

SD92: Addendum to Sustainability Appraisal 2019 [SD02]

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Introduction

1. At the public hearings of the examination into the Purbeck Local Plan 2018-2034, the inspector asked for assessments of baseline data and potential for growth in the towns and key service villages within the area covered by the Purbeck Local Plan.
2. Plan preparation is an iterative process involving Sustainability Appraisals (SA) throughout the process to identify likely social, economic and environmental effects. This document should be read in conjunction with the other sustainability appraisals undertaken as part of the Purbeck Local Plan making process. They are all examination documents and are named as follows: SD68, SD69, SD51, SD52, SD53, SD54, SD02.
3. In combination the documents abide by the requirements of section 19 of the Planning and Compulsory Purchase Act 2004, and they incorporate strategic environmental assessment in accordance with the European Directive 2001/42/EC in accordance with paragraph 32 of the National Planning Policy Framework (NPPF) (2019).
4. This document sets out the social, economic and environmental baseline characteristics of the towns and key service villages in the area covered by the Purbeck Local Plan. It is useful to look at Moreton Station in the context of its location which adjoins Crossways therefore the baseline characteristics are also sought for Crossways. The statistics are taken from Dorset Statistics¹ which uses data from the 2011 Census, Rightmove data on house prices², the Council's own environmental and housing register data and Police UK crime statistics³. Some of the settlements are inside parish boundaries and figures for those individual areas are not available, where this is the case, the statistics will note this.
5. The report goes on to discuss the likely effects of planned and potential growth in these locations assessed against the Sustainability Appraisal (SA) objectives. The planned growth is a combination of extant planning permissions and adopted plan allocations: potential growth is derived from potentially suitable small sites as identified in SD88 and proposed housing allocations within the Purbeck Local Plan 2018-2034.
6. The towns and key service villages of Purbeck are set out in the glossary of the Purbeck Local Plan⁴ and consist of the following:
 - Towns: Wareham, Swanage and Upton
 - Key service villages: Wool, Moreton Station, Bovington, Lytchett Matravers, Bere Regis, Sandford and Corfe Castle.

Context

7. The Purbeck Local Plan Part One (PLP1) was adopted in 2012 on the condition that the council undertook an immediate review to allocate more housing. Therefore the subsequent review has focussed primarily on meeting housing need with updates to other policies to ensure they remain appropriate options.

¹ Dorset Statistics available at <https://apps.geowessex.com/stats/>

² Rightmove available at <https://www.rightmove.co.uk/house-prices.html>

³ Police UK available at <https://www.police.uk/dorset/10-65/crime/>

⁴ The Purbeck Local Plan 2018-2034 available at <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd01a-local-plan-submission-version-jan-2019.pdf>

8. The Council's selection of preferred alternatives was informed by the SA and by political involvement, expert advice and residents' local knowledge. Reasoning behind the final selection is not considered within the SA but is reported in the housing background paper.

The story of the sustainability appraisal

What was assessed, when and why?

9. At each stage of the SA process, all 'reasonable alternatives' to meet objectives were assessed as required by Part (b) of Regulation 12(2) of The Environmental Assessment of Plans and Programmes Regulations 2004⁵. This regulation implies that alternatives not considered to be reasonable do not need to be subject to appraisal. The regulation states that reasonable alternatives will take into account the objectives of the plan, as well as its geographical scope. Any alternatives that do not meet the objectives of national policy, or are outside the Plan area are unlikely to be reasonable. This includes, for instance, releasing large amounts of land from green belt, allowing major development in the Area of Outstanding Natural Beauty (AONB) or development within flood zone 3 when alternatives are available.
10. To begin the process, a scoping report [SD68] was carried out in 2013 identifying baseline data for the area covered by the Purbeck Local Plan. The scoping report contained environmental, social and economic considerations and showed the area's significant constraints.
11. Following the scoping report, options for housing strategy, employment, retail, affordable housing, self-build housing, Gypsy and Traveller sites, Morden Country Park, were assessed [SD69]. The options came from promoted sites, Council owned sites and land identified by the Council, including; large sites at Moreton Station, north and west of North Wareham, west of Wool, Harmans Cross and Langton Matravers. Development strategies were formed around sustainability patterns following the existing settlement hierarchy, spreading development and releasing various amounts of land from the green belt for housing.
12. As preparation for further refined options, several development strategies were assessed. They are presented in the 2016 SA [SD52]. An infrastructure led approach assessed a significant amount of growth focussed on the top tiers of the hierarchy. Spatial strategies were also assessed that placed housing in south west Purbeck and north east Purbeck.
13. At this stage all the sites that could contribute towards the strategies in various combinations and sizes were assessed. This included assessments of 1000 homes at Wool, 650 homes at Lytchett Minster, 500 homes at Wareham, 205 homes at North Wareham, up to 600 homes at Moreton Station, up to 600 homes at Lytchett Matravers, 100 homes at Upton, 40 homes at Langton Matravers and 20 homes at Harman's Cross.
14. Most of the assessments identified overall significant positive effects. Minor negative effects were recognised over long term periods relating to increased pollution generated from the new houses.

⁵ The Environmental Assessment of Plans and Programmes Regulations 2004 available at <http://www.legislation.gov.uk/ukxi/2004/1633/regulation/12/made>

15. In 2018, a new standard housing methodology and an updated SHMA demonstrated the housing requirement for Purbeck had reduced to around 168pa. This required a new look at potential development strategies. To meet this need, the SA took into account National Policy as per regulation 12(2)b of the 2004 environmental plans and programmes act and the SEA directive 2001/42/C and due to the protection afforded to green belt and AONB in the NPPF, releasing large amounts for housing was no longer considered to be a reasonable alternative. Therefore the new strategies ranged from spreading development to the least constrained areas and focussing development in the most sustainable/least constrained locations and in areas where SANG provision was unproblematic. These options all met a large proportion of the sustainability objectives reducing impact on biodiversity compared to previous strategies, meeting housing need and reducing the need to travel, promoting services and facilities and harnessing the potential of tourism and employment opportunities.
16. Following this, public opinion, members influence, and expert advice allowed the Council to produce a preferred strategy that was in the best interests of the public whilst adhering to national policy.

What did the final assessment demonstrate and how did it inform the strategy?

17. The SA published in October 2018 demonstrated no likely significant negative effects on any of the proposed policies or allocations. The final assessment also assessed every large suitable Strategic Housing Land Availability Assessment (SHLAA) site, safeguarded employment land allocations and safeguarded employment land parcels proposed for mixed use development as part of Wareham Neighbourhood Plan.

Identification of alternatives

Housing strategy

18. Discussions at public hearings have indicated the housing need of 168pa is likely to increase to 180pa in line with the affordability uplift at the time the plan was submitted. The excess need required to achieve 180 homes per annum is 192 more homes than planned for over the plan period. The Council has revised its sources of housing supply in SD86 and can achieve 180 dwellings per annum over the plan period with a surplus of 242 dwellings. The sources of supply come mainly from completions in 2018-2019 and extant planning permissions that were previously not counted towards the housing supply. Further details can be found in SD86. As the extra homes came from extant planning permissions they are not assessed with this SA.
19. National Planning Policy, constraints and resident feedback have influenced the housing strategy. Due to the large amount of constraints in the area there is limited land available for growth. Land free of other constraints is largely within the green belt or AONB and National Policy protects these designations; paragraph 136 of the NPPF states 'Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified'; paragraph 172 of the NPPF states that within the AONB, 'Planning permission should be refused for major development (a matter for the decision maker) other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest'.

20. The housing strategy looked for the most sustainable areas outside the least constrained areas to deliver housing. However residents declared they preferred a spread of development across the area rather than larger focussed developments.
21. The Council then developed three options, one that concentrated development on unconstrained areas, one with large sites and a limited spread of development and one that spread development and proposed removal of some green belt land in order to achieve this.
22. Following this, the results of the consultation showed that the most popular option (not including those who did not want development anywhere) was option A that chose to release some green belt land to enable a spread of development. Therefore the Council chose to propose this strategy.
23. This proposal was further supported by the updated framework (NPPF, 2019) that included an emphasised protection of the green belt, a greater emphasis on delivering homes, a requirement that 10% of the proposed housing supply should be on small sites and protection of the AONB that the SA needed to take into account.

Housing sites

24. Housing sites submitted as part of the SHLAA as well as those identified by officers were assessed at various stages of the SA. Wool was assessed for a capacity of up to 1,000 homes. Lytchett Matravers was assessed for up to 600 homes. Upton was assessed for 100 homes. Moreton Station / Redbridge Pit was assessed for up to 900 homes.
25. Some options dropped out between the options consultation in 2016 and the options consultation 2018. For instance, the Council was considering the allocation of a site adjacent to Tantinoby Farm, north of Bere Road, Wareham, subject to suitable mitigation in relation to potential impacts on the nearby SSSI (pg. 161 [SD52]). Since then, Natural England have expressed concerns about the effectiveness of mitigation at this location, concluding it is unlikely that a SANG could offset the potential net increase of footfall on the nearby heath as the site has an easily accessible footpath directly onto the heath.
26. As can be seen in the SHLAA/0088⁶ assessment, the potential site for 500 homes to the west of Wareham was taken out because of its impact on the AONB but it is also separated from the town of Wareham, reducing the sustainability of this location. 650 homes at Lytchett Minster required release of a large amount of green belt and would create development in an unsustainable location without the means to provide suitable infrastructure. The site for 20 at Harman's Cross lies within the AONB and is not considered suitable to take forward. Additionally there were other more reasonable alternatives that could contribute towards the development strategy that incurred less negative effects. Up to 28 at Langton Matravers now have planning permission and are no longer a site to be allocated in the plan.
27. The sites that are remaining for significant growth are those at Wool, Lytchett Matravers, Upton, Moreton Station and one site at Wareham.

⁶SHLAA 2019 available at <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd22-shlaa-jan-2019.pdf>

Environmental baseline

28. The following table gives a breakdown of the environmental designations at each of the towns and key service villages. Where there are no constraints, the field is left blank. There are no air quality management areas in the area so this is not shown on the grid.

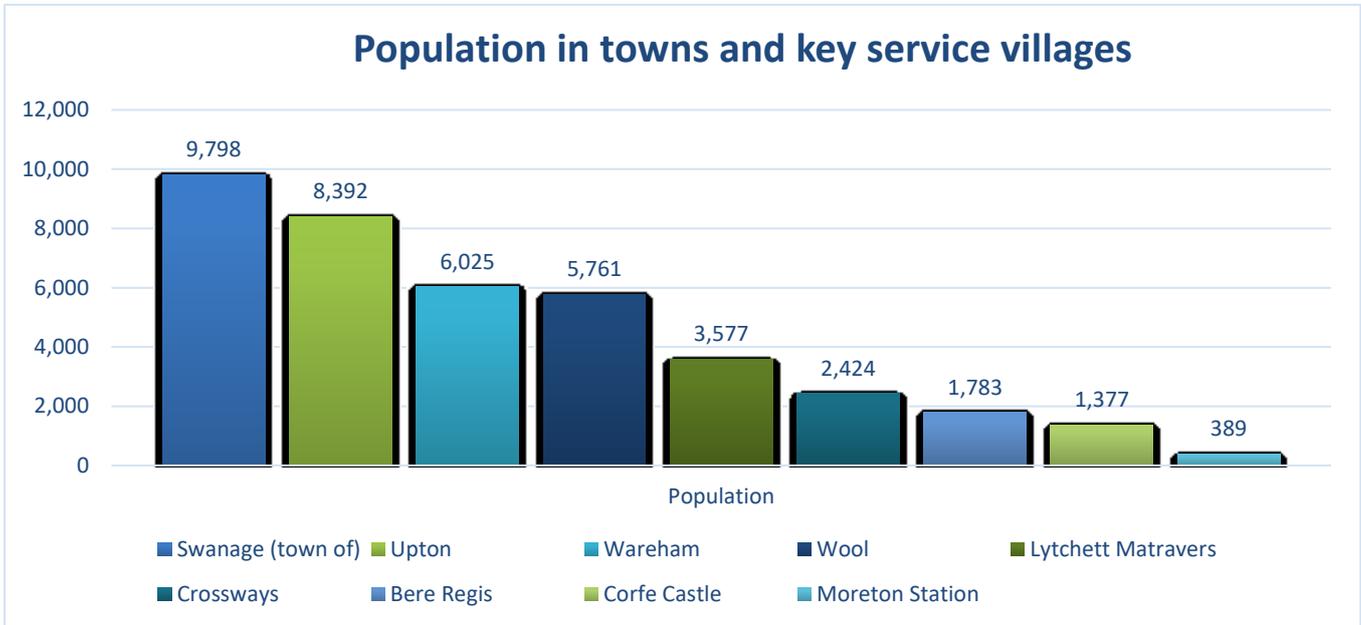
<i>Characteristics</i>	<i>Swanage (town of)</i>	<i>Upton</i>	<i>Wareham</i>	<i>Wool</i>	<i>Moreton Station</i>	<i>Lytchett Matravers</i>	<i>Corfe Castle</i>	<i>Sandford</i>	<i>Crossways</i>	<i>Bere Regis</i>	<i>Bovington</i>
<i>EU designations</i>		Y	Y				Y	Y		Y	Y
<i>Landscape</i>	AONB		AONB to south	AONB to south			AONB			Prominent position on hills of the valley	
<i>Green belt</i>		Y	Y			Y		Y			
<i>Scheduled ancient monuments</i>				Y			Y				
<i>Conservation area</i>	Y		Y	Y			Y			Y	
<i>Historic parks and gardens</i>	Y										
<i>Areas with significant flood risk zones</i>	Y	Y	Y	Y							
<i>Coastal erosion</i>	Y										
<i>Sewage capacity issues</i>										Y	

<i>Areas with low lying land at risk of tidal flooding from climate change</i>	Y	Y	Y								
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Social baseline

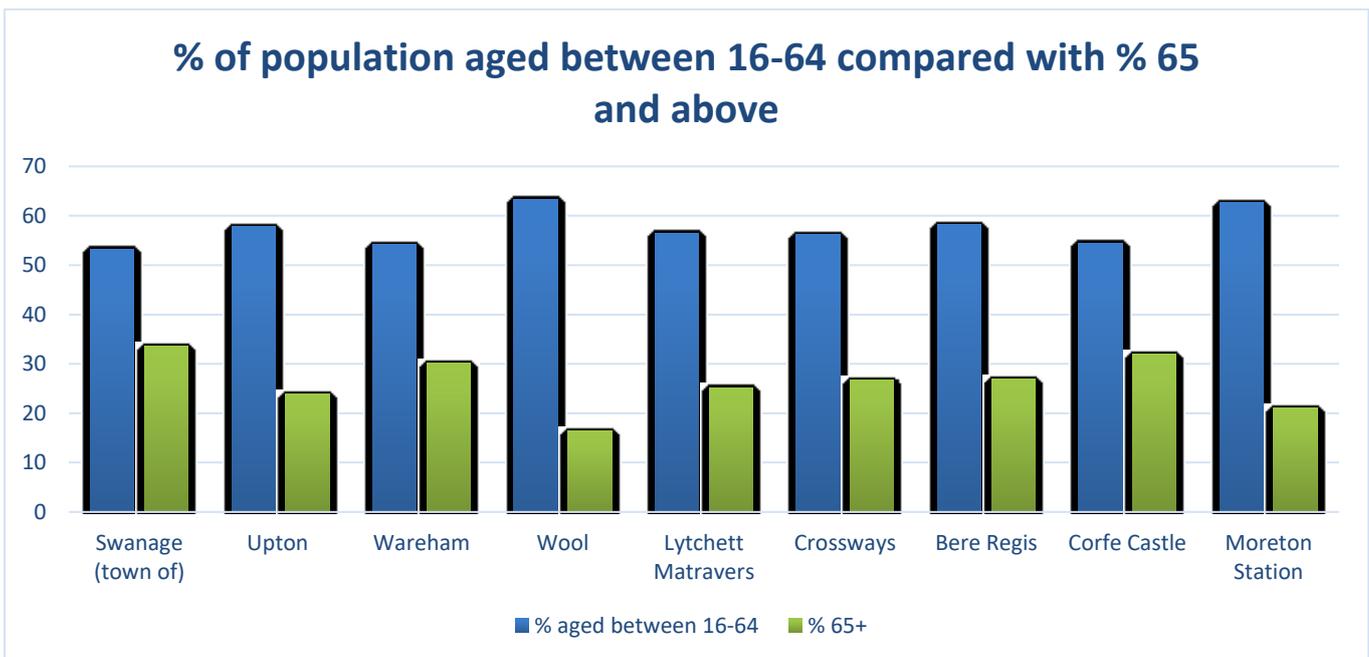
Population

29. Population is greatest in Swanage, Upton, Wareham and Wool. Moreton Station has the smallest population but its context should be considered as it is adjacent to Crossways making it the next largest village in Purbeck if considered as part of that settlement.



Age range of residents making up the population of Purbeck

30. There is a large percentage of people aged over 65 living in Purbeck, mainly concentrated in Corfe Castle, Wareham and Swanage. The highest percentage of 16-64 year-olds are resident in Wool and Moreton Station.



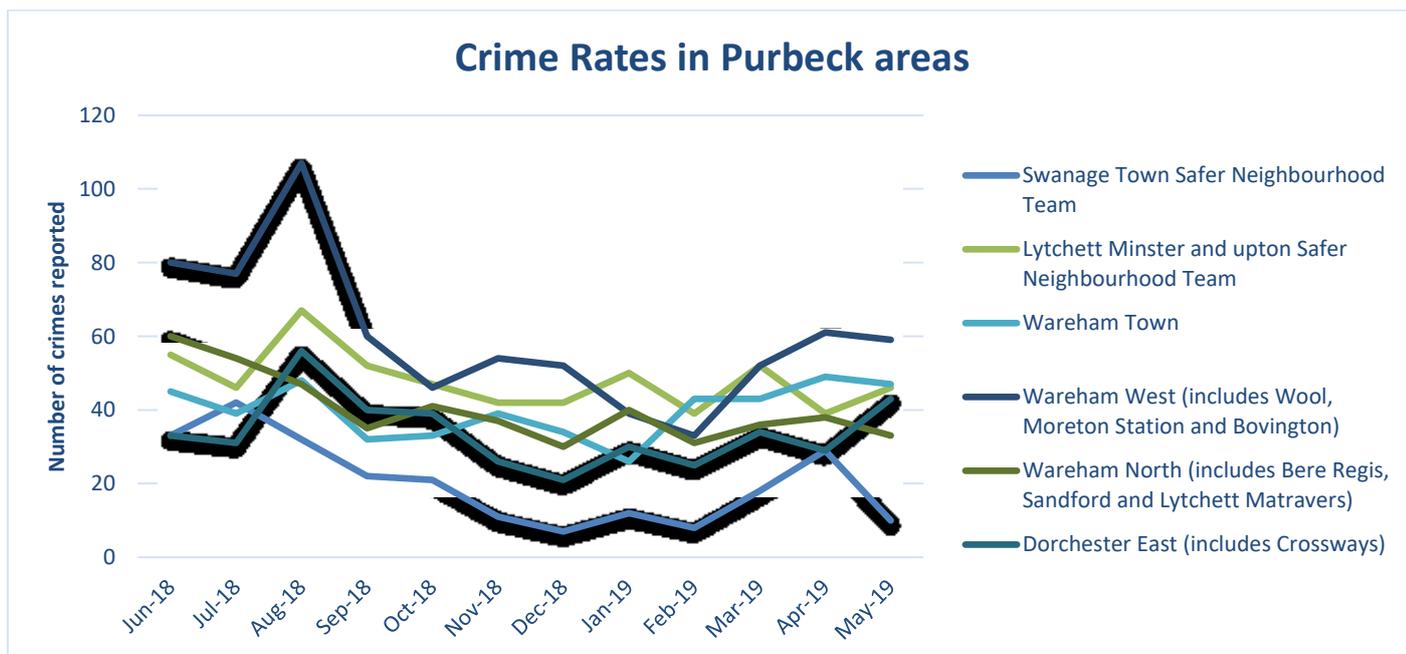
Facilities

31. Facilities are identified in the Appendix to this document, taken from the settlement strategy update 2017⁷. It shows that the towns of Swanage and Wareham have the most community facilities and that the key service villages of Wool, Lytchett Matravers and Corfe Castle have equal to or more than the other town of Upton.



Crime

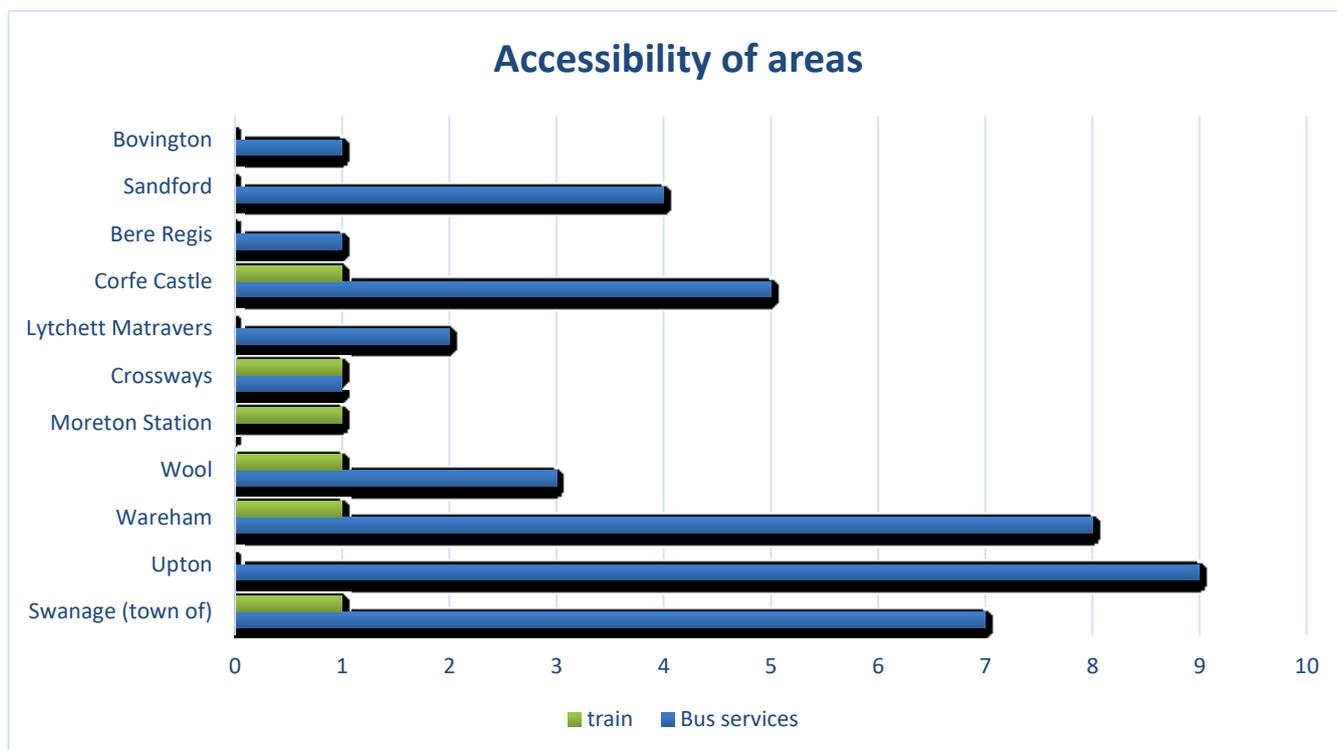
32. Crime rates in Purbeck are relatively low but Wareham West experienced the highest spate of crime over the last year and Swanage Town experienced the lowest. Trends for crime rates are decreasing over time.



⁷ Settlement strategy update 2017 available at <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/evidence-library/pdfs/current/housing/settlement-strategy-update.pdf>

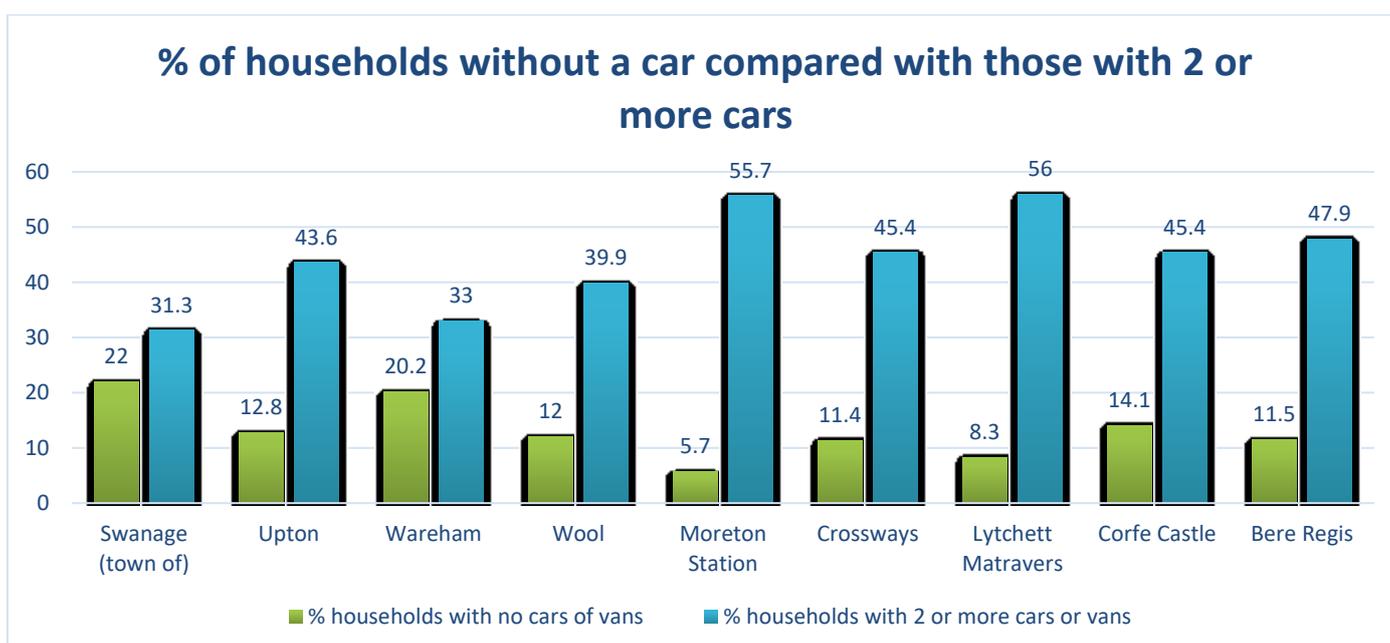
Accessibility

33. The towns are the areas with the most bus routes and Wareham has a mainline rail service. Other areas have train services, Wool and Moreton Station in particular, but infrequent or no bus service.



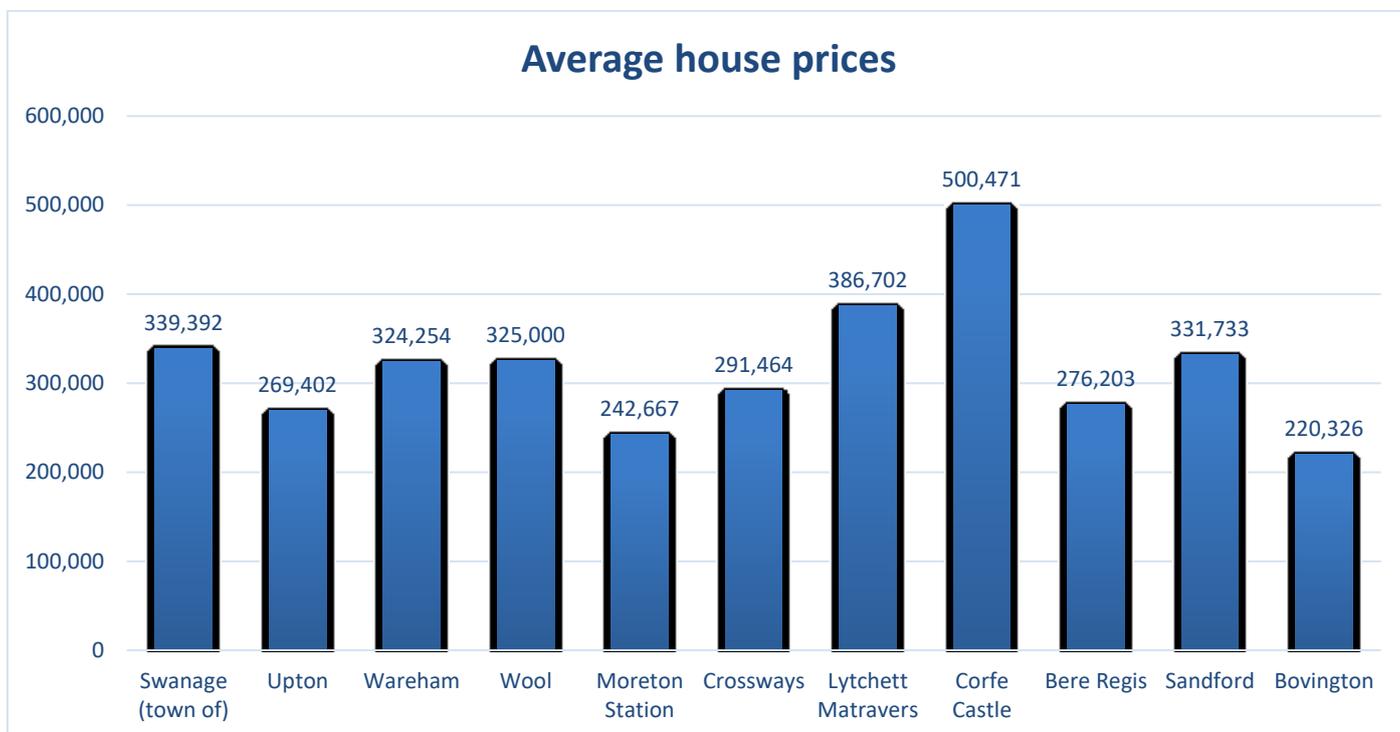
Car ownership

34. The rural areas do not necessarily have more cars or vans per household than the urban areas: Upton has 43.6% of 2 or more car or van ownership compared with Corfe Castle with 45.5% of 2 or more car or van ownership households. Moreton Station has the lowest number of households with no cars or vans.



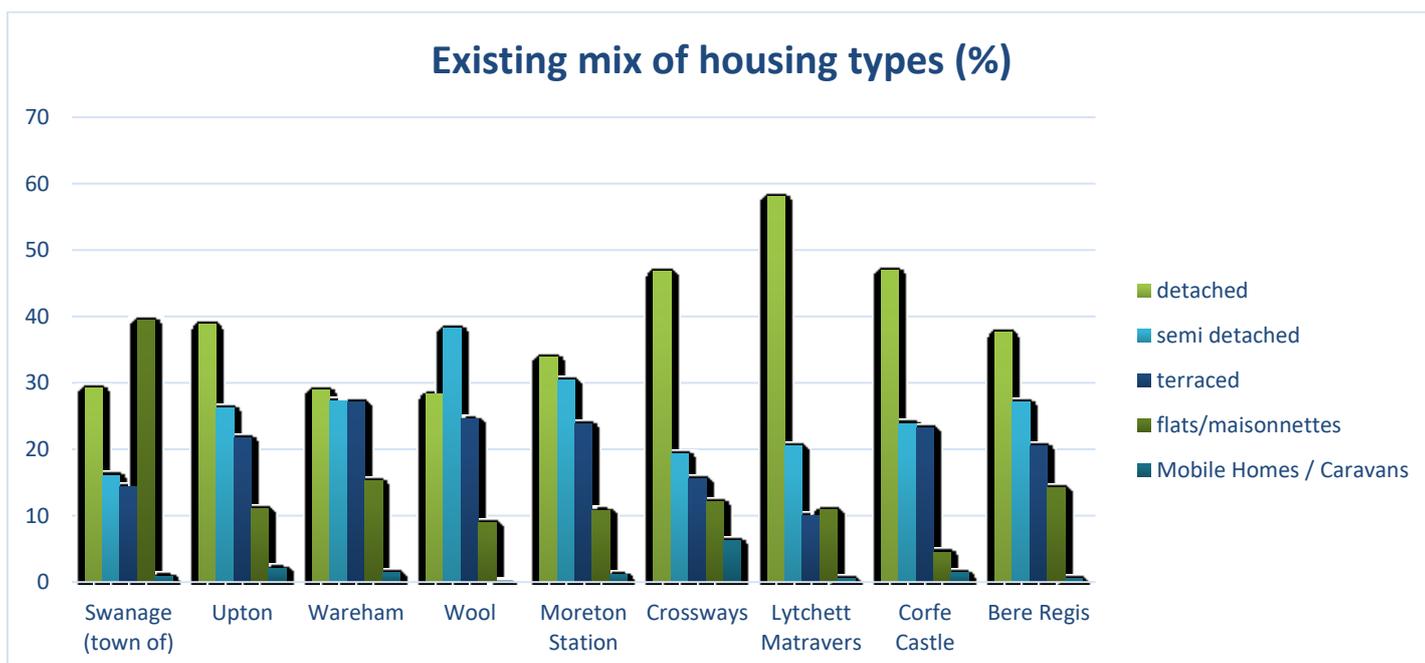
Housing prices

35. Average house prices in Purbeck are high. The breakdown below shows that they are higher in the Area of Outstanding Natural Beauty and the green belt compared with areas outside those zones such as Moreton Station, Crossways and Bovington.



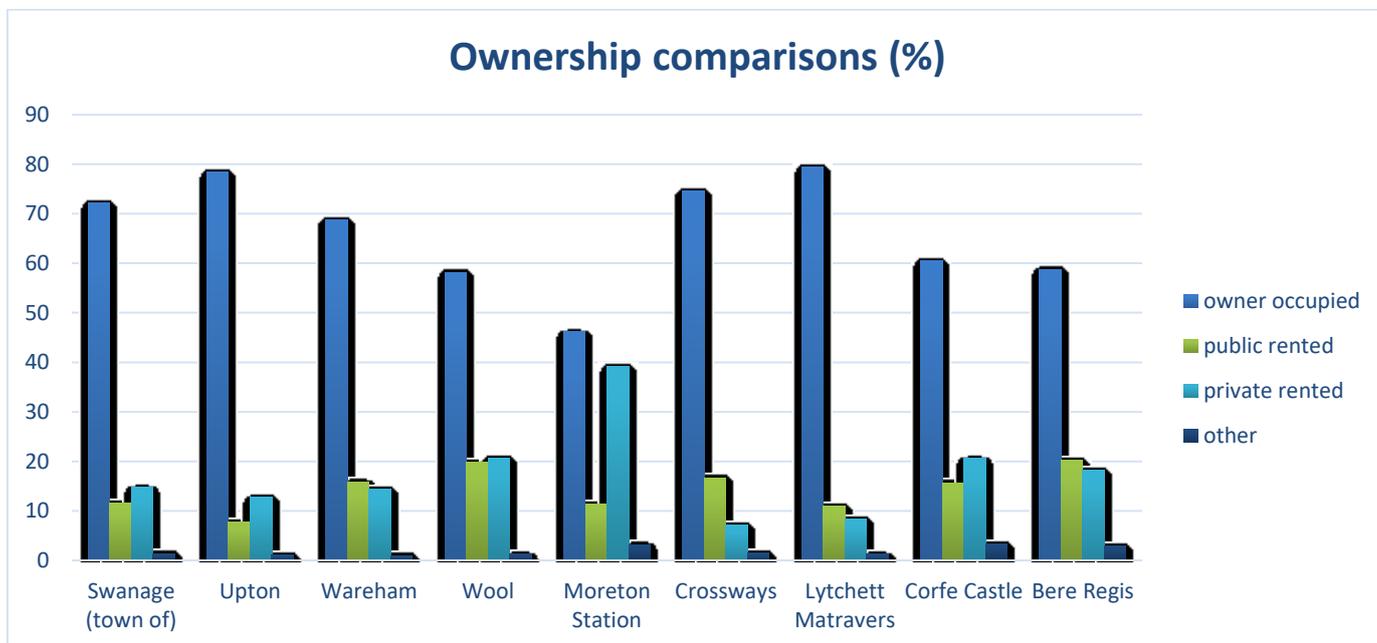
House types

36. The existing mix of house types shows that with the exception of Wool and Wareham in particular, approximately half of the areas have a clear predominance of detached dwellings.



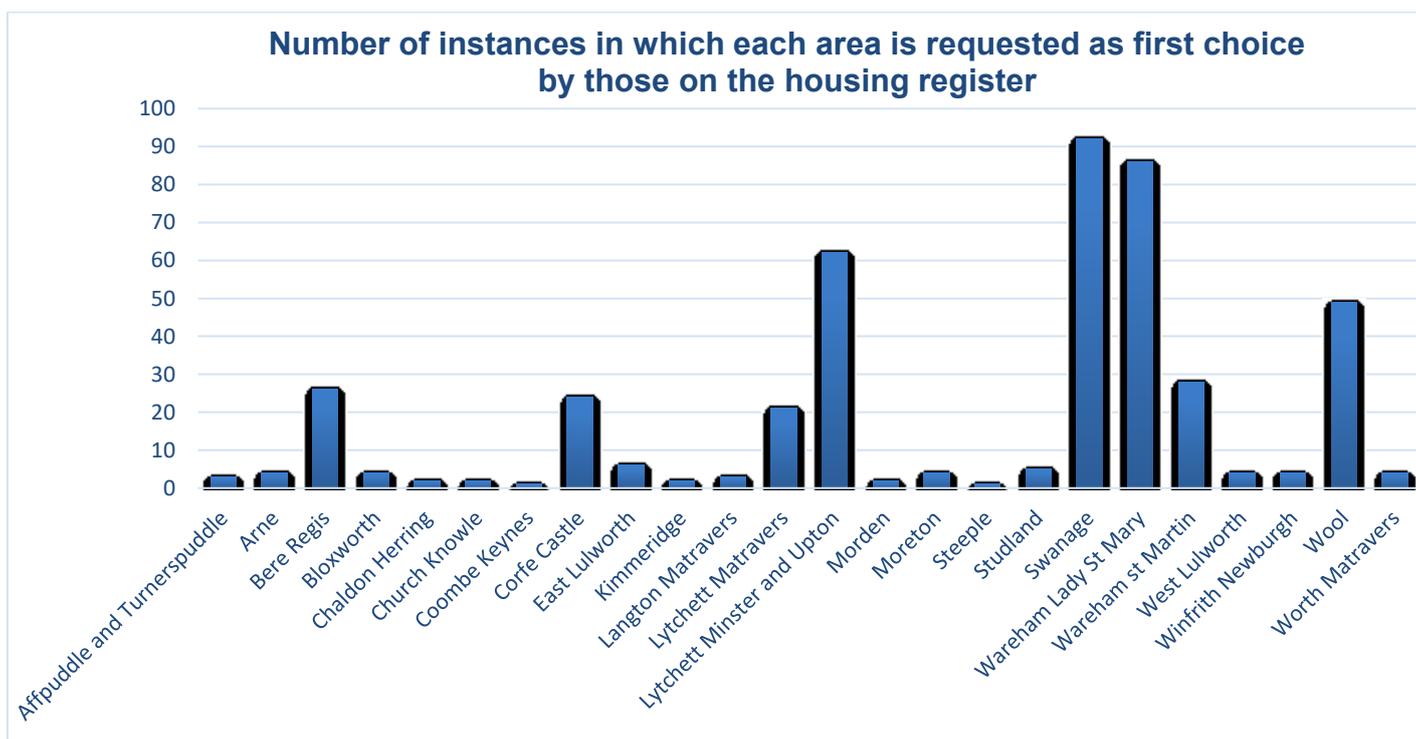
Tenure mix

37. The level of home ownership in the area covered by the Purbeck Local Plan is high and there are more properties in the private rented sector than public rentals. The average proportion of homes in the public rented sector is 14.4% compared with 17.3% in the private rented sector.



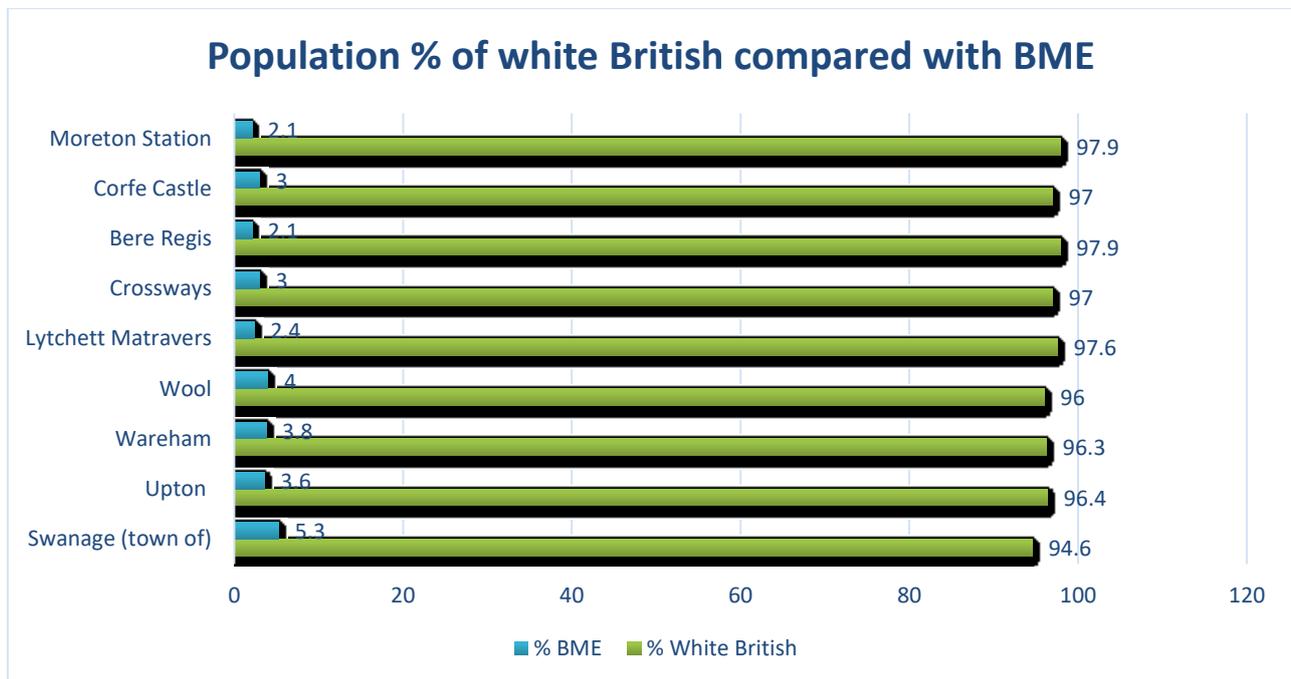
Housing register

38. The graph below shows the number of people (including singles, couples and families) on the housing register looking for housing in these locations as their first choice. The graph shows a clear preference for Swanage, Wareham, Upton and Wool.



Black and Minority Ethnic groups

39. The vast majority of residents in Purbeck are white British. The most diverse areas are Wareham, Wool and Swanage.



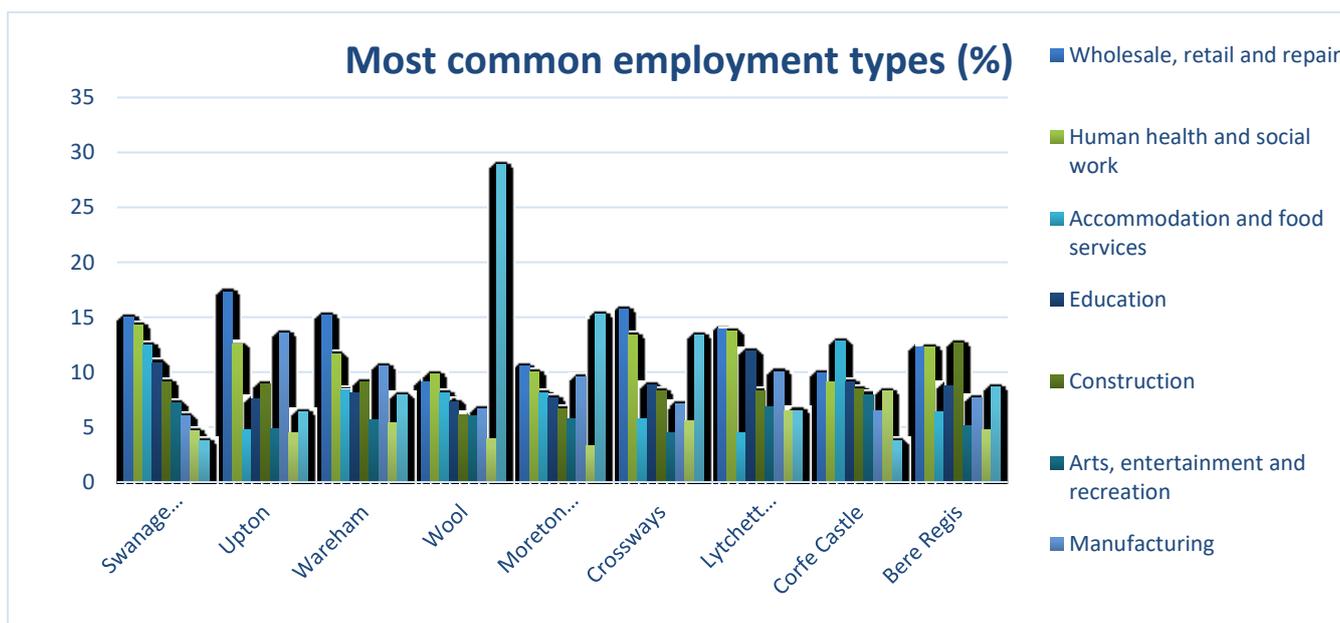
Deprivation statistics

40. In the latest deprivation statistics of 2015⁸, no areas in Purbeck scored lower than 4 in the rankings of deprivation (1 being the most deprived areas of the UK, 10 being the least). The average ranking in Purbeck was 6.6, the mode was 7 and the median was 7.

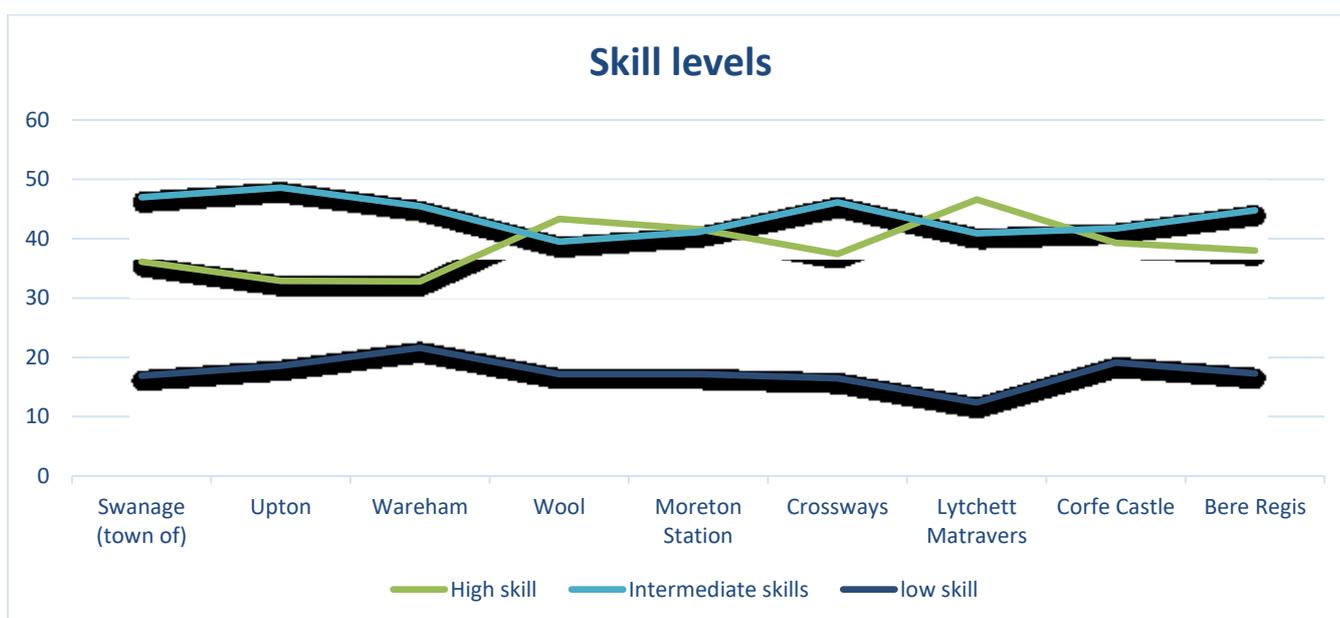
⁸ English indices of deprivation available at <https://www.gov.uk/government/collections/english-indices-of-deprivation>

Economic baseline

41. In Purbeck, the employment types are relatively common over the entire area. With the presence of the MOD at Bovington and West Lulworth and the security required at Dorset Innovation Park, there is a large percentage of residents working in public administration and defence. This is most predominant at Moreton Station, Wool and Crossways. The next common sector is wholesale, retail and repair then human health and social work, the latter probably reflecting the care needed for the aging population of the residents in the area. Professional, scientific and technical activities are undertaken most commonly by residents in Crossways, Corfe Castle, Lytchett Matravers and Wareham.



42. Skill levels vary across the areas but high and intermediate skills are predominant. The highest percentages of highly skilled residents live in Lytchett Matravers, Wool and Moreton Station.



43. The highest percentage of intermediate skilled residents can be found in Upton, Swanage and Crossways. The highest percentage of lowest skilled residents reside in Wareham, Upton and Corfe Castle.

Summary of baseline characteristics

Social

44. Existing towns have more facilities than the other tiers as can be expected. Though Wool does not have as many as Wareham, it has a similar range to Wareham. The main population is concentrated around towns and key service villages with Wool and Moreton Station having slightly more 16-64 year olds and fewer over 65s than other towns and key service villages.
45. Train routes can be found at Wool, Wareham and Moreton Station. The routes at Swanage and Corfe Castle primarily operate a steam train rather than regular services. Bus routes are more regular within the towns and are relatively infrequent in the western key service villages.
46. Crime rates are low and similar across Purbeck. There appears to have been a rise in crime in Wareham west around August of 2018 but the trend overall shows a decline. Diversity is low across Purbeck with only small percentages of black and minority ethnicity, the majority found in the larger towns and villages of Swanage, Upton, Wareham, Wool and Crossways.
47. House prices across the region are high but those at Corfe Castle are much higher than in the other towns and key service villages. Moreton Station and Bovington have the lowest average house prices.
48. The housing register first choices indicate the most popular locations are Swanage, Wareham, Upton, Wool and Bere Regis.
49. Wareham and Swanage have the lowest percentages of households with 2 or more cars, closely followed by Wool. They also have the highest percentage of households who own no cars or vans closely followed by Corfe Castle. This could be due to the ages of the residents in these locations.
50. Lytchett Matravers has the highest percentage of detached dwellings and Wool has the most semi-detached. Swanage has a much higher percentage of flats or maisonettes than any other town or key service village.
51. Ownership of homes is lowest in Moreton Station and Wool. Crossways is one of the highest. Private rents are high in Moreton Station and publically rented homes are highest in Bere Regis.

Economy

52. Employment types are similar across all areas with the exception of Wool that has a large percentage of its workforce employed in public administration and defence: this is unsurprising given there is a large MOD base within the parish of Wool at Bovington. The surrounding areas of Crossways, Moreton Station and Bere Regis also have a higher percentage of their workforce employed in this sector.
53. Elsewhere around Purbeck the majority of the population appears to be employed in wholesale, retail and repair and human health and social work. Professional scientific

and technical activities are undertaken most commonly by residents in Crossways, Corfe Castle, Lytchett Matravers and Wareham.

54. Skill levels are relatively similar throughout Purbeck with the majority of residents having intermediate or high skill levels.

Environment

55. The environment is significantly constrained by EU protected designations, green belt and AONB.

56. The least constrained areas are Wool, Crossways and Moreton Station.

Assessment of growth

57. The following assessment take into account the baseline characteristics outlined above and uses sites identified in the SHLAA and relevant plans in order to assess the likely impact of growth in each town and key service village.

58. Each assessment is given a score identifying the likelihood of effect as shown below.

Significantly positive effect	
Minor positive effect	
Neutral effect	
Minor negative effect	
Significantly negative effect	
Unknown	?

Swanage⁹

Baseline assessment of Swanage

59. Swanage is the largest town in Purbeck with the highest population. The facilities available are varied and there are more facilities here than anywhere else in Purbeck, including a secondary school, a cinema, coffee shops and unique independent shops. Though its primary route is via road, it does have a steam train service and regular bus routes. 31% of Swanage's residents own 2 or more cars but 22% of residents do not own a car. This is high in comparison with the rest of Purbeck.

60. Swanage also has the highest percentage of over 65s, the largest amount of flats or maisonettes and the lowest crime rates. House prices are average for Purbeck and similar to those at Wool, Wareham and Sandford.

61. The Dorset Area of Outstanding Natural Beauty covers and surrounds the town and to its south is Durlston Country Park, an historic park and garden. The town itself has two conservation areas. Flood risk, coastal erosion and areas with low lying land at risk of flooding can be found through the town's centre and along its coast.

62. Swanage is a tourist hotspot due to its beach location. It is home to a cinema, a good array of bed and breakfasts, amusements and a caravan site. Employment types are mainly focussed on wholesale, retail and repair, human health and social work and accommodation and food services.

63. Swanage has a Local Plan in place that was adopted in 2017 and allocations here were subject to SA. When reviewing areas for sites for the Purbeck Local Plan 2018-2034, the Council did not review sites in Swanage as these were being developed in the Swanage Local Plan. Further growth in this area has not been thoroughly assessed and likely effects would need detailed consideration.

⁹ Link to inset map: <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd01h-swanage-inset-web.pdf>. Link to key:

<https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd01c-key-to-maps.pdf>.

Swanage's capacity for growth

64. The capacity for growth is identified through consented planning applications, proposed or adopted allocations, sites identified as suitable small sites and local employment land:

- SHLAA sites: SHLAA/0051, SHLAA/0057, SHLAA/0053, SHLAA/0052; the total capacity of these sites is 468.
- Swanage Local Plan housing allocation: 40
- Small sites: 29
- Outstanding planning permissions: 219
- **Total number of potential homes: 756**
- Employment sites availability: 4.6ha of which 0.0ha available¹⁰

65. Increasing the housing numbers at Swanage, above those allocated in the Swanage Local Plan, would help to meet the housing need in the area covered by the Purbeck Local Plan. As further growth is limited, it is unlikely to support additional facilities or provide improvements to public transport provision and may well put pressure on existing employment opportunities which would need further investigation.

66. Swanage is vulnerable to flooding and coastal erosion. The sites' in-combination effects would need further investigation to ensure no worsening of effects would occur as a result of any extra allocations.

67. The development of the SHLAA sites could have significant negative impacts due to them all being in an Area of Outstanding Natural Beauty. Potential negative effects could also occur in relation to biodiversity, and whether the effects could be mitigated or not would need to be explored in more depth.

68. Allocating more homes is likely to have a negative impact on the pollution and consumption of natural resources due primarily to more cars travelling between Swanage and the rest of Dorset and beyond.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck's housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities		?	?
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity	?	?	?

¹⁰ <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd01a-local-plan-submission-version-jan-2019.pdf>

Protect and enhance Purbeck's unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Wareham¹¹

Baseline assessment of Wareham

69. Wareham is the town with the third highest population in Purbeck, of 6,025 people. The facilities available are varied and there are more facilities here than most other places in Purbeck including a secondary school, a cinema, coffee shops, independent shops and a sports centre. On a main route, the town has excellent access to the local road network, a train line to London and several regular bus routes. 33% of Wareham's residents own 2 or more cars but 20% of residents don't own a car. This is high in comparison to the rest of Purbeck.
70. Wareham has a high population of over 65s. 68% of people own their home in Wareham. Crime rates are average for Purbeck and it is one of the most popular places for those on the housing register. House prices are average for Purbeck and similar to those in Wool, Swanage and Sandford.
71. The Dorset Area of Outstanding Natural Beauty covers land to the south of Wareham and green belt surrounds its northern boundary. The town itself has a conservation area. Flood risk and areas with low lying land at risk of flooding can be found between Wareham and north Wareham, south of the town and east of the town towards Poole Harbour.
72. Employment types are mainly focussed on wholesale, retail and repair, human health and social work and manufacturing.
73. Wareham Neighbourhood Plan is currently at examination and plans to deliver 300 homes.

Wareham's capacity for growth

74. Capacity of housing sites identified as being potentially available and suitable:
- SHLAA sites: SHLAA/0059 for 136 homes and SHLAA/0058 for 60 homes
 - Outstanding planning permissions: 34
 - Proposed Neighbourhood Plan allocations: 185
 - **Total number of potential homes: 415**

¹¹ Link to maps <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd01j-wareham-inset.pdf>. Key to maps <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd01c-key-to-maps.pdf>.

- Employment sites availability: 5.3ha of which none are immediately available but some are vacant. The Council proposes to remove safeguarded status from Westminster Road and St. Johns Road to allow mixed use development in these locations as proposed in the Wareham Neighbourhood Plan.
75. Increasing the housing numbers at Wareham, above that allocated in the Wareham Neighbourhood Plan would help meet the housing need in the area covered by the Purbeck Local Plan. However the positive impact is likely to be limited as there are few suitable and achievable sites within the SHLAA. Natural England are not satisfied that the site north of Bere Road could provide suitable mitigation for its potential impacts on the nearby heathland.
76. As further growth is limited, it is unlikely to support additional facilities or provide improvements to public transport provision. Employment provision at Sandford Lane is more buoyant than Westminster Road and St. Johns Road where there are vacant units and owners motivated to relocate. The impact of removing safeguarded status is therefore thought to be negligible.
77. Wareham is vulnerable to flooding and coastal erosion and the sites' in-combination effects would need further investigation to ensure that no worsening of effects would occur as a result of any extra allocations.
78. The SHLAA sites to the north of north Wareham are within the green belt. One site is well contained by the topography of the land but the other is more prominent in the townscape, adjacent to a golf course, near barrows, contains allotments and a path that leads directly to the heathland. This site has the potential to have significant negative impacts on biodiversity, townscape and the historic environment, and as referred to above, Natural England is not satisfied that the impact on the heathlands can be mitigated.
79. Allocating more homes is likely to have a negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck's housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity			

Protect and enhance Purbeck's unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Upton¹²

Baseline assessment of Upton

80. Upton is the town with the second highest population in Purbeck, of 8,392 people. The facilities available are varied but there are not many of them, especially community facilities. The town is very well related to the nearby conurbation of Poole and a lot of its facilities are easily accessible. On a main route, the town has excellent access to the strategic road network, a nearby train station at Hamworthy and several regular bus routes. 43.6% of Upton's residents own 2 or more cars and 12.8% of residents do not own a car.
81. Upton has a higher population of under 65s compared with the other towns in Purbeck. 78% of people own their home in Upton and there is a concentration of detached dwellings. Crime rates are slightly higher than average for Purbeck and it is one of the most popular places for those on the housing register. House prices are lower than average for Purbeck and similar to Crossways and Bere Regis.
82. The 400m heathland buffer covers a lot of Upton and green belt surrounds it. Flood risk and areas with low lying land at risk of flooding can be found at the coast.
83. Employment types are mainly focussed on wholesale, retail and repair, human health and social work and manufacturing.

Upton's capacity for growth

84. Capacity of housing sites identified as being potentially available and suitable:
- SHLAA sites: SHLAA/0098 for a 65 bed care home and employment.
 - Proposed allocated site: 90
 - Outstanding planning permissions: 21
 - **Total number of potential homes: 111 homes + 65 bed care home and employment.**
 - Employment sites availability: 3.9ha of which none is available.
85. Increasing the housing numbers at Upton, above that allocated in the Plan would help meet the housing need in the area covered by the Purbeck Local Plan. However the positive impact is likely to be limited as there are few suitable and achievable sites within the SHLAA. As further growth is limited, it is unlikely to support additional facilities or provide improvements to public transport provision. Employment provision is likely to be unaffected.

¹² <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd01i-upton-inset.pdf>

- 86. Upton has areas vulnerable to flooding, the effect of which would need further investigation to ensure no adverse effects occur.
- 87. The SHLAA sites are within the green belt but are well contained by the bypass to the north and west and the coast to the south and east. Impacts on the nearby heathland would need mitigation else the site would have the potential to significantly impact biodiversity once homes are delivered.
- 88. Allocating more homes is likely to have a negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck’s housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change	?	?	?
Protect and enhance habitats and species and local geodiversity			
Protect and enhance Purbeck’s unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Moreton Station

Baseline assessment of Moreton Station (incorporating Crossways)

- 89. Moreton Station has been identified as a key service village in Purbeck, primarily due to its location in relation to Crossways, which has growth proposed in addition to the proposal for 490 within the Purbeck Local Plan. Moreton Station currently has the smallest population of the towns and key service villages at 389, but it is very well related to Crossways that has a much larger population. The facilities are limited but there is a bus service that feeds Crossways and a train station at Moreton, which is on the main line into London. 55.7% of Moreton Station’s residents own 2 or more cars and only 5.7% of residents do not own a car.
- 90. Moreton Station has one of the highest populations of under 65s in Purbeck. Only approximately 46% of people own their home here but there is a large mix of house types including detached, semi-detached and terraced. Crime rates peaked in August of

2018 but have shown a downward trend ever since. There are few people requiring housing in Moreton Station and it is not possible to compare this figure with those wishing to reside in Crossways. Average house prices are the lowest in Purbeck.

- 91. Though there are small pockets of biodiversity to take into account, there are no other large scale constraints.
- 92. Employment types are mainly focussed on public administration and defence, reflecting the proximity to the Dorset Innovation Park and MOD garrison at Bovington.

Moreton Station’s capacity for growth

Capacity of housing sites identified as being potentially available and suitable:

- SHLAA sites: SHLAA/0050 for 142 units
- Allocated sites: 490 homes
- Small sites: 15
- **Total number of potential homes: 647**
- Employment sites availability: 3.5ha (at Crossways)¹³

- 93. Increasing the housing numbers at Moreton Station, above that allocated in the Plan would help meet the housing need in the area covered by the Purbeck Local Plan over the medium to long term (rather than the shorter term, as the site is currently used as a quarry). As further growth potential is reasonably significant it may be able to support additional facilities or provide improvements to public transport provision: the current allocation proposes retail development and contributions towards education and transport. Employment provision should be revised to ascertain whether the employment allocation is sufficient for the level of growth.
- 94. Moreton Station has no areas vulnerable to flooding that are not able to be either avoided or mitigated for. The SHLAA sites are relatively unconstrained.
- 95. Allocating more homes is likely to have a negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck’s housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			

¹³ Table 3.3 available at <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/west-dorset-and-weymouth-portland/adopted-local-plan/pdfs/alp/west-dorset-weymouth-portland-local-plan-2015.pdf>

Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity			
Protect and enhance Purbeck's unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Wool

Baseline assessment of Wool

96. Wool is a key service village in Purbeck with a population of 5,761, only marginally less than Wareham. It has the lowest population of over 65s and the highest of under 65s. The facilities at Wool are suitable for the size of the area including two primary schools, convenience stores and independent shops. On a main route, Wool has excellent access to the strategic road network and a train station though buses are infrequent. 39.9% of Wool's residents own 2 or more cars and only 12% of residents do not own a car. This is fairly average for Purbeck.
97. Just over half of the residents own their home here and there is a large variety of detached, semi-detached and terraced properties. Crime rates peaked in August of 2018 but have shown a downward trend ever since. It is one of the more popular places for people on the housing register and average house prices are moderate in comparison with the rest of Purbeck with very similar costs to Wareham and Sandford.
98. Though there are small pockets of biodiversity to take into account, including ancient woodland, this is replanted ancient woodland and the effects on biodiversity can be mitigated for. The AONB lies to the south of Wool. The old town of Wool is a conservation area and there is risk of surface water flooding towards the flood plain. Again, impacts on these aspects can be mitigated for.
99. Employment types are mainly focussed on public administration and defence, reflecting the proximity to the Dorset Innovation Park and MOD garrison at Bovington.

Wool's capacity for growth

Capacity of housing sites identified as being potentially available and suitable:

- SHLAA sites: SHLAA/0102 for 111 units, SHLAA/0101 for 42, SHLAA/0100 for 138, SHLAA/0099 for 306, SHLAA/0082 for 49 = 646
- Allocated sites: 470 homes
- Small sites: 22
- Outstanding planning permissions: 4
- **Total number of potential homes: 1,142**
- Employment sites availability: 43.4ha of which 38.4ha remains available.

100. Increasing the housing numbers at Wool, above that allocated in the Plan would help meet the housing need in the area covered by the Purbeck Local Plan. As further growth potential is reasonably significant it is likely to support additional facilities or provide improvements to public transport provision: the current allocation proposes retail development, enhancements to community facilities and contributions towards education and transport. Employment provision has significant potential for accommodating growth.
101. Wool has areas at risk of surface water flooding so any further sites would need to provide information on how they would mitigate any potential adverse impacts on Wool. The sites are otherwise relatively unconstrained.
102. Allocating more homes is likely to have a negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck’s housing need as possible	Green	Green	Green
Promote services and facilities where need is identified	Green	Green	Green
Harness the economic potential of tourism and widen employment opportunities	Green	Green	Green
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport	Light Green	Green	Green
Reduce vulnerability to flooding and coastal change and plan for climate change	Yellow	Yellow	Yellow
Protect and enhance habitats and species and local geodiversity	Light Yellow	Light Yellow	Light Yellow
Protect and enhance Purbeck’s unique landscape and townscape, and cultural and historical assets	Light Yellow	Light Yellow	Light Yellow
Minimise all forms of pollution and consumption of natural resources	Yellow	Yellow	Yellow

Lytchett Matravers

Baseline assessment of Lytchett Matravers

103. Lytchett Matravers is a key service village in Purbeck with a population of 3,577. It has a relatively average population of over 65s. The facilities at Lytchett Matravers are suitable for the size of the area including a primary school, public house, post office and convenience store. Located only 0.5miles off the strategic road network, Lytchett Matravers has excellent access though buses are infrequent. 56% of Lytchett Matravers’ residents own 2 or more cars and 8.3% of residents don’t own a car.

104. The majority of residents own their home and there is a large concentration of detached housing. Crime rates are average for Purbeck and are showing a downward trend over the previous year. There are people on the housing register wanting homes there and the average house price is high at £386,702, higher than Swanage but lower than Corfe Castle.

105. The area is relatively unconstrained but housing would need to provide mitigation for impacts on biodiversity. The green belt covers and surrounds Lytchett Matravers and so any housing allocations would need to prove exceptional circumstances for release of land from the green belt. There is a risk of flooding and therefore more homes could have a significant negative impact on this objective.

106. Employment types are mainly focussed on wholesale, retail and repair along with human health and social work, closely followed by education.

Lytchett Matravers’s capacity for growth

Capacity of housing sites identified as being potentially available and suitable:

- SHLAA sites: SHLAA/0041 for 3557 and the rest of SHLAA/0024 for 78 homes
- Allocated sites: 150 homes
- Outstanding planning permissions: 97
- **Total number of potential homes: 3,882**
- Employment sites availability: 0.6ha of which none is available.

107. Increasing the housing numbers at Lytchett Matravers, above that allocated in the Plan would help meet the housing need in the area covered by the Purbeck Local Plan. As further growth potential is significant it is likely to support additional facilities and improvements to public transport provision. Employment provision would need assessed to ascertain whether or not it could accommodate the growth.

108. Lytchett Matravers has areas at risk of surface water flooding so any further sites would need to provide information on how they would mitigate any potential adverse impacts. Release of the green belt would have to be facilitated by the consideration of exceptional circumstances and if built on, development here could impact the landscape and townscape. Significant mitigation for adverse impacts on biodiversity would be required and it is unclear whether this could be provided.

109. Allocating more homes is likely to have a significant negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck’s housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			

Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity	?	?	?
Protect and enhance Purbeck's unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Bere Regis

Baseline assessment of Bere Regis

110. Bere Regis is one of the smaller key service villages in Purbeck with a population of 1,783. It has a relatively average population of over 65s. The facilities at Bere Regis are suitable for the size of the area including a primary school, public house, post office and convenience store. Located on the strategic road network, Bere Regis has excellent access though buses are infrequent. 47.9% of Bere Regis residents own 2 or more cars and 11.5% of residents don't own a car.

111. Many residents own their home and there is a large concentration of detached housing. Crime rates are average for Purbeck and show a downward trend over the previous year. There are people on the housing register wanting homes there and the average house price is moderate and akin to those at Bovington, Moreton Station and Crossways.

112. The area is relatively unconstrained but housing would need to provide mitigation for impacts on biodiversity. There are EU designated sites on the village periphery and development would need to provide mitigation for any impacts on these sites. The village is on a hill and townscape and landscape also could be impacted. In addition to this, there is a conservation area and development would need to have regard to the setting of this. There is a risk of flooding and therefore more homes could have a significant negative impact on this objective.

113. Employment types are mainly focussed on construction, human health and social work and wholesale, retail and repair.

Bere Regis's capacity for growth

Capacity of housing sites identified as being potentially available and suitable:

- Allocated sites: 105 homes
- Outstanding planning permissions: 9
- **Total number of potential homes: 114**
- Employment sites availability: 1.86ha of which 0.7ha is available.

- Bere Regis Neighbourhood Plan adopted 2019

114. Increasing the housing numbers at Bere Regis, above that allocated in the Bere Regis Neighbourhood Plan will help meet the housing need in the area covered by the Purbeck Local Plan. As further growth potential is limited it is unlikely to support additional facilities or improvements to public transport provision. Employment provision would be sufficient as the growth isn't great.

115. Bere Regis has areas at risk of flooding so any further sites would need to provide information on how they would mitigate any potential adverse impacts. Further development here could impact the landscape and townscape and conservation area. Significant mitigation for adverse impacts on biodiversity would be required and it is unclear whether this could be provided.

116. Allocating more homes is likely to have a negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck's housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity			
Protect and enhance Purbeck's unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Bovington

Baseline assessment of Bovington

117. Bovington is one of the smaller key service village in Purbeck and is within the parish of Wool. The facilities at Bovington are suitable for the size of the area including a primary school, post office and convenience store. Located near to the local road network and the train station of Wool, Bovington has good road and train access, though buses are infrequent.

- 118. The settlement is home to the MOD and has a large population of military personnel and their dependents. Crime rates peaked in August 2018 but have shown a downward trend over the previous year. The average house price is the lowest in Purbeck at £220,326.
- 119. The area is close to heathland and it is unclear if sufficient mitigation could be sought for impacts on biodiversity. Other than this the area is relatively unconstrained.
- 120. Employment here is primarily military due to the large military base.

Bovington’s capacity for growth

Capacity of housing sites identified as being potentially available and suitable:

- Outstanding planning permissions: 1
 - **Total number of potential homes: 1**
 - Employment sites availability: 43.4ha of which 38.4ha is available at Dorset Innovation Park.
 - Wool Neighbourhood Plan are progressing and plan on adoption for 2021.
121. Increasing the housing numbers at Bovington would help meet the housing need in the area covered by the Purbeck Local Plan. As further growth potential is limited it is unlikely to support additional facilities or improvements to public transport provision. Employment provision is extensive and would be suitable. .
122. Bovington is close to heathland and it is unclear whether sufficient mitigation could be sought. Further investigation would be required to ascertain this risk.
123. Allocating 1 more home is unlikely to have a negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck’s housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity	?	?	?
Protect and enhance Purbeck’s unique landscape and townscape, and cultural and historical assets			

Minimise all forms of pollution and consumption of natural resources			
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Corfe Castle

Baseline assessment of Corfe Castle

124. Corfe Castle is one of the smaller key service village in Purbeck. The facilities at Corfe Castle are small and mainly focussed around tourism. Located on the main route to Swanage, it has sufficient road links but these can be congested in the summer months due to tourism. There is a steam train that runs to Swanage and the area does have bus links. Car ownership is average for the area with 45.4% of residents owning 2 or more cars or vans and 14.1% of residents owning no cars or vans.
125. Corfe Castle has a population of 1,377 of which a large percentage, approximately 32%, are over 65. Crime rates are low even in comparison to Purbeck.
126. The area has the highest house prices in the region at £500,471 and a high percentage of home ownership and detached dwellings. The area is not popular amongst people on the housing register.
127. The area is very close to heathland and scheduled ancient monuments.
128. Employment types are focussed around accommodation and food services with a high percentage of professional, scientific and technical activities. Skill levels are high and intermediate.

Corfe Castle's capacity for growth

Capacity of housing sites identified as being potentially available and suitable:

- Outstanding planning permissions: 8
 - **Total number of potential homes: 8**
 - Employment sites availability: 0.4ha of which 0.3ha is available
129. Increasing the housing numbers at Corfe Castle would help meet the housing need in the area covered by the Purbeck Local Plan. As further growth potential is limited it is unlikely to support additional facilities or improvements to public transport provision. Employment provision is also limited and it is unlikely to have suitable capacity for further growth.
130. Corfe Castle is close to heathland and it is unclear whether sufficient mitigation could be sought. Further investigation would be required to ascertain this risk.
131. Allocating 8 homes is unlikely to have a negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck’s housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity	?	?	?
Protect and enhance Purbeck’s unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Sandford

Baseline assessment of Sandford

132. Sandford is a key service village in Purbeck. The facilities at Sandford are reasonable and include convenience stores, restaurants and a primary school. Located on a good route close to the strategic road network, the village has sufficient road links and the area has relatively good bus links.

133. Sandford is within Wareham St. Martin parish so there are few statistics directly relating to the village. What is apparent is that the crime rates are low and the area is reasonably sought after by those on the housing register with house prices moderately high relative to Purbeck at £331,733.

134. The area is covered by heathland and green belt.

Sandford’s capacity for growth

Capacity of housing sites identified as being potentially available and suitable:

- Outstanding planning permissions: 0
- **Total number of potential homes: 0**
- Employment sites availability: 13.6ha of which 0.0ha is available

135. Increasing the housing numbers at Sandford would help meet the housing need in the area covered by the Purbeck Local Plan. As further growth potential is limited it is unlikely to support additional facilities or improvements to public transport provision.

Employment provision is also limited and it is unlikely to have suitable capacity for further growth.

136. Development at Sandford would have impacts on biodiversity which may not be capable of mitigation due to proximity of heathland. Further investigation would be required to ascertain this risk. There are also potential flood risk issues in certain areas which would need more information.

137. Allocating more homes is likely to have a significant negative impact on the pollution and consumption of natural resources due to the construction phase of housing and additional traffic generation.

How would growth of this magnitude impact upon the SA objectives?	Short term	Medium term	Long term
Meet as much of Purbeck's housing need as possible			
Promote services and facilities where need is identified			
Harness the economic potential of tourism and widen employment opportunities			
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport			
Reduce vulnerability to flooding and coastal change and plan for climate change			
Protect and enhance habitats and species and local geodiversity			
Protect and enhance Purbeck's unique landscape and townscape, and cultural and historical assets			
Minimise all forms of pollution and consumption of natural resources			

Summary of growth

138. The assessments of growth at the towns and key service villages show the key service villages as being the most appropriate places for housing development with the most significantly positive effects and the least significantly negative effects as demonstrated by the summary table below.

SA objective	Swanage	Wareham	Upton	Moreton Station including Crossways	Wool	Lytchett Matravers	Bere Regis	Bovington	Corfe Castle	Sandford
Meet as much of Purbeck's housing need as possible	Highly Positive	Highly Positive	Positive	Highly Positive	Highly Positive	Highly Positive	Positive	Positive	Positive	Positive
Promote services and facilities where need is identified	Neutral	Neutral	Neutral	Highly Positive	Highly Positive	Highly Positive	Positive	Neutral	Neutral	Neutral
Harness the economic potential of tourism and widen employment opportunities	?	Neutral	Neutral	Neutral	Highly Positive	Highly Positive	Neutral	Neutral	Neutral	Neutral
Help everyone access basic services, reduce the need to travel by car and encourage cycling, walking and use of public transport	Neutral	Neutral	Neutral	Positive	Highly Positive	Positive	Neutral	Neutral	Neutral	Neutral
Reduce vulnerability to flooding and coastal change and plan for climate change	Negative	Negative	?	Neutral	Negative	Negative	Negative	Neutral	Neutral	Negative

Protect and enhance habitats and species and local geodiversity	?					?		?	?	
Protect and enhance Purbeck's unique landscape and townscape, and cultural and historical assets										
Minimise all forms of pollution and consumption of natural resources										

Recommendations

139. The SA recognises the main causes for concern in the area are protected habitats, flood risk, green belt, area of outstanding natural beauty, housing prices and an ageing population with limited options for growth.
140. The SA therefore recommends housing is focussed on the least constrained areas to ensure the least impact on biodiversity and not impact on national agendas that protect designations, green belt and AONB. Significant mitigation is needed for more housing particularly in certain areas and it is unclear if mitigation would be sufficient to combat impacts.

Appendix: Breakdown of facilities available

141. The tables below summarise the classifications the Council uses for different facilities and services as set out in the Settlement Strategy 2016. The facilities and services are divided into those associated with government provision (although not always the case) such as transport, health, meeting places, education, culture and open space, and those in the retail, finance and hospitality sector. The classifications reflect the primary use of a community facility/service, although it is acknowledged that some may fulfil more than one role. For instance, a school hall may also provide a shared meeting space.

Cat. No	Facilities / services		Subdivision
1	Retail	1a	Convenience store
		1b	Supermarket (above 100 sq. metres)
		1c	Specialist shops
		1d	Petrol station
2	Facilities for eating and drinking	2a	Public houses
		2b	Restaurants/tea and coffee shops
3	Financial services	3a	Post Office services
		3b	Bank/banking services/cash machine/cashback

142. Table 2: retail, hospitality and financial services

Cat. No	Facilities / services		Subdivision
4	Public transport	4a	Bus services
		4b	Railway station

Cat. No	Facilities / services		Subdivision
5	Health and care	5a	Hospital
		5b	Doctor's surgery
		5c	Dentist
		5d	Care and nursing home
		5e	Social Services day care facility
6	Emergency services		
7	Meeting place	7a	Hall
		7b	Church and other faith facilities
8	Education	8a	Nursery/pre-school
		8b	First school/primary school/middle school
		8c	Secondary school
		8d	Other education facilities (e.g. adult ed.)
9	Arts, library and cultural facilities	9a	Library or mobile library
		9b	Theatre/cinema/art gallery/museum
10	Formal open space/sports facilities	10a	Playing pitch
		10b	Children's play area

Cat. No	Facilities / services		Subdivision
		10c	Allotments

143. Table 3: other community facilities and services

144. Overview of results

145. The table below summarises the types of facilities at each settlement.

Settlement	Retail, hospitality, financial services (cat. nos. 1-3)	Other community facilities (cat. nos. 4-10)	Total
Acton	0	1	1
Affpuddle	0	2	2
Arne	2	1	3
Bere Regis	5	10	15
Bloxworth	1	3	4
Bovington	4	5	9
Briantspuddle	2	3	5
Chaldon Herring	1	3	4
Church Knowle	1	3	4
Coombe Keynes	0	2	2
Corfe Castle	6	12	18

East Burton	1	2	3
East Holme	0	0	0
East Knighton	2	1	3
East Lulworth	1	2	3
East Stoke	0	1	1
Harmans Cross	5	5	10
Holton Heath	4	2	6
Kimmeridge	1	2	3
Kingston	1	2	3
Langton Matravers	3	8	11
Lytchett Matravers	5	11	16
Lytchett Minster	1	6	7
Morden (E&W)	1	5	6
Moreton	0	4	4
Moreton Station	0	3	3
Organford	0	1	1
Ridge	0	0	0

Sandford	4	8	12
Steeple	0	2	2
Stoborough	4	6	10
Stokeford	1	1	2
Studland	5	5	10
Swanage	8	19	27
Throop	0	0	0
Turnerspuddle	0	1	1
Upton	6	11	17
Wareham	7	18	25
West Lulworth	6	7	13
Winfrith Newburgh	3	6	9
Wool	7	13	20
Worgret	0	0	0
Worth Matravers	2	3	5