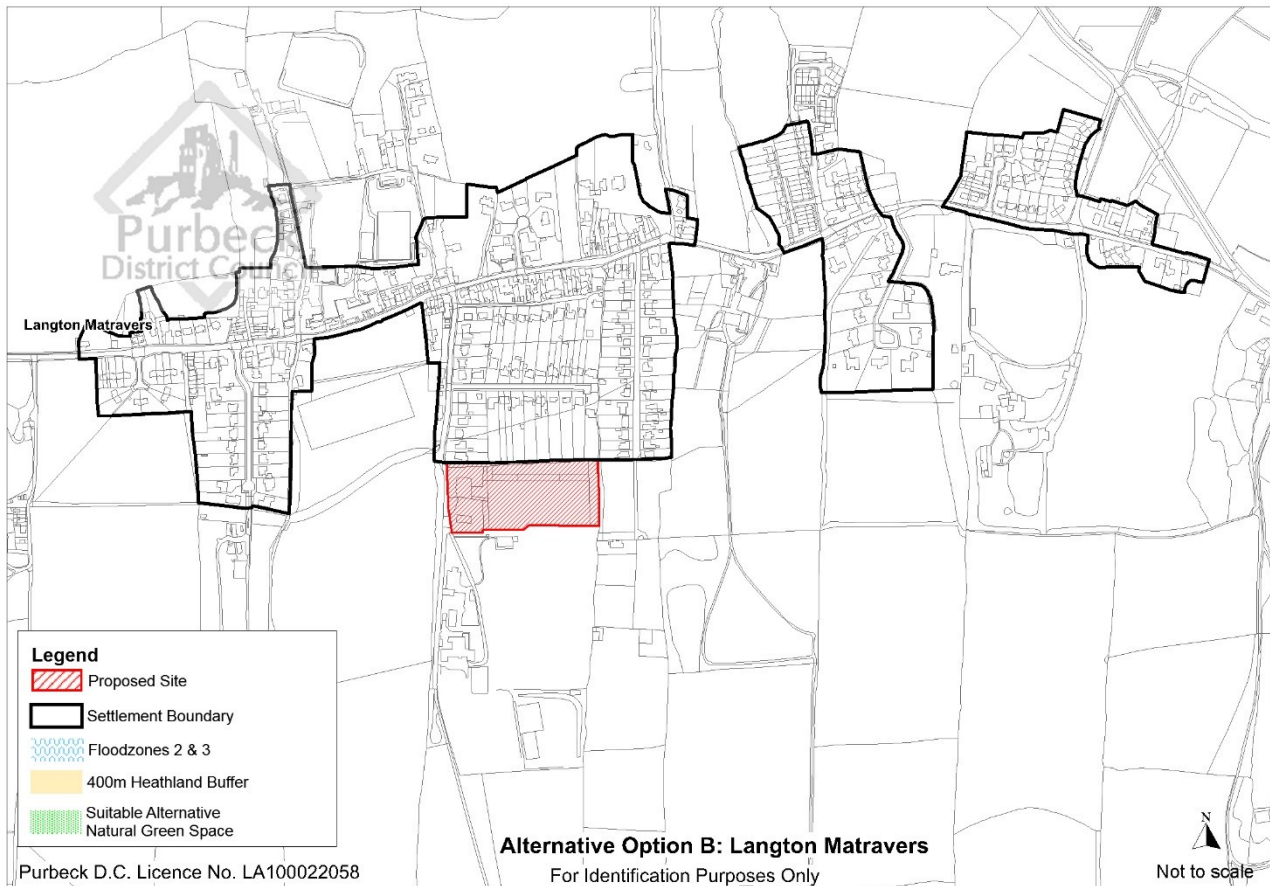
98. The main differences between this option and the other two options are:

- An increase in housing at Lytchett Matravers;

- The omission of a site of 12 units at Langton Matravers. The reason the Council has chosen one site over the other at Langton Matravers is due to more certainty. This is because of the planning history associated with the site, which proves its deliverability, compared with the adjacent site, which has no relevant history.
- The omission of 20 units at Harmans Cross. This is because Policy LD classifies Harman's Cross as an 'other village with a settlement boundary' and the Council would be able to reach its housing target for this option either in locations higher up in the settlement hierarchy, or in locations at an equal point in the hierarchy, but with a level of development proposed that could provide significant infrastructure (provision of infrastructure was a key part of the feedback the Council received during the issues and options consultation). This particularly applies to the inclusion in this option of 650 homes at Lytchett Minster, which is classified as an other village with a settlement boundary. Its sustainability credentials on the edge of the Poole / Bournemouth conurbation, plus the infrastructure it could deliver, mean that it is included in this option.

99. The locations of Preferred Option B sites are largely covered by the Preferred Option site maps above. The key differences are shown on the indicative maps below.





100. The greatest risk with this option is 11 landowners working together to deliver a SANG at Lytchett Matravers. Success would depend on many different factors, such as a willingness from landowners for partnership working; land availability and suitability of any potential SANG; and the mechanisms for cross-financing the SANG, when every landowner has a different sized parcel of land and therefore their financial returns would differ. Added to this would be the issue of masterplanning and deciding where features such as housing, formal open space and infrastructure would be best located.

101. All of the included SHLAA sites in Lytchett Matravers have been assessed as acceptable for release from the green belt because they do not fulfil the function of the green belt.

Transport modelling results

102. The Council has commissioned transport modelling evidence to investigate the merits of this option. The results show that there would be some significant increases in traffic flows on a number of links, namely:

- B3390 northbound between Crossways and the A35
- A351 Northbound just north of Wareham (subject to more details on the locations of development)
- C6 northbound on its approach to Bere Regis

- A35 Between Morden Park Corner and the Upton Bypass

103. Of the options tested, the study concludes that this option would lead to the least congestion, owing to the proximity of the conurbation. The shorter trip lengths would mean greater opportunities for journeys to be made by walking, cycling and public transport.

104. This option should be deliverable, subject to mitigation measures. This means it would pass the ‘severe impact’ test set in national policy¹⁸.

How would Alternative Option B look in the context of the PLP1?

105. One of the principal drivers of the Partial Review is to deliver housing, additional to that already being planned through the PLP1. The PLP1 period is from 2006 – 2027 and the Partial Review is likely to be 2017 – 2033, meaning that there will be an overlap. The table below shows how the Partial Review Preferred Option for housing would relate to the PLP1 housing strategy.

Spatial area	2006-2027 PLP1 target (a)	2013-2033 Partial Review additional target (b)	Total homes 2006-2033 (a + b)	Number already built or with permission 31 st March 2015 (c)	Homes still be provided 2016-2033 (a + b – c)
North west	120	0	120	43	77
North east	605	1,350	1,955	304	1,651
Central	475	705	1,180	326	854
South west	360	1,000	1,360	301	1,059
South east	960	28	988	550	438
Total	2,520	3,083	5,603	1,524	4,079

Table 6: Relationship of the Alternative Option B with the PLP1 housing strategy

106. The table above shows that the fewest homes would be in the north west of the district. This is owing to environmental constraints; and a lack of certainty regarding impacts on the A31, which Highways England has previously raised concerns over.

107. Under this option, the amount of housing for south west Purbeck would be reduced significantly in favour of increased development in the north east of the district. The remainder of the gross total for the PLP1 and Partial Review would be relatively evenly spread around central, south west and south east Purbeck.

Sustainability appraisal (SA) of Alternative Option B

108. The Council’s SA marks this option highly in terms of meeting Purbeck’s housing needs (including affordable housing). Generally speaking, the option would promote services and facilities and have positive effects in terms of employment.

¹⁸ NPPF paragraph 32

109. Owing to the size of some of the allocations, the SA concludes this option offers a realistic opportunity to provide new infrastructure as part of development. The combination of the locational spread, following the settlement hierarchy as much as possible, and the economies of scale that underpin this option, provide a positive influence on those SA objectives concerned with promoting services and facilities as well as those that aim to improve access to basic services whilst reducing the need to travel by car. The focus on north east Purbeck is particularly positive in this respect, owing to the proximity of the Poole / Bournemouth conurbation.
110. The SA notes that there are fewer landscape and conservation designations in the south-west of Purbeck, compared with the rest of the district. It also notes that this option could increase the prospect of new development maintaining / enhancing existing infrastructure whilst reducing the need to travel. Where travel does remain necessary, nearby main line rail links offer a positive and sustainable transport option.
111. Whilst the SA recognises that there would be the loss of around 48ha of green belt, it would also open up around 74ha of green belt to the public in open space. Similarly, development would lead to the loss of around 21ha of AONB land. However, it would also open up around 94ha of AONB land to the public in open space.
112. The SA particularly recognises that this option would lead to the greatest harm to the green belt of all the options and that sustainability needs to underpin any loss of this designation.
113. In terms of each SA objective, a balance needs to be struck in assessing whether any negative aspects of a particular option outweigh the positive aspects (or vice versa). The SA considers that whilst there would likely be short-term negative impacts on the landscape, townscape and biodiversity with this option, careful mitigation should mean such effects would be capable of being reduced over the medium to long-term and an overall neutral impact achieved.
114. The option would have significant short-term negative effects in relation to SA objectives on pollution and consumption of natural resources. This is primarily because the option proposes the use of greenfield sites, and because associated development would generate noise and pollution both during the construction process and thereafter. With careful mitigation, certain negative effects can be reduced over the medium to long-term and the locational spread of development under this option should aid that reduction process through minimising the need to travel, particularly by car. However, the negative influences of development on levels of pollution and resource consumption cannot be completely offset and negative effects are expected to arise during the medium and long-term.

Conclusions

115. This paper looks at the 51 sites that pass the SHLAA tests and devises options for how the Council can deliver its housing target of 3,080 new homes by 2033. The paper discounts several options and puts forward three potential options, which it believes are reasonable. These options follow key feedback the Council received during the Partial Review issues and options consultation, namely: promoting sustainable development; the desire to spread development as much as possible; being mindful of the district's constraints; and maximising infrastructure provision.
116. The Preferred Option is called 'new infrastructure-led approach, with a focus on sustainable locations, wherever possible'. This is preferred because the Council has the most confidence in the deliverability of this compared with all the reasonable options.
117. Alternative option A is to 'maximise housing in south west Purbeck, with any shortfall of the housing target being met in line with Policy LD.' This would be similar to the Preferred Option, but would involve a greater concentration of housing at Moreton Station, with fewer homes at Lytchett Matravers.
118. Alternative option B is to 'maximise housing in north east Purbeck, with any shortfall of the housing target being met in line with Policy LD.' This would involve a greater concentration of development at Lytchett Matravers and would require partnership working between 11 different landowners in Lytchett Matravers to deliver development.
119. This paper recommends putting forward these three options as part of the Partial Review preferred options consultation.

Appendix 1: included SHLAA sites and which to take forward to formulate options

Ref no	Address	Area (ha)	Potential homes	Take forward to formulate options?	Notes
6/02/0168	Land at Little Farm, Worgret	1.29	27	X	The SHLAA notes that this land would need to come forward in conjunction with neighbouring sites, but they are not being jointly promoted. A SANG would be deliverable at the land being promoted to the south (site 6/02/0170), but Natural England has confirmed that a separate SANG would be required to mitigate the impacts of this site as well. No SANG is being promoted and no analysis of highways, landscape, green belt and other impacts has been provided.
6/02/0170	Land at Worgret Manor, Worgret, Wareham	19.9	500	✓	500 is a figure being mooted by the developer and appears it can be deliverable.
6/02/0171	Land north of A352, Worgret Manor, Worgret	2.61	78	X	The SHLAA notes that this land would need to come forward in conjunction with neighbouring sites, but they are not being jointly promoted. A SANG would be deliverable at the land being promoted to the south (site 6/02/0170), but Natural England has confirmed that a separate SANG would be required to mitigate the impacts of this site as well. No SANG is being promoted and no analysis of highways, landscape, green belt and other impacts has been provided.
6/02/0218	Land at Steppingstones Fields, West Lane, Stoborough	0.49	6	X	Site too small for a strategic allocation in a local plan. The Arne Neighbourhood Plan is considering it, though.
6/03/0199	Land west of North Street, Bere Regis	0.8	10	X	Already being considered through the Bere Regis Neighbourhood Plan as part of a PLP1-required allocation of 50 homes. It will be removed from the SHLAA if

Site selection background paper June 2016

Ref no	Address	Area (ha)	Potential homes	Take forward to formulate options?	Notes
					allocated. Owing to previous concerns by Highways England, there is no certainty that more than 50 homes are deliverable.
6/03/0230	Land north of West Street, Bere Regis	1.29	20	X	Already being considered through the Bere Regis Neighbourhood Plan as part of a PLP1-required allocation of 50 homes. It will be removed from the SHLAA if allocated. Owing to previous concerns by Highways England, there is no certainty that more than 50 homes are deliverable.
6/03/0232	Land adj to Green Close, Bere Regis	1.07	32	X	Already being considered through the Bere Regis Neighbourhood Plan as part of a PLP1-required allocation of 50 homes. It will be removed from the SHLAA if allocated. Owing to previous concerns by Highways England, there is no certainty that more than 50 homes are deliverable.
6/03/0452	White Lovington, Rye Hill, Bere Regis	1.1	12	X	Already being considered through the Bere Regis Neighbourhood Plan as part of a PLP1-required allocation of 50 homes. It will be removed from the SHLAA if allocated. Owing to previous concerns by Highways England, there is no certainty that more than 50 homes are deliverable.
6/03/0541	Land at Tower Hill, Bere Regis	0.51	10	X	Already being considered through the Bere Regis Neighbourhood Plan as part of a PLP1-required allocation of 50 homes. It will be removed from the SHLAA if allocated. Owing to previous concerns by Highways England, there is no certainty that more than 50 homes are deliverable.
6/03/1336	Bere Regis School, Rye	0.73	22	X	Already being considered through the Bere Regis

Ref no	Address	Area (ha)	Potential homes	Take forward to formulate options?	Notes
	Hill, Bere Regis				Neighbourhood Plan as part of a PLP1-required allocation of 50 homes. It will be removed from the SHLAA if allocated. Owing to previous concerns by Highways England, there is no certainty that more than 50 homes are deliverable.
6/03/1350	Land south of A35, Bere Regis	1.27	20	X	Already being considered through the Bere Regis Neighbourhood Plan as part of a PLP1-required allocation of 50 homes. It will be removed from the SHLAA if allocated. Owing to previous concerns by Highways England, there is no certainty that more than 50 homes are deliverable.
6/13/0356	Land adj Durnford Drove, Langton Matravers	1.59	28	✓	The site appears to be deliverable in principle. It is small and even in combination with an adjacent site in the locality, a SANG would not be required.
6/13/0559	South of the Hyde, Langton Matravers	0.77	12	✓	The site appears to be deliverable in principle. It is small and even in combination with an adjacent site in the locality, a SANG would not be required.
6/14/0268	Field off Burbidge Close, Lytchett Matravers	0.52	12	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the village. Such an allocation would need to address issues such as SANGs.
6/14/0269	Land at Blaneys Corner, Lytchett Matravers	1.26	30	✓	A SANG could be deliverable here in combination with site 6/14/0270.
6/14/0270	Land at Flowers Drove, Lytchett Matravers	1.91	60	✓	Natural England has confirmed a SANG could be deliverable here in combination with site 6/14/0269.
6/14/0271	Land to east of Wareham Road, Lytchett Matravers	5.3	170	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.

Ref no	Address	Area (ha)	Potential homes	Take forward to formulate options?	Notes
6/14/0272	Land at Foxhills Cottage, Lytchett Matravers	2.12	65	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/0273	Land adj 47 Wareham Road, Lytchett Matravers	0.23	6	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/0274	Adjacent to Peach Cottage, Foxhills Lane, Lytchett Matravers	1.6	23	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/0276	Land adj. The Rectory, Jenny's Lane, Lytchett Matravers	0.31	5	✓	Too small for a strategic allocation. However, it could be acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/0345	Adj Sunnyside Farm, Wimborne Road, Lytchett Matravers	0.42	10	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/0375	Adj. Middle Road, Lytchett Matravers	1.85	30	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/0540	Land behind 36 & 38 Wareham Road, Lytchett Matravers	0.53	8	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/1355	Land adj Primary School, Lytchett Matravers	1.5	45	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.
6/14/1370	Land adjacent Willowbrook	0.28	2	✓	Acceptable, provided it were to come forward as part of a strategic allocation for the south of the village. Such an allocation would need to address issues such as SANGs.

Site selection background paper June 2016

Ref no	Address	Area (ha)	Potential homes	Take forward to formulate options?	Notes
6/15/1316	Land to west of Lytchett Minster	26.36	650	✓	Being promoted alongside site 6/15/1318. 650 units reflects what appears to be deliverable in highways and Habitats Regulations terms.
6/15/1318	Land to South East of Lytchett Minster School	1.3		✓	See 6/15/1316.
6/15/1320	Land at Policemans Lane (adj Local Plan site), Upton	3.69	100	✓	A SANG could be deliverable here.
6/17/1307	Moreton Pit, Redbridge Road, Moreton	35.7	500	✓	The site is being promoted alongside 6/17/1308. 600 units reflects what appears to be deliverable in highways and Habitats Regulations terms.
6/17/1308	Land to north of Moreton Station	3.01	100	✓	The site is being promoted alongside 6/17/1307. 600 units reflects what appears to be deliverable in highways and Habitats Regulations terms.
6/20/0188	Swanage Grammar School	0.93	0	X	Not available because it is being allocated through the Swanage Local Plan. It will be removed from the SHLAA once formally allocated.
6/20/0192	Prospect Farm, Swanage	0.49	0	X	Not available because it is being allocated through the Swanage Local Plan. It will be removed from the SHLAA once formally allocated.
6/20/0557	Land off Northbrook Road, Swanage	0.87	0	X	Not available because it is being allocated through the Swanage Local Plan. It will be removed from the SHLAA once formally allocated.
6/20/0558	Land opposite Grammar School, Swanage	0.88	0	X	Not available because it is being allocated through the Swanage Local Plan. It will be removed from the SHLAA once formally allocated.
6/20/1109	Hatchets Mead, Swanage	0.95	0	X	Not available because it is being allocated through the Swanage Local Plan. It will be removed from the SHLAA

Site selection background paper June 2016

Ref no	Address	Area (ha)	Potential homes	Take forward to formulate options?	Notes
					once formally allocated.
6/20/1325	Washponds 2, Swanage	3.61	100	X	There is an undetermined village green application, which puts deliverability into question.
6/23/0166	Land adj Tantinoby Farm, North Wareham	4.59	205	✓	The site is being promoted alongside 6/23/1314. 205 units reflects what appears to be deliverable in highways and Habitats Regulations terms.
6/23/1314	Land west of Westminster Industrial Estate, Bere Regis Rd	2.88		✓	See 6/23/0166.
6/26/0310	Rear 1 and 2 High Street, Winfrith	0.43	10	X	Too small for a strategic allocation.
6/26/0312	Opp Brook House, Water Lane, Winfrith	0.3	10	X	Too small for a strategic allocation.
6/27/0241	South of Dorchester Road, Wool	19.51	1000	✓	The site is being promoted alongside 6/27/0242, 6/27/0246, 6/27/0248, 6/27/0249, 6/27/0254, 6/27/0258 and 6/27/0546. 1,000 units reflects what appears to be deliverable in highways and Habitats Regulations terms.
6/27/0242	Land to west of Purbeck Gate, Wool	1.64		✓	See 6/27/0241, 6/27/0246, 6/27/0248, 6/27/0249, 6/27/0254, 6/27/0258 and 6/27/0546.
6/27/0246	Land off Sandhills Crescent, East Burton, Wool	1.81		✓	See 6/27/0241, 6/27/0242, 6/27/0248, 6/27/0249, 6/27/0254, 6/27/0258 and 6/27/0546.
6/27/0248	Land at Giddy Green, East Burton	7.55		✓	See 6/27/0241, 6/27/0242, 6/27/0246, 6/27/0249, 6/27/0254, 6/27/0258 and 6/27/0546.
6/27/0249	Land adjoining Winfrith Technology Centre	10.23		✓	See 6/27/0241, 6/27/0242, 6/27/0246, 6/27/0248, 6/27/0254, 6/27/0258 and 6/27/0546.
6/27/0254	Site South of Wool	4.56		✓	See 6/27/0241, 6/27/0242, 6/27/0246, 6/27/0248, 6/27/0249, 6/27/0258 and 6/27/0546.

Ref no	Address	Area (ha)	Potential homes	Take forward to formulate options?	Notes
6/27/0258	Lower Hillside, Wool	1.43		✓	See 6/27/0241, 6/27/0242, 6/27/0246, 6/27/0248, 6/27/0249, 6/27/0254 and 6/27/0546.
6/27/0546	Land off the A352, Wool	10.37		✓	See 6/27/0241, 6/27/0242, 6/27/0246, 6/27/0248, 6/27/0249, 6/27/0254 and 6/27/0258.
6/27/1309	Portland House, East Burton, Wool	3.25	100 (but as part of overall 1,000 for Wool)	✓	This is in different ownership to the other sites in Wool. Investigations for the other sites have shown that 1,000 homes should be deliverable in this location. Given that this site would be logical in the context of these others, it should be included as part of the overall group that could deliver 1,000 homes. This landowner will need to work jointly with the neighbouring landowner.
6/28/1368	Land rear of Eventide, Harmans Cross	1.68	20	✓	The site appears to be deliverable in principle. As it is small and there are no other sites that would act in combination in the locality, a SANG would not be required.