

### 5.19 NC Area 2i : Bridge Street - Stony Lane



**5.19.1** The eastern end of Bridge Street leads out into the more large scale commercial side of the town. In this area the streetscape breaks down with a mix of commercial premises set in between groups of older street frontage dwellings and shops. The buildings that front directly onto the road form the remnants of Rotten Row. This historic group of houses are 2.5 to 3 storey C18th rendered and painted brick, much altered but retaining the historic scale and form of this former historic street. These help to maintain some sense of a streetscape, particularly on the northern side of the road. The gas works, Council offices and a number of small industrial buildings are set back from the road frontage. The two gas holders form dominant elements in views from the street and other views in towards the Town Centre. These larger buildings, car parks, storage and working areas, and site fencing are generally utilitarian in design and intrusive elements on the edge of the historic centre. The River Avon borders this area, land running alongside the River is used for boat storage with associated moorings, jetties and slipways.

**5.19.2** While Bridge Street has retained some sense of a traditional street the commercial backdrop is more dominant in the Stony Lane axis of the area. Entering the town from the A35 to the north, the character of large scale retail warehousing and commercial buildings dominate the roadscape. The junction of Stony Lane and Bridge Street lacks the sense of a gateway location.

**5.19.3** South of Bridge Street Stony Lane leads down into a series of public car park spaces located around a modern sports centre building set in behind the gas works and Council offices. Although adjoining, the open space areas of the leisure centre and wider harbour, there is little sense of the adjacent landscape or adjacent riverside frontage.

**5.19.4** The large scale warehouse and light industrial buildings also break the continuity of the small scale development pattern. These buildings introduce a disjointed collection of buildings and strongly commercial character to Stony Lane. The scale, bland architecture and alien finishes to the buildings makes them quite intrusive. Their position on the edge of the flood plan setting to the Town Centre also has a major adverse visual impact on this key setting.

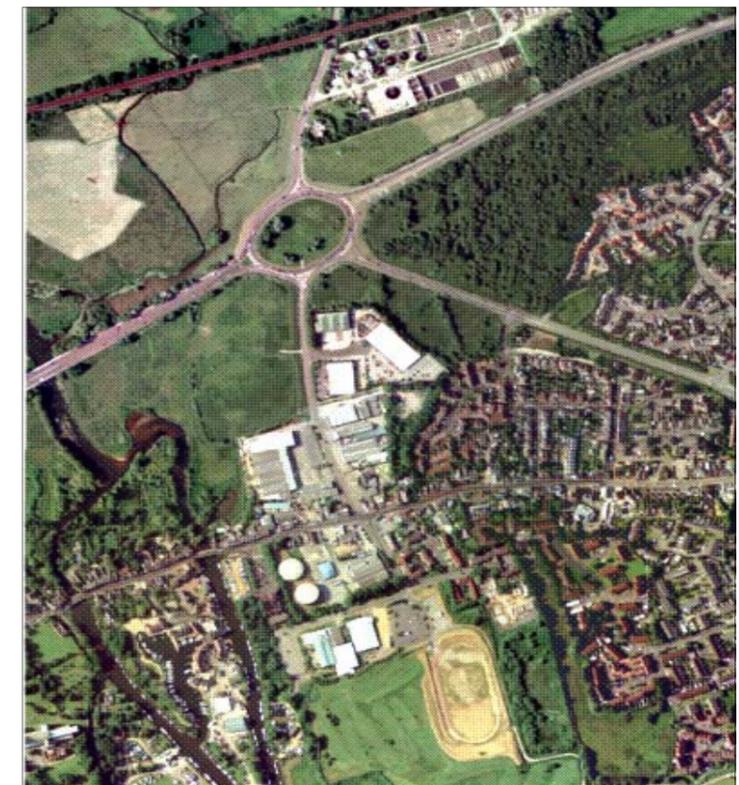
**5.19.5** The Stony Lane approach off the A35 is further diminished by the disrupted frontages around the junction with Bridge Street. The commercial buildings and the truncated end of a building terrace do not identify this as an attractive gateway point on the street.

#### 5.19.6 Main Characteristics

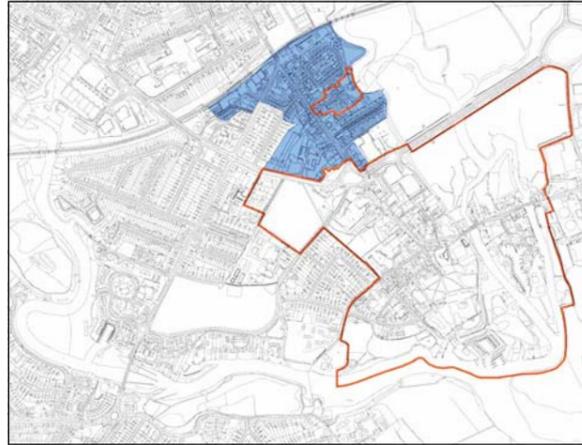
- Mix of remnant streetscape and larger commercial/civic buildings.
- Limited number of historic buildings - some heavily altered.
- Utilitarian buildings making no contribution to sense of place.
- Riverside frontage heavily vegetated - provides a screen/buffer to existing development, but also excludes connection with the river.

#### Sensitivity to Change

**5.19.7** Despite much loss of historic buildings in this area and the dominating presence of the gas holders, the elements of remaining historic street frontage buildings, representing the survival of the historic street of Rotten Row and the river frontage and tree cover should be seen as valuable within this area.



## 5.20 NC Area 2j: Bargates and Avon Buildings



**5.20.1** This area forms the continuation of the streetscape and side-street pattern of the historic core area out towards the railway and Fairmile. The area does not possess the same historical interest or quality of the southern High Street/Church Street areas, but still represents a contrast with the wider suburban townscape.

**5.20.2** Bargates was little more than a long straight road leading out towards St. Catherine's Hill until the arrival of the railway from Ringwood in the 1860's. By the 1890s a continuous line of street frontage was established with the terraces and cottages of Avon Buildings and Beaconsfield Road in the adjacent side streets. The layout of small Victorian villas in Fairfield had also been started by this time.



**5.20.3** The Bargates area has suffered from the severance caused by the A35. Physically the area has been cut off from the main High Street with pedestrians directed into an uninviting underpass. Visually the continuity of streetscape is broken by dominant landscape planting on the junction, a car park at the end of the building line, the new roadscape and traffic. The building line and plan form of the Bargates Street is more controlled than the main High Street. At the southern end the pavements are wider and shop fronts set back to similar spacing to the High Street. Further north the buildings close in reducing the scale of pedestrian spaces. This has the effect of reducing the visibility along the building frontage and gives pedestrians less opportunity to see shops that may be of interest. The diminishing width and presence of more residential frontages makes the area of less interest to potential visitors venturing beyond the A35.



**5.20.4** On the approach to the Town Centre the bridge over the railway at the northern end of Bargates provides a view straight down the street and through the centre to the Priory. There is also a change in character on the roadway at this point where the suburban roadscape of Fairmile gives way to the more enclosed streetscape of Bargates.

**5.20.5** The side streets are also hidden assets. The entrances in off the main road are no more than a single building width. The straight building lines conceal the attractive cottages and terraced frontages. The Victorian terraces of Avon Buildings are designated as a Conservation Area and provide the route for the Avon Valley path to reach the river. The narrow streets and tightly packed buildings have an intimate character that contrasts with the general housing stock of

the suburban areas. The overall terrace has a strong historic character, although individual buildings have lost their architectural features.

**5.20.6** The Bargates Street is part of the limited resource of streetscape areas within the Borough. Whilst not of Conservation Area quality, Bargates has a degree of historic character and scale and is a proper street frontage, located on one of the main through routes of the Borough. This area contributes positively to the general identity of the Borough, but could be enhanced for greater effect. The side street areas are attractive residential areas with distinctive 'streetscape' character. The Avon Buildings are on the public footpath route out to the Avon Valley, allowing some public appreciation of the historic character. This area should also be seen as having a potential role in the Borough-wide identity.

### 5.20.7 Main Characteristics

- Busy street frontage providing predominantly local shopping facilities.
- Severance from main High Street area makes this area a separate section of streetscape.
- Building set back at southern end provides generous pedestrian spaces. These diminish as the buildings close in on the roadway to the north.
- Street frontage comprise mix of retail, office and some residential development in range of building types. Consistent scale of two and three storey development.
- Buildings include a selection of listed buildings helping to reinforce some historic character. Unfortunate location of bus shelter within Bargates within setting of the main group of historic buildings.
- Quiet well concealed side roads seen from main street as glimpsed views, include attractive groups of Victorian terraces.

5.20 NC Area 2j : Bargates and Avon Buildings cont ..



5.20.8 Residential Development Characteristics

Form/Scale	Terraced Victorian cottages. Small scale Victorian villas.
Style	Plain cottages and detached villas.
Materials	Brick and slate.
Roofscape	Generally well preserved
Plot Size/Density	Terraced plots with modest rear gardens 30 - 40 units/ha
Frontage	Terraces - minimal frontage. Villas - small scale front gardens.
Boundaries	Villas - Brick walls.

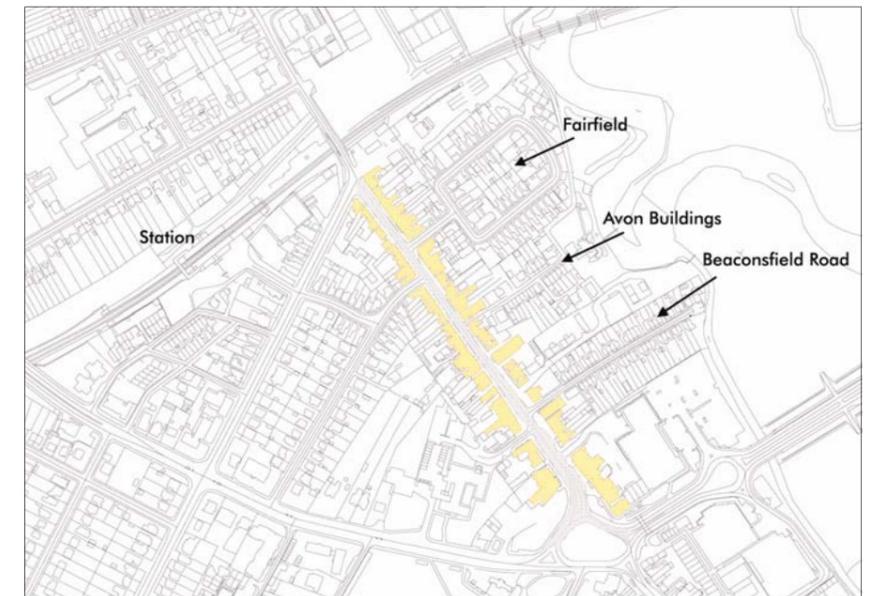


Sensitivity to Change

5.20.9 As tightly packed street frontages with only small rear garden or plot areas, there is little scope for significant new development. With a significant number of locally listed buildings and groups of terraced development alterations to existing buildings, should aim to respect the historic fabric, setting or at least the consistent scale of the streets within this area. Development, including advertisements and shop front designs within Bargates, should respect the strategic view gained down the street to the Town Centre and Priory. Care should be taken to ensure future changes do not intrude or compete with this view.

5.20.10 Within the residential side streets some new dwellings have been constructed in amongst the earlier Victorian development. Greater consistency in building style and scale would help unify such buildings with their surroundings. The Avon Buildings Conservation Area designation dictates any development or alteration of buildings within this street should preserve or enhance the existing character. The terraced cottages within this road do not generally provide much scope to be 'improved' upon. Many are also locally listed, and therefore sensitive in terms of alteration or extension.

5.20.11 The other adjoining side streets, while not in the Conservation Area, comprise distinctive and coherent groups of Victorian buildings. These again should be seen as sensitive to change. Alterations and extensions need to reflect the existing building lines, styles and roofscapes along with common detailing and boundary treatments.



Bargates Street Frontage Characteristics

Building line/layout

Scale of streetscape onto southern end matches the width and building height of the main High Street to the south. Building line strong overall feature of street. Small irregularities in individual buildings creates visual interest. Street narrows towards the northern end.

Scale

Wide streetscape, predominantly with 3 storey development reducing to more 2 storey and residential frontages at north end.

Elevations and Rooflines

Range of semi-traditional shop fronts, including modern 'arcade' and ordinarily local shop units. Signage includes standard styles. Varied building frontages over shops with significant historic character.

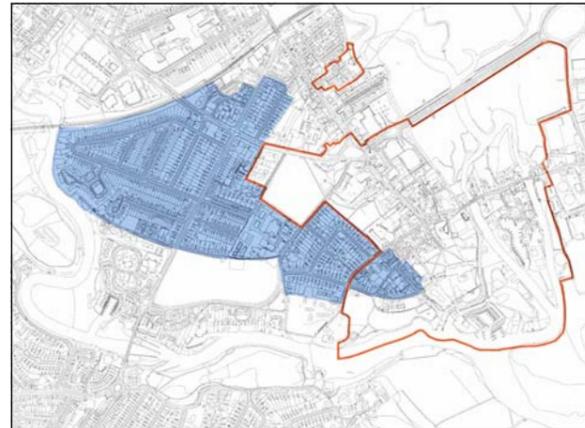
Materials

Predominantly exposed brick, slate and tile.

Paving and Street Furniture

Pavements paved with small element paving with block edge trim to kerb. Colourful bedding displays in raised metal basket features.

**5.21 Area 21 : Wickfield Avenue – Stour Road**



**5.21.1** This area covers the suburban development located around the southern/eastern sides of the historic Town Centre. The area may be sub-divided into separate local ‘sub’ neighbourhoods by the secondary school adjacent to Sopers Lane, but both areas share similar characteristics.

**5.21.2** The Ordnance Survey of 1910 indicated only limited development between the Bargates and the River Stour. Small groups of terraced houses appear on Stour Road, around the station and close to the Quomps. By 1931, this layout had expanded to a pattern of detached and semi-detached estates off Stour Road up to the railway station, two schools and additional housing close to the Quomps. These areas encompass the bulk of the housing now found within the character area.

**5.21.3** To date, the original housing layouts have remained intact with only relatively minor areas of infill development. The housing is a varied mix of detached and semi-detached houses. Groups such as the 1930s bay fronted properties along Stour Road have a common design style. Aside from the earliest Victorian brick terraces the properties are set back from the roads with small front garden spaces. Most of these have modest rear garden plots.

**5.21.4** The urban area is divided by the busy Stour Road. This links the A35 to the Tuckton Bridge and Bournemouth. Smaller, typically straight estate roads serve the area. There are few dedicated pedestrian access routes leading either through or out to other areas.

**5.21.5** The area is enclosed with few views to the wider townscape. To the north the railway embankment separates the area from Fairmile to the east. The rising ground prevents views out of the area. To the south, medium rise development along the river corridor enclose the area. Trees on the railway embankment, around the Barracks Road Recreation Ground and on the Quomps, further reinforce the containment.

**5.21.6** The area has very little internal landscape structure or open space provision. The recreation grounds to the north and south of the school are simply open sports grounds which provide limited green space function.

**5.21.7** The general condition of these areas is a relatively hard built environment. Individual streets have strong tree cover or more mature



gardens. These areas provide a pleasant residential environment. The remaining areas would benefit from modest improvement.

**5.21.8 Main Characteristics**

- Area laid out following grid of straight roadways with few cul-de-sacs or infill areas.
- Subtle differences between road pattern of development on either side of Sopers Lane school (but general consistency in built development).
- Straight roads, some heavily trafficked, give area relatively hard urban environment. Some streets relieved by more mature gardens and street trees.
- Mixed development pattern of terraced, semi-detached and occasional detached housing with individual properties fronting earlier main roads and estate layouts on side roads.
- Predominance of 2 storey housing over localised groups of bungalows.
- General consistency in scale, plot density and design styles. Occasional groups of unified house styles.

**5.21.9 Residential Development Characteristics**

Form/Scale	Predominantly detached housing with areas of detached bungalows.
Era	1900-1930's
Style	Mix of bay fronted townhouses
Materials	Brick, painted and render-slate and tile
Roofscape	Varied roofscape due to mix of houses and bungalows
Plot Size/Density	Modest plots with 10-20 units/ha
Frontage	Generally modest enclosed front gardens.
Boundaries	Low brick walls and hedges
Trees	Scattered pattern of small street trees and occasional larger specimens including Beech.



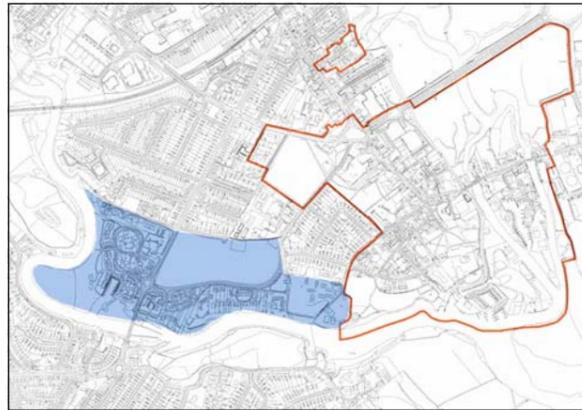
### 5.21 NC Area 21 : Wickfield Avenue – Stour Road cont

#### Sensitivity to Change

**5.21.10** As an area occupied by development with few open spaces and only modest plot sizes, there is minimal capacity for further infill development within this area. As generally 20th century urban housing, the area does not have an overly sensitive or inherently valuable townscape character. There is however a general consistency to the existing development that would be sensitive to inappropriate alterations or infill.

**5.21.11** Considering the proximity of the Town Centre and sustainable development objectives, the general density of this housing is comparatively low. However, ad-hoc redevelopment or infill would contrast with the established character in a way that would lead to the perception of a cramped environment.

## 5.22 NC Area 21 : The River Stour Frontage



**5.22.1** Areas of relatively modern (post 60s and 80s) development extend around the river frontage from the Meridians around to the edge of the Quomps. The area closest to the Quomps is currently under construction. These areas are a mix of modern Riverside apartment developments and pockets of earlier detached Riverside houses. A number of the developments include boat moorings. The earlier riverside houses are generally individual, often ‘architectural’, one off properties. Some of these were developed as holiday accommodation, but have since been accepted as residential developments. These are set back close to the river on long thin plots. Some plots have been sub-divided to provide an extra dwelling on the road frontage.

**5.22.2** The estate and apartment developments form blocks of common buildings but each development is quite different from the next.

**5.22.3** The River frontage has provided a distinctive setting to this area. The river corridor at this point is relatively narrow and sections of the banks are well vegetated with riverside trees. The Meridians development is set back from the river channel to leave an informal open space. Historically this area is referred to as Stockers Mead, one of a number of private land holdings used for grazing and storage of livestock. The area can still be defined in terms of its historic boundaries with reference to historic mapping. Remains of the Monks Walk also forms part of this important public amenity space. This provides a semi-natural setting to the new dwellings. Although open to public access with a small car park, the area is not an obvious public facility. It is, however, identified as a site of Nature Conservation Interest (SNCI)

**5.22.4** The other developments along the river frontage generally restrict public access to the river bank, until the newest sites on the edge of the Quomps, where a walkway is being provided. A pedestrian friendly route is also provided by the access lane off Willow Drive.

**5.22.5** The area is located alongside the busy Stour Road route into Bournemouth and the small Willow Way that serves the southern side of the Town Centre. The area is a relatively busy part of the townscape. The general quality of this area for residents appears high as the housing developments provide good accommodation and exclusive settings. The individual houses enjoy generous plots and prime river front locations. For pedestrians and visitors the develop-

ment pattern excludes continuous access to the riverside and pushes the potential pedestrian routes out to the busy roadside environment. Although located against a prime asset the area does not enhance the Borough identity for those exploring the Town Centre.

### 5.22.6 Main Characteristics

- Section of the River Stour enclosed by urban development on both Christchurch and Bournemouth sides.
- Development on Christchurch side comprised of a mix of individual low rise properties and taller three and four story riverside developments.
- Individual housing areas of moderate low density, with well vegetated informal garden plots.
- Riverside developments with much higher density and large scale buildings. Each development being distinctly different from the others.
- While some open space areas have been achieved along the river, there is no sense of a continuous route for visitors to follow the river.
- Sections of the river retain exclusive access for private property and boat moorings.
- The view of the Priory from the key gateway of Wick Bridge is of strategic importance to the Borough and is particularly sensitive to development along the river front.



**5.22 NC Area 2i: The River Stour Frontage cont ..**

**5.22.10** The strong individual design styles of the existing development provides the context for individual alteration or extension to these properties.

**5.22.7 Residential Development Characteristics**

Form/Scale	Mix of medium rise developments and one off housing.
Era	1960's - current
Style	Highly varied.
Materials	Brick, render and tile hanging.
Roofscape	Varies - flat roof and complex pitches.
Plot Size/Density	Varied with individual plots
Frontage	Individual houses set back in long plots. Modern housing courts with shared spaces.
Boundaries	Informal hedgelines and brick walling.
Trees	Willows and oaks.



**Sensitivity to Change**

**5.22.8** As an area outside of the historic core and with limited public access, this is not overly sensitive to change. However, the area historically known as Stockers Mead and largely defined by the remnant survival of the Monks Walk (and the pronounced bend of the river) could benefit from interpretation and signage as to its historic and wildlife significance. The status of the river, as a key asset for the Borough both as a natural feature and as the Borough boundary, should not be overlooked. Development or alterations should respect the benefits of improved public access to the river and the view from the water and Wick Bridge as part of any sensitive design.

**5.22.9** There may be pressure to allow redevelopment of the existing individual properties with further higher density, higher rise development. The existing new developments are already taller than the general development in the rest of the Borough, while the greater height is now part of the existing character of this area. Development that is still taller than the adjacent site would be alien to the locality. With control on height, there is an opportunity for some high quality architectural designs for good modern buildings. Such imaginative development could be used to help pull the various designs within this area together into a more coherent area of townscape.



### 5.23 Town Centre Development Capacity

**5.23.1** The Conservation Area status of the historic core confirms the Town Centre as a sensitive environment. Modern development schemes have been integrated with varying degrees of success. Some have impacted on the historic character but still added to the interest and vibrancy of the town. If the conservation area status is to be retained, future developments need to ensure the historic characteristics are fully 'preserved or enhanced' by proposals. In view of the fact there are elements of 'modern' development within the town along with some areas that are not intrinsically valuable, it is considered there is some scope for development or redevelopment within the Town Centre.

**5.23.2** The existing condition and grain of historic street areas and the well preserved settings to the main buildings would preclude significant change within the southern part of the historic core. It is understood there are potential redevelopment opportunities for the less historic developments around the main High Street (e.g. the Post Office/arcade site) and to the north of Fountains Way (e.g. The Magistrates' Court site).

**5.23.3** Table 5.23.6 provides a summary of the potential character conflicts identified within this area.

**5.23.4** From this it is noted sites for sensitive development are available within the centre of town. Example areas are the car parking areas adjacent to Druitts Gardens. These areas do not have any intrinsic value to the overall character of the Conservation Area. However, Bank Close Car Park contains important archaeological remains that will need to be treated sensitively. They are not public open space, or well vegetated with trees. There are pedestrian access routes around these spaces, but these are not dependent on routes through the parking area. Redevelopment of these areas would not conflict with the physical structure of the historic townscape. The introduction of more positive land uses, well designed developments on these areas could bring greater interest to the backland space behind the High Street.

**5.23.5** If carefully developed there is the scope for new development to add to the vibrancy and interest of the town. These areas would not conflict with the overall sense of place created within the Town Centre.

DEVELOPMENT POTENTIAL		CONFLICTS OR BENEFITS WITH ASSETS					IMPLICATIONS FOR CHARACTER		SIGNIFICANCE	
		BUILT ENVIRONMENT	SPACES & SETTINGS	NATURAL ASSETS	PERMEABILITY & ACCESS	IDENTITY				
<b>X Conflict √ Benefit = Neutral Effect ? Subject to Detail - Not Relevant</b>										
<b>Potential Key</b> Category with potential without conflict Category with potential but some conflict Category with potential but substantial conflicts	> 1Ha or More < 1Ha or Less N/A Minimal Scope	Urban Grain	Public Open Space	Tree Cover	Permeability	Borough Sense of Place	Potential			
		Street Scapes	Private Spaces	Water Courses	Access to Assets	Christchurch Entity				
		Coherent Groups	Settings	Habitats	Access to Countryside	Neighborhood Identity				
		Historic Fabric	Edges and Enclaves							
		Archaeological Value								
<b>Priory Quarter and Twynham Castle</b>										
Previously Developed Vacant Land or Buildings	N/A									
Intensification of Existing Housing Stock	N/A									
Redevelopment of Existing Housing Areas	N/A									
Redevelopment of Other Uses	N/A									
Development of Car Parks	<	= = = = ?	- - X -	X - -	X X -	X		Highly sensitive location within historic core. Trees within C.P. critical to setting.	<b>Substantial</b>	
Conversion of Commercial Buildings	N/A									
Vacant Land Not Previously Developed	N/A									
Outward Expansion into Edges, Enclaves or Countryside	N/A									
<b>The High Street, Church Street and Castle Street</b>										
Previously Developed Vacant Land or Buildings	N/A									
Intensification of Existing Housing Stock	N/A									
Redevelopment of Existing Housing Areas	N/A									
Redevelopment of Other Uses	<	= √ √ = =	- - - -	- - -	- - -	√ - √		Redevelopment of Post Office precinct could offer significant enhancement of Conservation Area	<b>Potential Benefit</b>	
Development of Car Parks	N/A									
Conversion of Commercial Buildings	N/A									
Vacant Land Not Previously Developed	N/A									
Outward Expansion into Edges, Enclaves or Countryside	N/A									
<b>Millhams Street and Ducking Stool Lane</b>										
Previously Developed Vacant Land or Buildings	N/A									
Intensification of Existing Housing Stock	N/A									
Redevelopment of Existing Housing Areas	N/A									
Redevelopment of Other Uses	N/A									
Development of Car Parks	<	√ √ √ = =	- - √ -	- √ -	? √ -	- - √		Redevelopment of hotel C.P. offers range of potential benefits subject to very high standard of design.	<b>Potential Benefit</b>	
Conversion of Commercial Buildings	N/A									
Vacant Land Not Previously Developed	N/A									
Outward Expansion into Edges, Enclaves or Countryside	>	- - - X X	- - X X	X X X	? ? ?	X X X		Urban expansion on water meadows highly disruptive to Conservation Area status.	<b>Substantial</b>	
<b>Whitehall, Church Lane &amp; Quay Road</b>										
Previously Developed Vacant Land or Buildings	N/A									
Intensification of Existing Housing Stock	N/A									
Redevelopment of Existing Housing Areas	N/A									
Redevelopment of Other Uses	N/A									
Development of Car Parks	N/A									
Conversion of Commercial Buildings	N/A									
Vacant Land Not Previously Developed	N/A									
Outward Expansion into Edges, Enclaves or Countryside	N/A									
<b>Quomps, Priory Quay, Convent Meadows</b>										
Previously Developed Vacant Land or Buildings	N/A									
Intensification of Existing Housing Stock	N/A									
Redevelopment of Existing Housing Areas	N/A									
Redevelopment of Other Uses	N/A									
Development of Car Parks	N/A									
Conversion of Commercial Buildings	N/A									
Vacant Land Not Previously Developed	N/A									
Outward Expansion into Edges, Enclaves or Countryside	N/A									
Convent Meadows	>	- - - ? ?	- X ? -	? - -	√ √ -	√ - √		Developed Green Belt Site. Potential for redevelopment to improve some key deficiencies of access, but also difficult to develop with highly sensitive setting.	<b>Potential Benefit</b>	

DEVELOPMENT POTENTIAL		CONFLICTS OR BENEFITS WITH ASSETS							IMPLICATIONS FOR CHARACTER		SIGNIFICANCE	
		BUILT ENVIRONMENT	SPACES & SETTINGS	NATURAL ASSETS	PERMEABILITY & ACCESS	IDENTITY						
<b>X Conflict √ Benefit = Neutral Effect ? Subject to Detail - Not Relevant</b>												
<b>Potential Key</b> Category with potential without conflict Category with potential but some conflict Category with potential but substantial conflicts	> 1Ha or More < 1Ha or Less N/A Minimal Scope	Urban Grain	Public Open Space	Tree Cover	Permeability	Borough Sense of Place	Potential			Range or Scale of Impact		
		Street Scapes	Private Spaces	Water Courses	Access to Assets	Christchurch Entity						
		Coherent Groups	Settings	Habitats	Access to Countryside	Neighborhood Identity						
		Historic Fabric	Edges and Enclaves									
		Archaeological Value										
<b>Saxon Square</b>												
Previously Developed Vacant Land or Buildings	N/A											
Intensification of Existing Housing Stock	N/A											
Redevelopment of Existing Housing Areas	N/A											
Redevelopment of Other Uses ) Combined sites	<	= √ √ - -	? - - -	- - -	- - -	√ √ √					Potential Benefit Potential Benefit Potential Benefit	
Development of Car Parks )	<	= √ √ - -	- - - -	- - -	- - -	√ √ √						
Conversion of Commercial Buildings	<	√ √ - - -	- - √ -	- - -	- - -	- - -						
Vacant Land Not Previously Developed	N/A											
Outward Expansion into Edges, Enclaves or Countryside	N/A											
<b>Druitt Gardens and The Creedy</b>												
Previously Developed Vacant Land or Buildings	N/A											
Intensification of Existing Housing Stock	N/A											
Redevelopment of Existing Housing Areas	<	- - - X -	- - - -	- - -	- - -	- - -					Slight	
Redevelopment of Other Uses	<	- - √ - -	- - - -	- - -	√ √ -	- - -					Potential Benefit	
Development of Car Parks	<	- - - - ?	√ - √ -	? - -	√ √ -	- - √					Potential Benefit	
Conversion of Commercial Buildings	N/A											
Vacant Land Not Previously Developed	N/A											
Outward Expansion into Edges, Enclaves or Countryside	N/A											
<b>Bridge Street and Rossiters Quay**</b>												
Previously Developed Vacant Land or Buildings	N/A											
Intensification of Existing Housing Stock	N/A											
Redevelopment of Existing Housing Areas	N/A											
Redevelopment of Other Uses	N/A											
Development of Car Parks	N/A											
Conversion of Commercial Buildings	N/A											
Vacant Land Not Previously Developed	N/A											
Outward Expansion into Edges, Enclaves or Countryside	>	- - X - -	- X X X	X X X	- - -	X X -					Substantial	
<b>Bridge Street - Stony Lane**</b>												
Previously Developed Vacant Land or Buildings	N/A											
Intensification of Existing Housing Stock	N/A											
Redevelopment of Existing Housing Areas	N/A											
Redevelopment of Other Uses	>	√ √ √ - -	- - - -	- - -	√ √ -	√ - √					Potential Benefit Potential Benefit Potential Benefit	
Development of Car Parks	<	- - - - -	- - - -	? - -	- - -	- - -						
Conversion of Commercial Buildings	<	√ √ - - -	- - √ √	- - -	- ? -	- - √						
Vacant Land Not Previously Developed	N/A											
Outward Expansion into Edges, Enclaves or Countryside	N/A											
** Character Area dealt with under Purewell												

DEVELOPMENT POTENTIAL		CONFLICTS OR BENEFITS WITH ASSETS							IMPLICATIONS FOR CHARACTER		SIGNIFICANCE		
		BUILT ENVIRONMENT	SPACES & SETTINGS	NATURAL ASSETS	PERMEABILITY & ACCESS	IDENTITY							
		X Conflict ✓ Benefit = Neutral Effect ? Subject to Detail - Not Relevant											
<b>Potential Key</b> Category with potential without conflict Category with potential but some conflict Category with potential but substantial conflicts		> 1Ha or More < 1Ha or Less N/A Minimal Scope	Urban Grain Street Scapes Coherent Groups Historic Fabric Archaeological Value	Public Open Space Private Spaces Settings Edges and Enclaves	Tree Cover Water Courses Habitats	Permeability Access to Assets Access to Countryside	Borough Sense of Place Christchurch Entity Neighborhood Identity	Potential					
<b>Bargates and Avon Buildings</b>													
Previously Developed Vacant Land or Buildings	N/A												
Intensification of Existing Housing Stock	N/A												
Redevelopment of Existing Housing Areas	N/A												
Redevelopment of Other Uses - Large Sites	>	✓	✓	-	-	?	-	-	-	?	-	-	Prominent site areas with potential to improve Strategic approach to Town Centre
Redevelopment of Other Uses - Small Sites	<	-	?	?	?	-	-	-	-	-	-	-	
Development of Car Parks	<	✓	✓	✓	-	?	-	-	-	-	-	-	
Conversion of Commercial Buildings	N/A												
Vacant Land Not Previously Developed	N/A												
Outward Expansion into Edges, Enclaves or Countryside	N/A												
<b>Wickfield Avenue - Stour Road</b>													
Previously Developed Vacant Land or Buildings	N/A												
Intensification of Existing Housing Stock	N/A												
Redevelopment of Existing Housing Areas	N/A												
Redevelopment of Other Uses	<	-	?	-	-	-	-	-	-	-	-	-	Small scale site on main road frontage
Development of Car Parks	N/A												
Conversion of Commercial Buildings	N/A												
Vacant Land Not Previously Developed	<	-	-	-	-	-	X	-	-	X	-	-	Small scale site within existing housing area
Outward Expansion into Edges, Enclaves or Countryside	N/A												
<b>River Stour Frontage</b>													
Previously Developed Vacant Land or Buildings	N/A												
Intensification of Existing Housing Stock	N/A												
Redevelopment of Existing Housing Areas	N/A												
Redevelopment of Other Uses	<	-	-	-	-	-	-	-	-	?	-	-	Small scale site on main road frontage
Development of Car Parks	<	-	-	-	-	-	-	-	-	-	-	-	Car park sites - with visitor value
Conversion of Commercial Buildings	N/A												
Vacant Land Not Previously Developed	N/A												
Outward Expansion into Edges, Enclaves or Countryside	N/A												