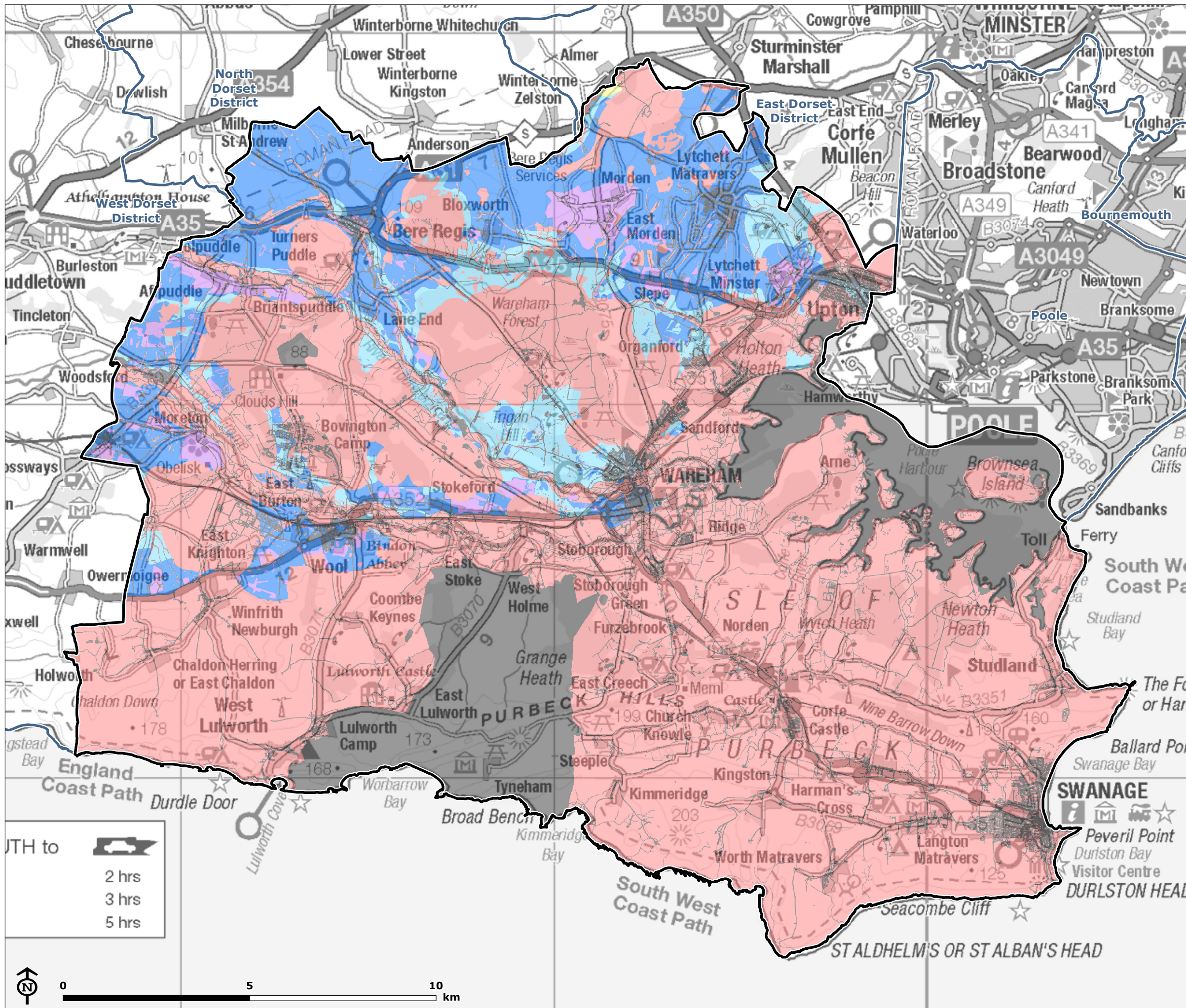


6 Purbeck's Least Environmentally Constrained Areas

- 6.1 The majority of Purbeck is constrained by assets of high sensitivity; the remainder is constrained by moderate sensitivity assets, with the exception of one very small area of low sensitivity in the north of the District near Winterbourne Zelston; see **Figure 6.1**. Residential development would not be appropriate in areas of high sensitivity, but might be possible in areas of moderate sensitivity, if appropriate mitigation can be identified and implemented. The areas identified as being of moderate sensitivity are generally found around the north and west of the District, with the exception of narrow corridors lying approximately between Bere Regis and Wareham, and Wool and Wareham. Corridors between Bere Regis and Wareham, and Bere Regis and Upton, currently appear to be the least environmentally constrained.
- 6.2 Despite some areas appearing to be less constrained than others, the identification of suitable sites for housing will require further detailed analysis at the site level, to identify any potential constraints (that it has not been possible to identify in this strategic assessment). This will be required to assess potential impacts more accurately and to develop appropriate mitigation. Any of the moderate or low sensitive areas identified within the District could mean that residential development is not appropriate at a specific site and would need further investigation.
- 6.3 In order to further narrow down the areas in which residential development may be possible, the next stage of assessment (as set out in **Chapter 7**) considers any barriers to deliverability posed by infrastructure or services capacity constraints, and planning constraints such as Green Belt.



PURBECK
Environmental and Infrastructure Capacity

Figure 6.1: The Overall Sensitivity of all of Purbeck's Assets

- Purbeck District Council
 - Other Local Authority boundary
 - Physical constraint
- Sensitivity value**
- Higher
 - Moderate - 4 sub-themes
 - Moderate - 3 sub-themes
 - Moderate - 2 sub-themes
 - Moderate - 1 sub-theme
 - Lower

NOTE:
Higher sensitivity areas: Special Area of Conservation, Special Protection Area, Proposed Special Protection Area, Ramsar Site, Dorset Heathlands Planning Framework zone (400m buffer), National Nature Reserve, SSSI, Ancient Woodland, Floodzone 2 and 3, Risk of flooding from surface water (1:30 and 1:100 years), Listed Buildings, Registered Parks and Gardens, Scheduled Monuments, Area of Outstanding Natural Beauty, Agricultural land (grade 1-2)

Moderate sensitivity areas: Dorset Heathlands Planning Framework zone (5km buffer), SSSI Impact Risk Zones (residential), Local Geological Site, Local Nature Reserve, SINC, Priority Habitats, Flood Storage Areas, Agricultural land (grade 3), Parks and gardens, Open space, Amenity open space, Conservation Area, Open country and registered common land, Country Parks, other HER

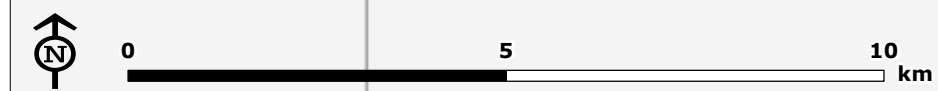
Lower sensitivity areas: Agricultural land (grade 4-5), allotments, National Forest Inventory

Physical constraint: Roads, railway, buildings, water bodies, military firing range areas and

Map Scale @ A3: 1:100,000

Distance to

- 2 hrs
- 3 hrs
- 5 hrs

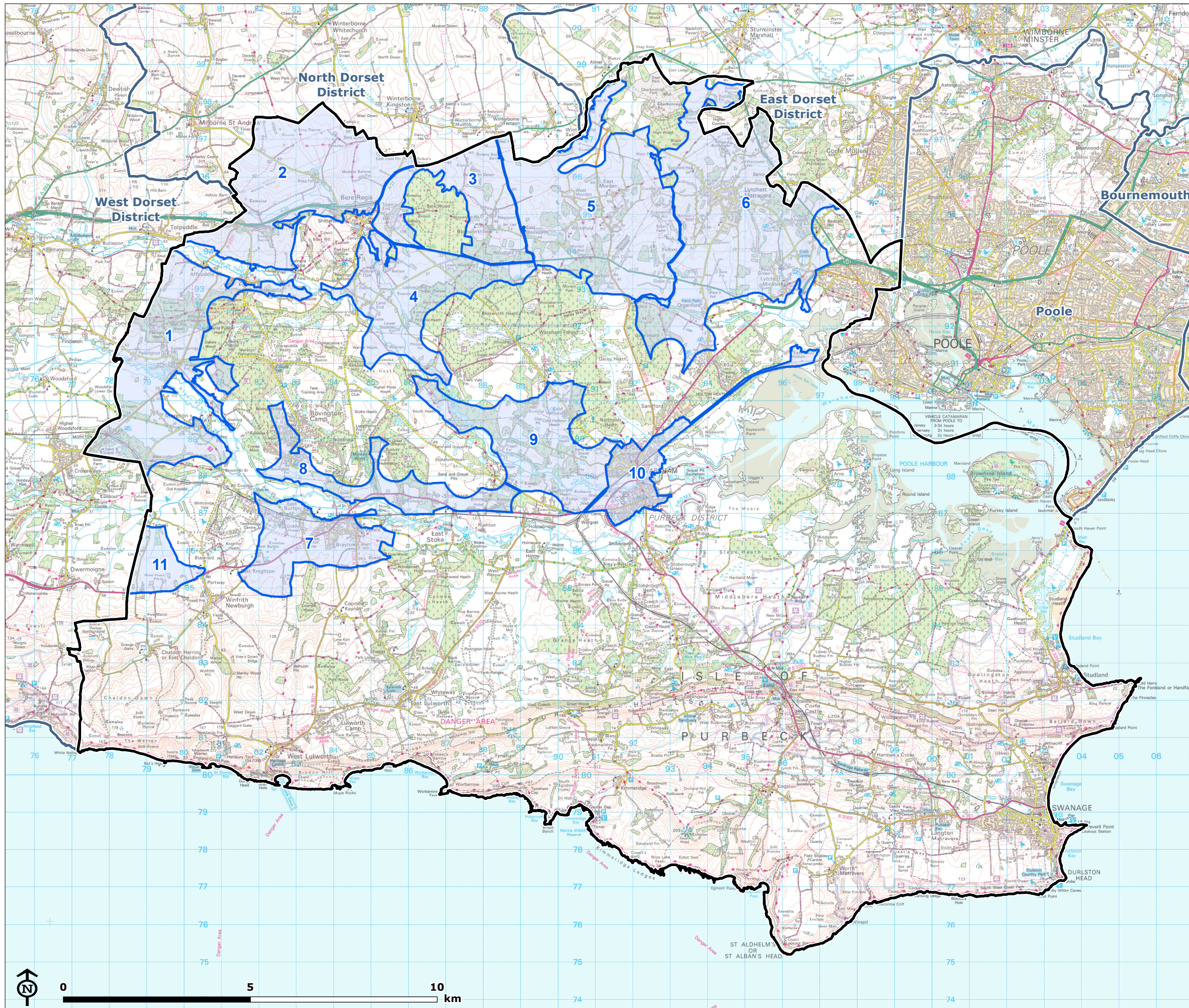


7 Infrastructure Capacity and Housing Deliverability

- 7.1 As noted in **Chapter 2**, this chapter assesses the potential to deliver the necessary infrastructure to sustainably support growth in the least environmentally constrained areas in the District. The study has focused on the main strategic infrastructure which is needed to support sustainable communities, namely: education, transport, emergency services, utilities & waste management, health facilities, retail and leisure services. This collectively represents the range of facilities that together determine the health, social, recreational, economic and cultural wellbeing of existing and future communities. In other words, good access to facilities will provide a better quality of life and more sustainable outcomes. In addition to the main infrastructure needed to support development, the Council will also need to consider site specific infrastructure needed to support development. As examples this might include telecommunications connections to allow access to superfast broadband and improvements in access to the local countryside.
- 7.2 This chapter also provides a summary of the Green Belt study undertaken by Purbeck District Council and considers the effect that Green Belt designations could have on the deliverability of housing within the District.
- 7.3 Limitations to deliverability posed by land ownership constraints are beyond the scope of this assessment, however land ownership will clearly affect the deliverability of specific sites.




Approach

- 7.4 The approach adopted has been to take the areas identified as being least environmentally constrained and to divide them into parcels. In the absence of specific development sites, this has enabled an appropriate high level assessment to be undertaken. The parcels do not necessarily follow particular administrative areas but were identified using the judgement of the consultant team. The intention was to be able to create parcels that, where possible, related well to existing settlements, either within the District, or in neighbouring districts. In some cases this left some areas not fitting logically into any particular parcel, in which case a new parcel was created. The parcels identified are:
- 1 Moreton & Affpuddle
 - 2 Turners Puddle & North West Bere Regis
 - 3 Bloxworth & North East Bere Regis
 - 4 Lane End & South East Bere Regis
 - 5 West Morden & East Morden
 - 6 Lytchett Matravers & Lytchett Minster
 - 7 Wool & East/West Burton
 - 8 Bovington Camp & Binnegar
 - 9 Piddle Valley & Trigon Hill
 - 10 Wareham & East Holton
 - 11 Fossil Farms
- 7.5 The location of these parcels is shown in **Figure 7.1**.



PURBECK
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Infrastructure Capacity

Figure 7.1: Assessed Land Parcels

-  Purbeck District Council
 -  Other Local Authority boundary
 -  Proposed assessment parcel
- 1 - Moreton & Affpuddle
 - 2 - Turners Puddle & NW Bere Regis
 - 3 - Bloxworth & NE Bere Regis
 - 4 - Land End & SE Bere Regis
 - 5 - West & East Morden
 - 6 - Lytchett Matravers & Lytchett Minster
 - 7 - Wool & East/West Burton
 - 8 - Bovington Camp & Binnegar
 - 9 - Piddle Valley & Trigon Hill
 - 10 - Wareham & East Holton
 - 11 - Fossil Farms

Map Scale @ A3: 1:100,000



- 7.6 The assessment has not tested development on individual sites within each parcel. Rather, for each parcel, the infrastructure implications of different scales of growth have been assessed. These scales were:
- 50 dwellings – ‘small development’;
 - 250 dwellings – ‘large development’;
 - 500 dwellings – ‘strategic development’; and
 - 1,000 dwellings – ‘new settlement / major strategic urban extension’.
- 7.7 These different scales were agreed with Purbeck District Council and were considered to represent a reasonable spread of realistic types of development.
- 7.8 For these scales of growth and land parcels, two stages of assessment were undertaken. This first involved engaging with the providers of the strategic infrastructure to identify what the possible implications would be of each scale of growth in each location. Whilst it is not possible for these strategic providers to be definitive about the infrastructure required, the purpose was to identify whether there were any potential issues in terms of infrastructure delivery. This was both in terms of the feasibility of provision and also whether such provision would have the potential to undermine the deliverability of development, due to the high costs of provision not being capable of being addressed through contributions from development. Given that many of the parcels assessed are in more rural locations, our experience is that many of the infrastructure providers are less likely to actively choose to invest in new infrastructure in these locations, even if there was growth proposed at the higher scales tested. This is because this would represent an inefficient use of their resources. It is therefore assumed for the purposes of the study, that developer contributions from the proposed growth would need to fully fund the new infrastructure provision.
- 7.9 The 2016 Economic Viability report¹²⁹ undertaken for Purbeck District Council does suggest that large strategic sites, along with 40% affordable housing, could support between £19,000 and £22,000 per dwelling for developer contributions (para. 3.4.50). For a 1,000-dwelling scheme this would equate to between £19m and £22m. The £19,000 to £22,000 surplus per dwelling is based on a sales value of £3,450/m². This figure is indicative of sales values in Upton, Purbeck Rural Fringe and Purbeck Rural Centre. The surplus, and developer funding for infrastructure, may need to be adjusted for development in parcels outside these sub-market areas. The surplus on individual sites will also be determined by site specific constraints. At this scale of development (given that, in other locations, the typical cost of a two-form entry primary school is anywhere between £7m and £7.5m), there would be some significant infrastructure costs that would account for a large proportion of the available developer contributions.
- 7.10 This is not to say that development of a 1,000-dwelling new settlement in more rural parts of the district would be undeliverable, rather that it would have a significant burden placed upon it by the infrastructure required to support it and therefore this would need to be very carefully planned and thoroughly tested. We recommend that more work is undertaken for specific sites to ascertain (i) the scale of infrastructure requirements and the associated impact on viability; and (ii) the scale of growth that would be required to ensure deliverability. This work would be needed to inform any review of the emerging Local Plan.
- 7.11 The second stage of the assessment has then looked at the sustainability of the parcels of land at a finer grain. Specifically this has tested the distance of each parcel from a range of existing services, based on guidance from the Institute of Highways and Transportation¹³⁰ on desirable and acceptable walking distances. This has been assessed against the following services (Table 7.1).

¹²⁹ DSP (2016) *Purbeck District Partial Review of Purbeck Local Plan Part 1 and revised Community Infrastructure Levy Economic Viability Assessment*, for Purbeck District Council.

¹³⁰ Institute of Highways and Transportation (2000) *Guidelines for Providing for Journeys on Foot*






Table 7.1 Acceptable and desirable walking distances from specific facilities and services

Infrastructure theme	Specific item	Desirable maximum walking distance	Acceptable maximum walking distance
Education	Primary schools	1,000m	2,000m
Transport	Bus stops	400m	800m
	Railway stations		
Health	GP surgery	800m	1,200m
Retail	Proximity to a local retail centre, as defined in the Purbeck Local Plan	400m	800m
Leisure	Outdoor sports facilities, sports pitches and leisure centres	800m	1,200m

- 7.12 Clearly not all parts of any parcel will be within the same distance of facilities, so any further assessment would need to review more closely the location of different services for different parts of individual parcels. However, it is a clear and consistent principle, in reviewing the outputs, that the most accessible locations in terms of access to services are in the parts of parcels that are closest to the largest existing settlements. Many of the most accessible locations would effectively represent extensions to existing settlements. Accordingly, when assessing the sustainability of parcels, the proximity of infrastructure in neighbouring parcels was also taken into account.
- 7.13 The tables in this section provide an assessment of potential impacts ranging from dark red cells, which mean that there is likely to be a major issue in providing the required supporting infrastructure, through to amber cells where there could be a possible, albeit not fundamental, issue in providing the infrastructure. There is also a category where the impact of infrastructure provision is considered to have no impact (the white cells). In some circumstances development could serve to enhance the quality and quantity of wider infrastructure provision, e.g. if the scale of growth is sufficient to trigger the need for a new GP surgery, then this will provide improved health services for the wider community. In these circumstances the assessment has given this a green rating. Positive impacts are more difficult to assess than possible detrimental impacts, as they are dependent on a wider range of factors, such as investment decisions by infrastructure providers and the restriction on new development addressing historic deficits in infrastructure provision. The scoring system is shown in **Table 7.2** below.

Table 7.2 Assessment criteria

Extent of impact of either providing infrastructure required to support level of growth, or sustainability of growth without appropriate infrastructure provision

	Major issue
	Significant issue
	Possible issue
	Neutral/no issue or minimal issues
	Potential positive wider impact through investment in infrastructure required to support level of growth

- 7.14 It is important to be clear that the assessment considers each infrastructure theme, e.g. public transport, education capacity, etc, individually. The assessment summary at the end of this section seeks to provide an overarching understanding of the issues and opportunities. However, it does not seek to add together the individual scores for each parcel across all the infrastructure themes in order to identify the most sustainable location at each scale of

growth. To better understand this will require more detailed assessment of the individual issues and a more in-depth assessment of the cross-cutting issues. For example, whilst a site may be close to a leisure centre and existing retail facilities, the lack of health provision and the limited capacity of the local schools may make that location relatively unsustainable; if however, at a larger scale of growth, the site could contribute towards the expansion of health and/or education provision, then that site would become significantly more sustainable.

- 7.15 The list of strategic infrastructure providers that were consulted is shown in **Appendix 3**. All information provided represents a high level assessment and more detailed work would be needed to establish, for a more specific location within an assessed parcel, the precise infrastructure requirements, the cost of provision and the implications for the deliverability of any possible development scheme.
- 7.16 Ultimately the assessment and recommendations in the study regarding the deliverability of development in each of the parcels represents a judgement based on our experience of infrastructure delivery planning. In the absence of specific sites to test it is not possible for the strategic infrastructure providers to identify definitive needs. Moreover, this study does not undertake any viability assessments of locations in order to support the judgements made about the deliverability of development within any parcel. This has however been informed by the 2016 viability assessment undertaken for the District Council to inform possible updates to the Community Infrastructure Levy (CIL).

Green Belt

- 7.17 Although Green Belt as a designation is related to the landscape in terms of its openness and lack of built development, it is itself a planning designation rather than an indicator of landscape quality or environmental capacity. We have therefore considered it in relation to housing deliverability. For residential development to occur on Green Belt land, a detailed Green Belt review is required to identify the potential harm to the Green Belt and the implications of its removal on the integrity of the remaining Green Belt.
- 7.18 Purbeck District Council is in the process of undertaking an initial Green Belt review, but has not yet concluded the work. This study has therefore referred to its preliminary findings.
- 7.19 During the review, Green Belt land was divided into 38 separate study areas. The parts of the Green Belt which were not suitable for housing, based on the analysis of environmental constraints, were not assessed through the review. Each of the Green Belt parcels was ranked according to their performance in meeting the purposes of the Green Belt¹³¹ as defined in the NPPF and exhibiting its essential characteristics.
- 7.20 The initial findings from the Purbeck Green Belt Review have are presented below to provide additional context to the likely deliverability of each parcel.

Baseline

- 7.21 The Purbeck Infrastructure Plan¹³² 2016 did not identify any significant infrastructure issues in terms of addressing the infrastructure needs of the Local Plan Partial Review. Needs were identified across all infrastructure areas but none were considered to either be so significant as to prevent development or to be placing a burden on the infrastructure network which would serve to place a limit on future development in that location.

Education

- 7.22 The proximity of each parcel of land to primary and secondary schools is shown in **Appendix 4**.

¹³¹ Paragraph 80, NPPF.

¹³² Purbeck District Council (2016) *Reviewing the Plan for Purbeck's future: Purbeck Infrastructure Plan*.

Primary education

- 7.23 The general approach taken by Dorset County Council (DCC) as the education authority is that 1,000 new houses requires approximately one form of entry at primary school level, based on a typical mix of houses. A one-form entry primary school is, in most cases, the smallest school that it would develop. However, a cluster of developments that produces over 750 houses may warrant a suitably located school if the existing local provision is full or non-extendable. Thus a grouping of three 250-unit developments may require a new primary school.
- 7.24 The strategic education assessment has identified the following needs for children of primary school age (**Table 7.3**).
- 7.25 This shows that for most parcels, the infrastructure requirements of low levels of growth (approximately 50 dwellings) would be minimal in isolation. However, if there was growth of this scale across a number of adjacent parcels, then this could create an aggregated need for an extension to an existing school. However, this would very much depend on the parcels in question, the location of growth within those parcels and the numbers of dwellings proposed.
- 7.26 **Table 7.3** also shows, for the smallest scale of development, how sustainable the parcel is to accommodate development, based on the proximity of the parcel to the nearest existing primary school. Where the smallest scale of development would require extension of an existing school, this is likely to be a significant issue for the education authority, given the very limited number of additional pupils that would be accommodated, when compared with the costs of extending the schools in question. This may be mitigated if growth in other parcels also creates additional pupil needs which could be served by the extension of that same school.
- 7.27 **Table 7.3** shows that, at larger scales of growth, there is a greater likelihood of the need to deliver new primary schools and DCC has indicated that, in principle, such provision can be made. Given that new primary schools can typically cost between £5 million and £7 million and it would be likely that developer contributions would be required to address these costs, at least in part, then there would be a greater prospect of delivery of this infrastructure if development was at the highest levels tested, i.e. at least 1,000 dwellings.

Secondary education

- 7.28 For secondary education, none of the scales of development would be remotely sufficient to warrant new school provision, including 1,000 dwellings. The higher cost of secondary schools compared with primary schools means that it is preferable to address secondary education needs at a smaller number of larger schools. DCC has therefore identified that the provision of higher levels of growth in terms of secondary education, for all development parcels, would be challenging. It would be necessary to assess this strategically across the entire District.
- 7.29 **Table 7.4** identifies which parcels are within walking distance of the nearest secondary school, which will reduce the burden on school bus services to support new growth. This is the major cost associated with accommodating additional secondary education needs of children that are located outside the catchment of a school with available places.

Table 7.3 Summary of primary education needs by growth level and proximity of development parcel to primary school

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Only a very small part of the parcel is within acceptable walking distance of the primary school at Bovingdon Camp (possible issue)	Extension to existing school (possible issue)	Possible extension of existing school ¹ or new school ² depending on unit numbers in other adjoining parcels (possible issue)	New school required ³ (significant issue)	New school required ⁴ (possible issue)
2. Turners Puddle & NW Bere Regis	A small part of the parcel is within desirable walking distance of the primary school at Bere Regis (neutral)	Extension to existing school (possible issue)	New school required (significant issue)	New school required (significant issue)	New school required (possible issue)
3. Bloxworth & NE Bere Regis	A small part of the parcel is within desirable walking distance of the primary school at Bere Regis (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	New school required (significant issue)	New school required (significant issue)	New school required (possible issue)
4. Lane End & SE Bere Regis	A small part of the parcel is within desirable walking distance of the primary school at Bere Regis (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	New school required (significant issue)	New school required (significant issue)	New school required (possible issue)
5. West Morden & East Morden	Part of the parcel is within acceptable walking distance of the primary school at Lytchett Matravers (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	New school required (significant issue)	New school required (significant issue)	New school required (possible issue)
6. Lytchett Matravers & Lytchett Minster	A large part of the parcel is within desirable walking distance of the primary school at Lytchett Matravers (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	New school required (significant issue)	New school required (significant issue)	New school required (possible issue)
7. Wool & East/West Burton	A large part of the parcel is within desirable walking distance of the primary school at Wool (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	Possible new school required depending on number of dwellings that are accommodated in surrounding locations, e.g. the area around Bovington Camp (significant issue)	New school required (significant issue)	New school required (possible issue)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
8. Bovington Camp & Binnegar	Large parts of the parcel are within desirable walking distance of the primary schools at Wool and Bovingdon Camp. A small part of the parcel is within walking distance of the primary school at Crossways (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	Possible new school required depending on number of dwellings that are accommodated in surrounding locations, e.g. the area around Wool and East/West Burton (significant issue)	New school required (significant issue)	New school required (possible issue)
9. Piddle Valley & Trigon Hill	A large part of the parcel is within desirable walking distance of a primary school in Wareham (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	Possible new school required depending on number of dwellings that are accommodated in surrounding locations, e.g. Wareham & East Holton (significant issue)	New school required (significant issue)	New school required (possible issue)
10. Wareham & East Holton	A large part of the parcel is within desirable walking distance of two primary schools in Wareham (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	Extension to existing school but could require a new school depending on numbers of dwellings that are accommodated in surrounding locations (possible issue)	New school required (significant issue)	New school required (possible issue)
11. Fossil Farms	A small part of the parcel is within desirable walking distance of the primary school at Winfrith Newburgh (neutral)	Possible extension to existing school – but linked to growth in adjoining parcels (possible issue)	New school required (significant issue)	New school required (significant issue)	New school required (possible issue)

¹ DCC has stated that any extension would be to the first school and possibly the middle school (three tier system).

² DCC has stated that a new school at Moreton & Affpuddle would be a middle school, if extension of the existing middle school provision is not sufficient (three tier system).

³ DCC has stated that any new school at Moreton & Affpuddle would be a middle school (three tier system).

⁴ DCC has stated that at Moreton & Affpuddle a new first school would be required and possibly a new middle school (three tier system).

Table 7.4 Summary of secondary education needs by growth level and proximity of development parcel to secondary school

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)
2. Turners Puddle & NW Bere Regis	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)
3. Bloxworth & NE Bere Regis	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)
4. Lane End & SE Bere Regis	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)
5. West Morden & East Morden	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)
6. Lytchett Matravers & Lytchett Minster	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)
7. Wool & East/West Burton	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)
8. Bovington Camp & Binnegar	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
9. Piddle Valley & Trigon Hill	A large part of the parcel is within desirable walking distance of the secondary school in Wareham (neutral)	No impact (neutral)	Possible need to extend existing school (significant issue)	Possible need to extend existing school (significant issue)	Possible need to extend existing school (possible issue)
10. Wareham & East Holton	A large part of the parcel is within desirable walking distance of the secondary school in Wareham (neutral)	No impact (neutral)	Possible need to extend existing school (significant issue)	Possible need to extend existing school (significant issue)	Possible need to extend existing school (possible issue)
11. Fossil Farms	Not within 2km of a secondary school (possible issue)	Possible need to increase school bus services (possible issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (significant issue)	Possible need to extend existing school and likely increase in bus services (possible issue)

Transport

- 7.30 The proximity of each parcel of land to transport services is shown in **Appendix 4**.

Roads

- 7.31 Engagement has taken place with both DCC, as local highways authority, and Highways England, as the strategic authority. For growth levels below 500 dwellings, no specific infrastructure needs were identified and therefore there are no specific issues relating to deliverability of development in any of the parcels. This is distinct from site-specific mitigation which would still be needed in most if not all cases, mainly to ensure appropriate access to sites.
- 7.32 However, DCC did identify that they would consider, in accessibility terms, some more rural parcels to be unsustainable because of the lack of alternatives to the private car. These are shown below in **Table 7.5**.
- 7.33 None of the specific junction issues identified by Highways England and summarised in **Table 7.5** are currently priority issues within the Dorset Local Transport Plan 2017.

Public transport

- 7.34 Through the study there has been engagement with GO Coast, the main bus company serving the District. In addition, DCC has provided commentary on the proximity of parcels to railway services.
- 7.35 **Table 7.6** summarises the main issues relating to public transport provision, including the analysis of proximity to bus stops and railway stations. All development parcels are within at least an acceptable walking distance of either a bus stop or a railway station. In the case of bus services, this does not take into account the frequency of services or their routes. At higher scales of growth (500 dwellings or more), there is a greater prospect of development contributing towards the improvement of existing bus services – experience elsewhere is that at least 500 dwellings is needed to deliver and maintain a commercially feasible new bus service. However, at the highest levels of growth, the likely level of service improvement is well below the level of service needed to represent sustainable development; therefore this creates a major potential issue.
- 7.36 A number of the parcels are within a good buffer distance of both a railway station and a bus stop. This has meant that they are considered to be more sustainable locations given the choice of sustainable modes of transport.

Emergency services

- 7.37 Fire and Rescue Services identified the following possible impacts which, at the higher levels of growth, could ultimately result in the need for a new fire station which would be unlikely to be funded solely through developer contributions (see **Table 7.7**). The impacts are based on a target response time of 10 minutes. A location being beyond the 10-minute catchment doesn't mean it cannot be served. Rather, this only becomes a problem when any new development planned is of a significant scale, e.g. 500 dwellings or more. Development at the higher scales of growth however would be able to make a greater contribution towards any specific needs identified.
- 7.38 In respect of Police services, the presence of any new development will always have some impact on the policing requirements of an area. The Police Service would therefore expect the need for appropriate infrastructure/facilities to support the increase in built environment and population. However, no fundamental issues were identified in respect of specific infrastructure provision.

7.39 The Ambulance Service did not provide a response. However, we note that no issues were identified in the Purbeck Infrastructure Plan in terms of ambulance provision. Therefore it is assumed that it would have no significant infrastructure needs arising from development in any of the parcels.

Table 7.5 Summary of accessibility and transport issues associated with growth

Parcel	Requirements to accommodate growth			
	50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Sustainable location (neutral)	Sustainable location (neutral)	Possible impact on A35/Dorchester Road and A35/A31 Bere Regis junctions – full cost may be unlikely to be borne by developer (possible issue)	Possible significant impact on A35/Dorchester Road and A35/A31 Bere Regis junctions – full cost may be unlikely to be borne by developer (significant issue)
2. Turners Puddle & NW Bere Regis	Sustainable location (neutral)	Sustainable location (neutral)	No identified issues (neutral)	Possible significant impact on A35/Dorchester Road and A35/A31 Bere Regis junctions – full cost may be unlikely to be borne by developer (significant issue)
3. Bloxworth & NE Bere Regis	Sustainable location (neutral)	Sustainable location (neutral)	Possible impact on A35/A31 Bere Regis junction and at-grade junctions on A31 – full cost may be unlikely to be borne by developer (possible issue)	Possible significant impact on A35/A31 Bere Regis junction and at-grade junctions on A31 – full cost may be unlikely to be borne by developer (significant issue)
4. Lane End & SE Bere Regis	Sustainable location (neutral)	Sustainable location (neutral)	Possible impact on A35/A31 Bere Regis junction – full cost may be unlikely to be borne by developer (possible issue)	Possible significant impact on A35/A31 Bere Regis junction – full cost may be unlikely to be borne by developer (significant issue)
5. West Morden & East Morden	Sustainable location (neutral)	Sustainable location (neutral)	Possible impact on at-grade junctions on A31 – full cost may be unlikely to be borne by developer (possible issue)	Possible significant impact on at-grade junctions on A31 – full cost may be unlikely to be borne by developer (significant issue)
6. Lytchett Matravers & Lytchett Minster	Sustainable location (neutral)	Sustainable location (neutral)	Possible impact on A31/A350 junction – full cost may be unlikely to be borne by developer (possible issue)	Possible impact on A31/A350 junction – full cost may be unlikely to be borne by developer (possible issue)
7. Wool & East/West Burton	Sustainable location (neutral)	Sustainable location (neutral)	No identified issues (neutral)	Possible impact on A35/A31 Bere Regis junction and at-grade junctions on A31 – full cost may be unlikely to be borne by developer (possible issue)
8. Bovington Camp & Binnegar	Sustainable location (neutral)	Sustainable location (neutral)	Possible queuing issues at A352 Wool level crossing during barrier downtime. Contributions from development unlikely to be capable of enabling issue to be addressed (possible issue)	Possible impact on A35/Dorchester Road and A35/A31 Bere Regis junctions – full cost may be unlikely to be borne by developer. Possible queuing issues at A352 Wool level crossing during barrier downtime. Contributions from development unlikely to be capable of enabling issue to be addressed (significant issue)

Parcel	Requirements to accommodate growth			
	50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
9. Piddle Valley & Trigon Hill	Sustainable location (neutral)	Sustainable location (neutral)	Possible impact on A352 (possible issue)	Likely impact on A352 (possible issue)
10. Wareham & East Holton	Sustainable location (neutral)	Sustainable location (neutral)	No identified issues (neutral)	Possible impact on road network
11. Fossil Farms	Sustainable location (neutral)	Sustainable location (neutral)	Possible impact on road network (possible issue)	Possible impact on A35/A352 junction – full cost may be unlikely to be borne by developer (possible issue)

Table 7.6 Summary of potential issues relating to public transport provision

Development parcel	Existing provision	50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (neutral).	Scale of development will not contribute towards improvement of public transport services but part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (neutral)	Scale of development unlikely to contribute towards improvement of public transport services but part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)
2. Turners Puddle & NW Bere Regis	No rail links in close proximity. Part of parcel within good buffer distance of bus stop (possible issue)	Scale of development will not contribute towards improvement of public transport services (possible issue)	Scale of development unlikely to contribute towards improvement of public transport services (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) but unlikely to be sufficient to make reasonable contribution towards sustainable patterns of movement (major issue)
3. Bloxworth & NE Bere Regis	No rail links in close proximity. Part of parcel within good buffer distance of bus stop (possible issue)	Scale of development will not contribute towards improvement of public transport services (possible issue)	Scale of development unlikely to contribute towards improvement of public transport services (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) but unlikely to be sufficient to make reasonable contribution towards sustainable patterns of movement (major issue)
4. Lane End & SE Bere Regis	No rail links in close proximity. Part of parcel within good buffer distance of bus stop (possible issue)	Scale of development will not contribute towards improvement of public transport services (possible issue)	Scale of development unlikely to contribute towards improvement of public transport services (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) but unlikely to be sufficient to make reasonable contribution towards sustainable patterns of movement (major issue)
5. West Morden &	No rail links in close proximity.	Scale of development will not contribute towards	Scale of development unlikely to contribute towards	Scale of development could contribute towards	Scale of development could contribute towards

Development parcel	Existing provision	50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
East Morden	Part of parcel within good buffer distance of bus stop (possible issue)	improvement of public transport services (possible issue)	improvement of public transport services (significant issue)	improvement of public transport services (bus only) (significant issue)	improvement of public transport services (bus only) but unlikely to be sufficient to make reasonable contribution towards sustainable patterns of movement (major issue)
6. Lytchett Matravers & Lytchett Minster	No rail links in close proximity. Part of parcel within good buffer distance of bus stop (possible issue)	Scale of development will not contribute towards improvement of public transport services (possible issue)	Scale of development unlikely to contribute towards improvement of public transport services (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) but unlikely to be sufficient to make reasonable contribution towards sustainable patterns of movement (major issue)
7. Wool & East/West Burton	Part of parcel within good buffer distance of rail station and bus stop (neutral)	Scale of development will not contribute towards improvement of public transport services (neutral)	Scale of development unlikely to contribute towards improvement of public transport services but part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel already within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel already within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)
8. Bovington Camp & Binnegar	Part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (neutral)	Scale of development will not contribute towards improvement of public transport services but part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (neutral)	Scale of development unlikely to contribute towards improvement of public transport services but part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel already within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel already within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)
9. Piddle Valley & Trigon Hill	No rail links in close proximity. Part of parcel within acceptable buffer distance of bus stop (possible issue)	Scale of development will not contribute towards improvement of public transport services (possible issue)	Scale of development unlikely to contribute towards improvement of public transport services (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) but unlikely to be sufficient to make reasonable

Development parcel	Existing provision	50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
					contribution towards sustainable patterns of movement (major issue)
10. Wareham & East Holton	Part of parcel within good buffer distance of rail station and bus stop (neutral)	Scale of development will not contribute towards improvement of public transport services but part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (neutral)	Scale of development unlikely to contribute towards improvement of public transport services but part of parcel within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel already within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)	Scale of development could contribute towards improvement of public transport services and part of parcel already within acceptable buffer distance of rail station and good buffer distance of bus stop (possible issue)
11. Fossil Farms	No rail links in close proximity. Part of parcel within good buffer distance of bus stop (possible issue)	Scale of development will not contribute towards improvement of public transport services (possible issue)	Scale of development unlikely to contribute towards improvement of public transport services (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) (significant issue)	Scale of development could contribute towards improvement of public transport services (bus only) but unlikely to be sufficient to make reasonable contribution towards sustainable patterns of movement (major issue)

Table 7.7 Summary of impacts of growth levels on Fire and Rescue services

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Parcel falls outside 10-minute response time	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)	Potentially could require a new fire station – full cost may be unlikely to be borne by developer (possible issue)
2. Turners Puddle & NW Bere Regis	Parcel within 10-minute response time	No issue (neutral)	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)
3. Bloxworth & NE Bere Regis	Parcel within 10-minute response time	No issue (neutral)	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)
4. Lane End & SE Bere Regis	Parcel within 10-minute response time	No issue (neutral)	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)
5. West Morden & East Morden	Parcel falls outside 10-minute response time	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)	Potentially could require a new fire station – full cost may be unlikely to be borne by developer (possible issue)
6. Lytchett Matravers & Lytchett Minster	Parcel within 10-minute response time	No issue (neutral)	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)
7. Wool & East/West Burton	Parcel falls outside 10-minute response time	No issue (neutral)	Minimal issues (neutral)	Potentially could require a new fire station – full cost highly unlikely to be borne by developer (possible issue)	Potentially could require a new fire station – full cost may be unlikely to be borne by developer (possible issue)
8. Bovington Camp & Binnegar	Parcel falls outside 10-minute response time	No issue (neutral)	Minimal issues (neutral)	Potentially could require a new fire station – full cost highly unlikely to be borne by developer (possible issue)	Potentially could require a new fire station – full cost may be unlikely to be borne by developer (possible issue)
9. Piddle Valley & Trigon Hill	Parcel within 10-minute response time	No issue (neutral)	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
10. Wareham & East Holton	Parcel within 10-minute response time	No issue (neutral)	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)
11. Fossil Farms	Parcel falls outside 10-minute response time	No issue (neutral)	Minimal issues (neutral)	Minimal issues (neutral)	Potentially could require a new fire station – full cost may be unlikely to be borne by developer (possible issue)

Utilities and waste management

Drinking water and sewerage

- 7.40 Wessex Water is the provider of drinking water and sewerage services in the District.
- 7.41 No issues were identified for developments of 50 or 250 dwellings in any of the parcels. For 50-dwelling schemes, local network improvements would be required and for 250-dwelling schemes, network reinforcement is likely to be required. However, this is a standard requirement and is not sensitive to location, i.e. it doesn't matter where the scheme is brought forward, these improvements and reinforcement are expected to be necessary.
- 7.42 At the 500- and 1,000-dwelling scale of development, the needs were the same across all parcels, i.e. again, the requirements are not sensitive to location. For both scales of growth, it is predicted that a planned scheme of works would be required to boost provision in the network and also to increase treatment capacity. Whilst the connections may require major off-site work, e.g. mains upsizing, this is expected by Wessex Water and would not represent a significant issue in any case. This is summarised in **Table 7.8**.
- 7.43 Dorset County Council, as Lead Local Flood Authority, has identified localised surface water flooding issues exacerbated by sewerage capacity around Lytchett Minster¹³³. In addition, work to support a proposed urban extension at Wool also found that it would not be possible to discharge surface water run-off to the sewerage network due to distance from the network¹³⁴. These have the potential to impact on the Lytchett Matravers & Lytchett Minster and Wool & East/West Burton parcels, but the degree of constraint cannot be confirmed without site-level studies development of mitigation (for example sustainable drainage).

Table 7.8 Summary of impacts of growth levels of sewerage provision

	Requirements to accommodate growth			
	50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
All parcels	Local network improvements required (neutral)	Network enforcement likely to be required (neutral)	Planned scheme of works required to boost provision in the network as required and to increase treatment capacity (neutral)	Planned scheme of works required to boost provision in the network as required and to increase treatment capacity (neutral)

Gas

- 7.44 National Grid and Southern Gas Network (the gas distribution network company for Purbeck) did not provide a response to the assessment. However, we note that no specific issues were identified in the Purbeck Infrastructure Plan in terms of gas provision. It is therefore assumed that, whilst the connection costs from a gas distribution network system to a new residential development will be met by the developer as part of the build costs, the provision of gas infrastructure is unlikely to be a fundamental issue in any of the development parcels.

¹³³ Environment Agency/Dorset County Council/Wessex Water and Purbeck District Council (2016) *Lytchett Minster Flood Risk Study*, Non-Technical Summary

¹³⁴ Peter Brett Associates (2017) *Flood Risk and Surface Water Drainage: Technical Overview – Wool Urban Extension*, for Lulworth Estate and Redwood Partnership

Electricity

- 7.45 SSE, the electricity company serving the District, did not provide a response to the assessment. However, we note that no specific issues were identified in the Purbeck Infrastructure Plan in terms of electricity provision. It is therefore assumed that, whilst the electricity connection costs to a new residential development will normally be apportioned between developer and DNO (Distribution Network Operator), the provision of electricity infrastructure is unlikely to be a fundamental issue in any of the development parcels.

Waste and recycling

- 7.46 Waste and recycling is dealt with by the Dorset Waste Partnership which brings together the seven Dorset councils to provide waste, recycling and street cleaning services.
- 7.47 Any significant scale of growth in the District would likely require improved Household Recycling Centre (HRC) facilities in Wareham. The existing HRC in Swanage is a modern, purpose-built facility so would not be upgraded. At the current time there is no funding for any improvement to the Wareham HRC and therefore developer contributions would be sought. In this regard, a greater proportion of development would increase the levels of funding to support the required improvements, but it is not known at the present time what the costs would be and therefore what level of contribution would be required for each scale of growth.
- 7.48 Whilst the operational depot in Wareham has funding to carry out improvements to accommodate additional collection vehicles, there are likely to be future pressures on the service to collect waste from new developments. This may require extension or replacement to service the number of proposed new properties identified. Funding would also be required to increase the operational fleet and associated running costs, along with extra staff to service the new collection rounds. This may come from developer contributions or perhaps more likely, through Council Tax revenues.
- 7.49 None of these matters identified represent fundamental restrictions to growth in any of the development parcels.

Health

- 7.50 Since April 2013 the Dorset Clinical Commissioning Group (Dorset CCG) has been responsible for primary care, community services, mental health services and acute hospital care across the areas previously covered by NHS Dorset and NHS Bournemouth & Poole. Dorset CCG area is divided into localities and the majority of the District is covered by the Purbeck locality which includes GP practices in Wool, Wareham, Sandford, Corfe Castle, Swanage and Bere Regis.
- 7.51 The GP surgeries in Upton and Lytchett Matravers are located in the geographical area of NHS Dorset, but are serviced by the Adams Practice which is based outside the Purbeck locality in Poole.
- 7.52 In addition there are two community hospitals in Purbeck at Wareham and Swanage. The proximity of each parcel of land to health facilities is shown in **Appendix 4**. The assessment is shown in **Table 7.9**.

Table 7.9 Potential issues with GP provision

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Small part of parcel is within desirable distance of Atrium Health Centre. Expansion on the existing site is not possible.	No issues (neutral)	No issues (neutral)	Additional primary care infrastructure likely to be needed (possible issue)	Additional primary care infrastructure likely to be needed (possible issue)
2. Turners Puddle & NW Bere Regis	Small part of parcel is within desirable distance of Bere Regis Surgery. An extension is planned to the existing surgery. However, additional planned growth at Moreton and Crossways could impact on provision.	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed but is likely to be accommodated through planned expansion (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed but is likely to be accommodated through planned expansion (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed which could be accommodated through planned expansion (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed which is unlikely to be capable of being accommodated through planned expansion. Further expansion would be necessary but is possible on the site (possible issue).
3. Bloxworth & NE Bere Regis	Small part of parcel is within desirable distance of Bere Regis Surgery. An extension is planned to the existing surgery. However, additional planned growth at Moreton and Crossways could impact on provision.	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed which could be accommodated through planned expansion (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed which is unlikely to be capable of being accommodated through planned expansion. Further expansion would be necessary but is possible on the site (possible issue)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
4. Lane End & SE Bere Regis	Small part of parcel is within desirable distance of Bere Regis Surgery. An extension is planned to the existing surgery. However, additional planned growth at Moreton and Crossways could impact on provision.	No issues (neutral)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure may be needed (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure may be needed which could be accommodated through planned expansion (possible issue)	Potential to create capacity issues at Bere Regis Surgery. Additional primary care infrastructure will be needed which is unlikely to be capable of being accommodated through planned expansion. Further expansion would be necessary but is possible on the site (possible issue)
5. West Morden & East Morden	Not within acceptable distance of any surgery. Nearest surgery is Lytchett Matravers which is unable to expand on present site, although it is not fully manned currently.	No issues (neutral)	Potential to create capacity issues at the Lytchett Matravers surgery. Additional primary care infrastructure may be needed but surgery is unable to expand on present site (possible issue)	Potential to create capacity issues at the Lytchett Matravers surgery. Additional primary care infrastructure will be needed but surgery is unable to expand on present site. Planned growth at Bere Regis Surgery could potentially accommodate this growth, although this is outside the acceptable distance for patients to travel sustainably to access healthcare provision (significant issue)	Potential to create capacity issues at the Lytchett Matravers surgery. Additional primary care infrastructure will be needed but surgery is unable to expand on present site. Planned growth at Bere Regis Surgery unlikely to be capable of accommodating this growth and its location is outside the acceptable distance for patients to travel sustainably to access healthcare provision (significant issue)
6. Lytchett Matravers & Lytchett Minster	Lytchett Matravers surgery is within parcel. Surgery is unable to expand on present site, although it is not fully manned currently. A small part of the parcel is within acceptable distance of Sandford Surgery which has some capacity for additional patients.	No issues (neutral)	Potential to create capacity issues at the Lytchett Matravers surgery. Additional capacity is available at Sandford Surgery to accommodate the additional patients (neutral)	Potential to create capacity issues at the Lytchett Matravers surgery. Additional capacity is available at Sandford Surgery to accommodate the additional patients and there is physical capacity to expand Sandford Surgery on its existing site (possible issue)	Potential to create capacity issues at the Lytchett Matravers surgery. Additional capacity is available at Sandford Surgery to accommodate the additional patients and there is physical capacity to expand Sandford Surgery on its existing site (possible issue)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
7. Wool & East/West Burton	Wellbridge Practice in Wool is within the parcel. Surgery is able to expand on its current site to meet growth needs.	No issues (neutral)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed (possible issue)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed but there is capacity to expand on the present site (possible issue)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed but there is capacity to expand on the present site (possible issue)
8. Bovington Camp & Binnegar	Small part of parcel is within desirable distance of Wellbridge Practice in Wool. Surgery is able to expand on its current site to meet growth needs.	No issues (neutral)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed (possible issue)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed but there is capacity to expand on the present site (possible issue)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed but there is capacity to expand on the present site (possible issue)
9. Piddle Valley & Trigon Hill	Small part of parcel is within desirable distance of Wareham Surgery. Expansion of surgery provision is being planned.	No issues provided planned expansion of surgery provision is delivered (neutral)	Potential to create capacity issues at Wareham Surgery. Additional primary care infrastructure will be needed which should be capable of being accommodated if planned expansion of surgery provision is delivered (possible issue)	Potential to create capacity issues at Wareham Surgery. Additional primary care infrastructure will be needed which may be capable of being accommodated if planned expansion of surgery provision is delivered (possible issue)	Potential to create capacity issues at Wareham Surgery. Additional primary care infrastructure will be needed which may require further expansion of surgery provision beyond that which is planned. However, there is capacity at Sandford Surgery to accommodate such expansion (possible issue)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
10. Wareham & East Holton	Small part of parcel is within desirable distance of Wareham and Sandford Surgeries. Expansion of surgery provision is being planned.	No issues provided planned expansion of surgery provision is delivered (neutral)	Potential to create capacity issues at Wareham Surgery. Additional primary care infrastructure will be needed which should be capable of being accommodated if planned expansion of surgery provision is delivered (possible issue)	Potential to create capacity issues at Wareham Surgery. Additional primary care infrastructure will be needed which may be capable of being accommodated if planned expansion of surgery provision is delivered (possible issue)	Potential to create capacity issues at Wareham Surgery. Additional primary care infrastructure will be needed which may require further expansion of surgery provision beyond that which is planned. However, there is capacity at Sandford Surgery to accommodate such expansion (possible issue)
11. Fossil Farms	Not within acceptable distance of any surgery. Nearest surgery is Wellbridge Practice in Wool. Surgery is able to expand on its current site to meet growth needs.	No issues (neutral)	Potential to create capacity issues at Wellbridge Practice in Wool. Additional primary care infrastructure will be needed (possible issue)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed but there is capacity to expand on the present site (possible issue)	Potential to create capacity issues at the Wellbridge Practice in Wool. Additional primary care infrastructure will be needed but there is capacity to expand on the present site (possible issue)

- 7.53 The growth at higher scales would undoubtedly put more pressure on GP services. Where there is only limited existing capacity to support growth this may create problems, particularly if an existing surgery is not able to be expanded on its existing site. In such circumstances, higher levels of growth (1,000 dwellings or more) in locations close to existing settlements create a more sustainable scenario because they create the possibility that growth will be able to support and secure the delivery of a new, enlarged GP service.
- 7.54 It is important to stress that patients do have a choice of which GP surgery they wish to register with so it is difficult to accurately predict needs.

Retail

- 7.55 An assessment has been undertaken of the proximity of each of the parcels to a retail centre of significance. As defined in the 2012 Local Plan, these are:

Towns	Key Service Villages	Local Service Villages
Swanage	Bere Regis	Langton Matravers
Upton	Bovington	Stoborough
Wareham	Corfe Castle	West Lulworth
	Lytchett Matravers	Winfrith Newburgh
	Sandford	
	Wool	
	*Crossways	

Source: Purbeck Local Plan 2012, Policy LD: General Location of Development

**Whilst Crossways is in West Dorset, Weymouth and Portland Borough and is not defined as a 'key service village' in its Local Plan, the level of retail services provided in Crossways is considered to represent a scale equivalent to a key service village.*

- 7.56 There is also a local centre within Wareham that is separate from the town centre. The proximity of each parcel of land to shops is shown in **Appendix 4**.
- 7.57 The general principle adopted is that if development is of 250 dwellings or less and part of the parcel is within 800m of a local centre or 1,000m of a town centre, then that parcel is generally considered to be sustainable (these being the maximum acceptable walking distances of these service centres). At levels of growth above 250 dwellings, the sustainability of a parcel depends on a combination of proximity to a local centre and its position in the retail hierarchy – so development close to any of the three towns is considered to be more sustainable than the same level of growth close to a Local Service Village.
- 7.58 It is generally assumed that growth of 500 dwellings will support the provision of a new convenience retail facility and that growth of 1,000 dwellings will support a small cluster of retail facilities. However, at these scales of growth, this of itself does not make new development sustainable. **Table 7.10** summarises the assessment of sustainability with respect to retail services.
- 7.59 This shows there to be significant variations between development parcels in terms of their sustainability. Consistently however, the higher levels of growth (500 dwellings or more) represent more sustainable options if services are within desirable or acceptable walking distances of an existing retail centre – particularly a local centre - than smaller scales of growth, and less sustainable options if they are not within acceptable walking distances. In addition, at the highest scales of growth there is a greater likelihood that there will be on-site provision of a range of retail facilities including, for example, a small supermarket. However, all such provision is driven entirely by the market for retail services.

Table 7.10 Retail service sustainability of development

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Parcel within acceptable walking distance of Crossways, a village with services equivalent to a Key Service Village	Limited impact on sustainability (neutral)	No impact on sustainability (neutral)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Crossways, a village with services equivalent to a Key Service Village (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to range of retail facilities in Crossways, a village with services equivalent to a Key Service Village (potential positive)
2. Turners Puddle & NW Bere Regis	Part of parcel within desirable walking distance of Bere Regis Key Service Village	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Bere Regis Key Service Village (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to range of retail facilities in Bere Regis Key Service Village (potential positive)
3. Bloxworth & NE Bere Regis	Part of parcel within desirable walking distance of Bere Regis Key Service Village	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Bere Regis Key Service Village (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to range of retail facilities in Bere Regis Key Service Village (potential positive)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
4. Lane End & SE Bere Regis	Part of parcel within acceptable walking distance of Bere Regis Key Service Village	No impact on sustainability (neutral)	Limited impact on sustainability but scale of development unlikely to create sufficient demand to bring forward any additional retail provision (possible issue)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Bere Regis Key Service Village (neutral)	Considerable impact on sustainability due to distance from Wool Key Service Village but scale of development likely to create sufficient demand to bring forward enhancements to the range of retail facilities in Bere Regis (neutral)
5. West Morden & East Morden	Parcel not within acceptable walking distance of any local centre	Limited impact on sustainability (neutral)	Limited impact on sustainability but scale of development unlikely to create sufficient demand to bring forward any additional retail provision (possible issue)	Significant impact on sustainability but scale of development likely to create sufficient demand to bring forward some basic convenience services on-site (possible issue)	Major impact on sustainability but scale of development likely to create sufficient demand to bring forward a range of convenience and possibly wider services (possible issue)
6. Lytchett Matravers & Lytchett Minster	Parcel contains Key Service Village of Lytchett Matravers	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Lytchett Matravers Key Service Village (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to range of retail facilities in Lytchett Matravers Key Service Village (potential positive)
7. Wool & East/West Burton	Part of parcel within desirable walking distance of Wool Key Service Village	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Wool Key Service Village (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to range of retail facilities in Wool Key Service Village (potential positive)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
8. Bovington Camp & Binnegar	Part of parcel within acceptable walking distance of Wool Key Service Village	No impact on sustainability (neutral)	Limited impact on sustainability but scale of development unlikely to create sufficient demand to bring forward any additional retail provision (possible issue)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Wool Key Service Village (neutral)	Considerable impact on sustainability due to distance from Wool Key Service Village but scale of development likely to create sufficient demand to bring forward enhancements to the range of retail facilities in Wool (neutral)
9. Piddle Valley & Trigon Hill	Part of parcel within acceptable walking distance of the local centre in Wareham	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Considerable impact on sustainability but scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Wareham Local Centre (neutral)	Positive impact on sustainability as scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Wareham Local Centre as well as some basic convenience facilities on-site (potential positive)
10. Wareham & East Holton	Large part of parcel within desirable walking distance of Wareham town centre	No impact on sustainability (neutral)	No impact on sustainability (neutral)	No impact on sustainability and scale of development likely to create sufficient demand to bring forward enhancements to range of retail facilities in Wareham Local Centre (potential positive)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to range of retail facilities in Wareham Local Centre (potential positive)
11. Fossil Farms	Parcel not within acceptable walking distance of any local centre	Limited impact on sustainability (neutral)	Limited impact on sustainability but scale of development unlikely to create sufficient demand to bring forward any additional retail provision (possible issue)	Significant impact on sustainability but scale of development likely to create sufficient demand to bring forward some basic convenience services on-site (possible issue)	Major impact on sustainability but scale of development likely to create sufficient demand to bring forward a range of convenience and possibly wider services (possible issue)

Leisure

- 7.60 An assessment has been undertaken of the proximity of each of the parcels to managed facilities – either leisure facilities (sports centres), outdoor sporting activities or, separately, outdoor sports pitches. Proximity to a sports centre is considered to represent a more sustainable option because such facilities offer a wider range of services that people regularly use. This is shown in **Table 7.10**. The proximity of each parcel of land to schools is shown in **Appendix 4**.
- 7.61 The general principle adopted is that if development is of 250 dwellings or less and part of the parcel is within 1,200m of any type of sports/leisure facility, then that parcel is generally considered to be sustainable (these being the maximum acceptable walking distances to these types of facilities). At levels of growth above 250 dwellings, the sustainability of a parcel depends on a combination of proximity to facilities and the range of facilities it is near to.
- 7.62 It is generally assumed that growth of 500 dwellings will support the provision of new sports pitches¹³⁵ and other outdoor facilities and that growth of 1,000 dwellings could support the development of a new indoor sports hall¹³⁶. However, at these scales of growth, this of itself does not make new development sustainable. This assessment does not take account of the quality of these existing facilities or their ability to support additional users.
- 7.63 **Table 7.11** summarises the assessment of sustainability in respect of leisure facilities. This shows that generally, growth in most development parcels can be located within desirable or acceptable walking distance of some community facilities and often a combination of facilities. Therefore, at higher scales of growth, this makes development relatively more sustainable where there is the capacity to support the new development at the existing facilities. This is because a greater proportion of new growth can be supported in a sustainable manner by these facilities. Indeed, at the highest levels of growth there is the potential for new provision of both indoor and outdoor leisure facilities.

¹³⁵ Based on an average of 2.4 persons per dwelling along with a standard of 1.2ha of sports pitches being required to support 1,000 population (source: Fields in Trust guidance) and a grass football pitch needing 0.742ha, this equates to approximately two pitches. This is reasonable because provision is rarely made of single grass pitches due to the inefficiency this creates for its management and maintenance.

¹³⁶ Based on an average of 2.4 persons per dwelling along with a commonly used standard of 3,000-3,450 persons per indoor court (i.e. badminton court), 1,000 dwellings is considered just about sufficient to possibly justify provision of a 1-court sports hall.

Table 7.11 Sustainability of development in respect of leisure facilities

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
1. Moreton & Affpuddle	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities in Moreton	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
2. Turners Puddle & NW Bere Regis	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities in Bere Regis	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
3. Bloxworth & NE Bere Regis	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities in Bere Regis	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
4. Lane End & SE Bere Regis	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities in Bere Regis. Small part of parcel within desirable walking distance of leisure centre in Wareham	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
5. West Morden & East Morden	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities close to Lytchett Matravers and East Morden	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
6. Lytchett Matravers & Lytchett Minster	Large part of parcel within desirable walking distance of sports pitches, outdoor sports facilities and the leisure facilities at Lytchett Minster School	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)

Parcel	Existing provision	Requirements to accommodate growth			
		50 dwellings	250 dwellings	500 dwellings	1,000 dwellings
7. Wool & East/West Burton	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities in Wool	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
8. Bovington Camp & Binnegar	Large part of parcel within desirable walking distance of sports pitches, outdoor sports facilities and a leisure centre associated with Bovington Army Camp	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
9. Piddle Valley & Trigon Hill	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities in Wareham	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
10. Wareham & East Holton	Large part of parcel within desirable walking distance of sports pitches, outdoor sports facilities and a leisure centre in Wareham town	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)
11. Fossil Farms	Large part of parcel within desirable walking distance of sports pitches and outdoor sports facilities in Winfrith Newburgh	No impact on sustainability (neutral)	No impact on sustainability (neutral)	Some impact on sustainability but scale of development likely to create sufficient demand to bring forward some limited additional outdoor provision on-site (neutral)	Positive impact on sustainability as scale of development highly likely to create sufficient demand to bring forward enhancements to indoor and outdoor leisure provision in (potential positive)

Green Belt

- 7.64 This section explains the status of Green Belt land within the District, summarises the work undertaken by Purbeck District Council, and considers the implications of this for housing delivery.

Context

National planning policy

- 7.65 With respect to Green Belt, paragraph 80 of the NPPF states that the five fundamental purposes of Green Belt are as follows:
- To check the unrestricted sprawl of large built up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 7.66 Planning authorities are strongly urged to follow the NPPF's detailed advice when considering whether to permit development in the Green Belt. In the Green Belt there is a general presumption against inappropriate development, unless 'very special circumstances' can be demonstrated to show that the benefits of the development will outweigh the harm caused to the Green Belt.
- 7.67 The NPPF also states that local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in 'exceptional circumstances', through the preparation or review of the Local Plan. The Housing White Paper (2017)¹³⁷ sets out the key tests local authorities need to follow in order to justify the exceptional circumstances needed for the release of Green Belt land. Local planning authorities must demonstrate that they have examined fully all other reasonable options for meeting their identified development requirements, including:
- Making effective use of suitable brownfield sites and the opportunities offered by estate regeneration;
 - The potential offered by land which is currently underused, including surplus public sector land where appropriate;
 - Optimising the proposed density of development; and
 - Exploring whether other authorities can help to meet some of the identified development requirement.
- 7.68 Although not currently part of national planning policy, the Housing White Paper sets out proposed key tests for the release of Green Belt land. The Housing White Paper states that where land is removed from the Green Belt, local policies should require the impact to be offset by compensatory improvements to the environmental quality or accessibility of remaining Green Belt land. This is in line with paragraph 81 of the NPPF which states that:

"Once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land."

¹³⁷ At the time of writing, the Housing White Paper consists of proposals which are subject to consultation and therefore possible change.

Local planning policy

- 7.69 Policies CEN: Central Purbeck and NE: Northeast Purbeck, state that the Green Belt will be maintained, subject to some identified alterations. Policy RES: Rural Exception Sites permits affordable housing “*adjacent to existing settlements within the Green Belt, where it meets an identified housing need and does not harm the function or integrity of the Green Belt.*” and Policy TA: Tourist Accommodation and Attractions protects the Green Belt from new tourism sites or extensions to existing chalet or camping sites.

Current baseline

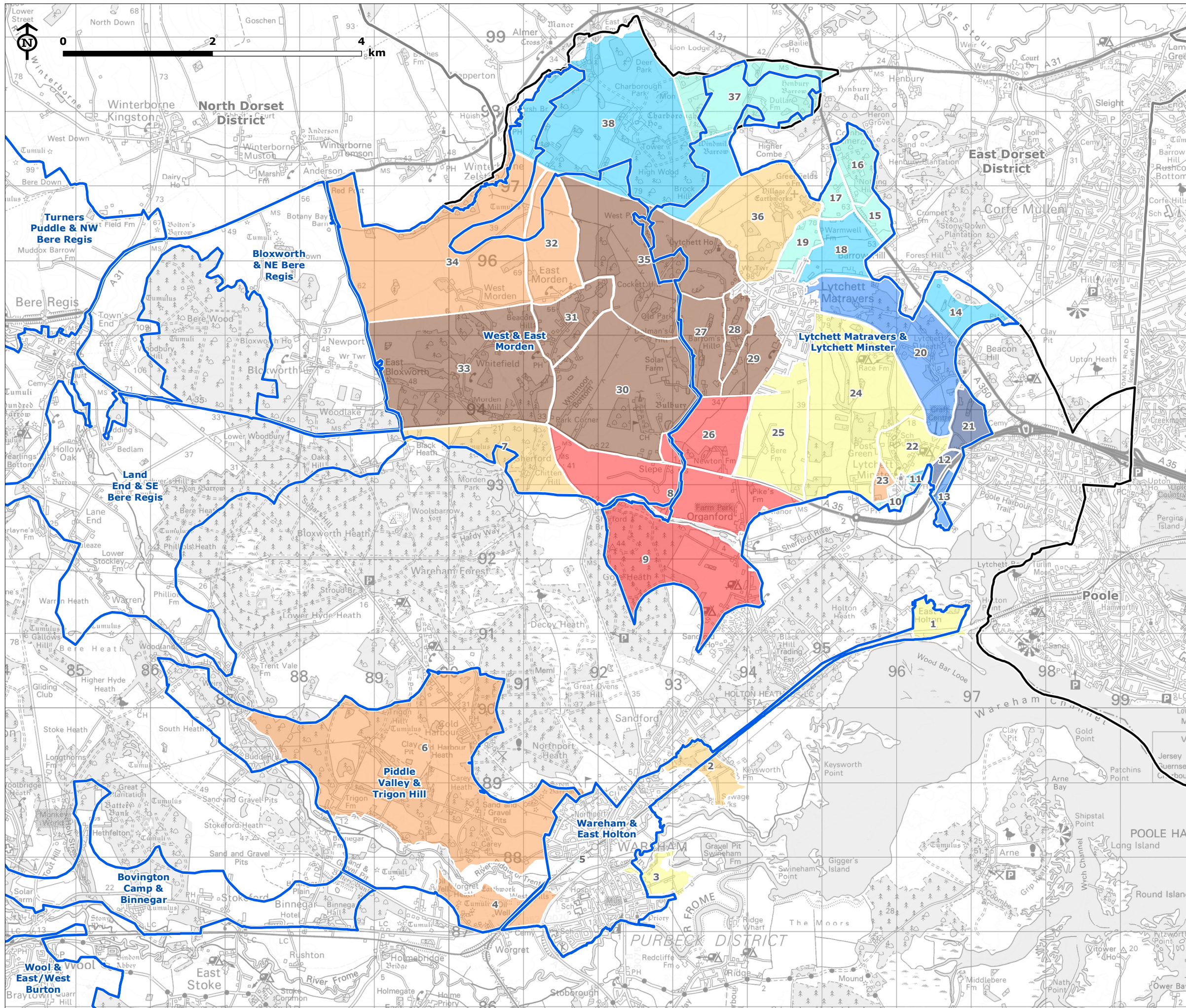
- 7.70 The South East Dorset Green Belt was established by the South East Dorset Structure Plan (1980) but Purbeck’s boundaries were not formalised until the adoption of the North East Purbeck Local Plan in 1994. This was subsequently updated in 2012 in the PLP1 which altered the Green Belt to follow more practical boundaries.
- 7.71 The north east of the District lies within the South East Dorset Green Belt which “*serves to prevent coalescence of settlements through a westward sprawl of the Poole/ Bournemouth conurbation. It bounds Holton Heath, Lytchett Matravers, Lytchett Minster, Sandford, Upton and Wareham.*”¹³⁸
- 7.72 A Green Belt review was undertaken in 2012 and recommendations for the alterations to the Green Belt boundary were incorporated into the PLP1 Local Plan. In 2015, land put forward by landowners for potential new housing sites, as part of the Local Plan Review Issues and Options work were subjected to a Green Belt review¹³⁹. This work identified sites suitable for potential release from the Green Belt, i.e. sites in Lytchett Matravers, Lytchett Minster & Upton, Morden, Sandford, and North Wareham. Several of these sites would harm the Green Belt, however these proposals were considered to have sustainability credentials as they are within close proximity to services and facilities in nearby settlements.
- 7.73 Purbeck District Council is in the process of updating its Green Belt review and has provided some preliminary findings, as shown below.

Green Belt review initial findings

- 7.74 Purbeck District Council is in the process of updating its Green Belt review. It has considered the performance of a number of Green Belt parcels, against four of the Green Belt purposes as defined in the NPPF and its fundamental aims of openness and permanence. The parcels considered are shown in **Figure 7.2** alongside the Council’s initial ranking of their overall contribution to Green Belt purposes. Further information on the reasons for each ranking is provided in **Table 7.12**.
- 7.75 Purbeck District Council has not yet considered whether any of the parcels would be suitable for removal from the Green Belt, without detriment to the integrity of the Green Belt as a whole. Therefore the findings of the Purbeck Green Belt Review provide additional information only; they cannot be used to identify sites that may be more or less deliverable, at this stage.

¹³⁸ Purbeck Local Plan Partial Review: Green Belt Review (2015) https://www.dorsetforyou.gov.uk/media/201408/Green-Belt-Review/pdf/Green_Belt_Review.pdf

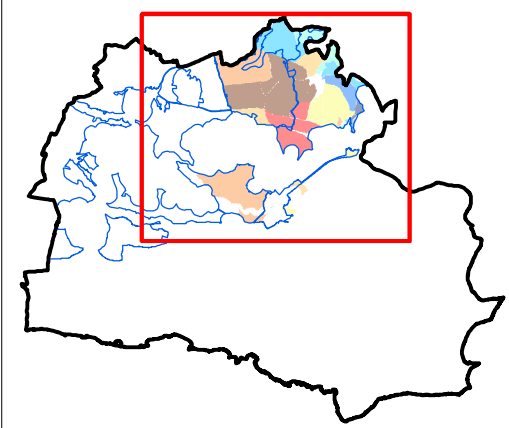
¹³⁹ <https://www.dorsetforyou.gov.uk/media/214764/green-belt-review-options-2016/pdf/green-belt-review-options-2016.pdf>



PURBECK
Environmental and
Infrastructure Capacity

Figure 7.2: Green Belt Parcels Considered by Purbeck District Council and Their Initial Rating

- Purbeck District Council
 - Other Local Authority boundary
 - Proposed land parcels
- Green Belt parcels**
- Highest rated
 - 16
 - 17
 - 18
 - 19
 - 20
 - 21
 - Lowest rated



Map Scale @ A3: 1:50,000



Table 7.12 Initial findings from Purbeck District Council's Green Belt review

Green Belt parcel	Openness	Permanence	NPPF Purpose 1: Check the unrestricted sprawl of large built-up areas	NPPF Purpose 2: Prevent neighbouring towns from merging	NPPF Purpose 3: Assist in safeguarding the countryside from encroachment	NPPF Purpose 4: Preserve the setting and special character of historic towns	High = 3 points Medium = 2 points Low = 1 point No = 0 points	1st = highest rated Green Belt parcel 9th = lowest rated Green Belt parcels
1	High	Medium	No	Medium	High	No	10	5th
2	High	Medium	No	Low	High	No	9	6th
3	High	Medium	No	Low	Medium	Medium	10	5th
4	Medium	High	No	No	Medium	Low	8	7th
5	High	High	No	No	High	High	12	3rd
6	Medium	High	No	No	Medium	Low	8	7th
7	High	High	No	No	High	No	9	6th
8	Medium	High	No	No	Medium	No	7	8th
9	Medium	High	No	No	Medium	No	7	8th
10	High	Medium	Medium	Low	High	No	11	4th
11	High	Medium	Medium	Medium	High	No	12	3rd
12	High	High	High	Medium	High	No	14	1st
13	High	Medium	High	Medium	High	No	13	2nd
14	High	High	Medium	Low	High	No	12	3rd
15	High	High	Low	No	High	No	11	4th
16	High	High	Low	No	High	No	11	4th
17	High	High	Low	Low	High	No	11	4th
18	High	High	Low	Medium	High	No	12	3rd
19	High	Medium	Low	Medium	High	No	11	4th
20	High	High	Medium	Medium	High	No	13	2nd

Green Belt parcel	Openness	Permanence	Check the unrestricted sprawl of large built-up areas	Prevent neighbouring towns from merging	Assist in safeguarding the countryside from encroachment	Preserve the setting and special character of historic towns	High = 3 points Medium = 2 points Low = 1 point No = 0 points	1st = highest rated Green Belt parcel 9th = lowest rated Green Belt parcels
21	High	High	High	Medium	High	No	14	1st
22	Medium	Medium	Medium	Medium	Medium	No	10	5th
23	Medium	Medium	Low	Low	Medium	No	8	7th
24	Medium	Medium	Medium	Medium	Medium	No	10	5th
25	High	Medium	Low	Low	High	No	10	5th
26	Medium	Medium	No	Low	Medium	No	7	8th
27	Medium	Medium	No	No	Medium	No	6	9th
28	Medium	Medium	No	No	Medium	No	6	9th
29	Medium	Medium	No	No	Medium	No	6	9th
30	Medium	Medium	No	No	Medium	No	6	9th
31	Medium	Medium	No	No	Medium	No	6	9th
32	High	Medium	No	No	High	No	8	7th
33	Medium	Medium	No	No	Medium	No	6	9th
34	High	Medium	No	No	High	No	8	7th
35	Medium	Medium	No	No	Medium	No	6	9th
36	Medium	Medium	Low	Medium	Medium	No	9	6th
37	High	Medium	Low	Medium	High	No	11	4th
38	High	High	Low	Medium	High	No	12	3rd

Summary

- 7.76 There are no fundamental issues associated with any of the scales of growth proposed in any of the development parcels that would prevent development coming forward. However, there are in many cases significant issues that would need to be addressed. Whilst higher growth will bring greater levels of developer contribution, they are also likely to trigger significantly higher needs in terms of new infrastructure, particularly for key items such as education and transport. However, this may also be the case where smaller growth is proposed in a number of neighbouring parcels.
- 7.77 The assessment also shows a number of potential sustainability benefits if development is taken forward in certain parts of particular development parcels. In all cases, these are the parts of the parcels that are closest to or adjacent to existing settlements. It has been assumed that any development would be in those parts of parcels that would be delivered in the form of extensions to existing settlements.
- 7.78 The only exception to this is the delivery of development at the 1,000-dwelling. Considering the likely education requirement for new school provision to support this level of growth (this being one of the most significant costs in terms of infrastructure provision to support growth), this would mean that a significant proportion of any developer contributions would be required to address solely education provision. Yet alongside this in some parcels there are likely to be significant requirements in terms of transport (road and improvements to public transport, also being one of the largest infrastructure costs alongside education), and for health and community infrastructure. Subject to other site specific issues, it is therefore possible in some parcels that these requirements, in aggregate, would render development unviable unless funding could be secured from other sources.
- 7.79 Many of the areas of Green Belt considered in Purbeck District Council's review do not perform well against the NPPF Green Belt purposes and aims. Although it may be possible to remove some areas from Green Belt designation, further work needs to be done to determine the effect of doing so on the integrity of the Green Belt as a whole. Green Belt has therefore not been considered further in the assessment of housing deliverability.
- 7.80 **Table 7.13** shows a high level summary of the issues relating to each parcel. This suggests that the parcels – and particular locations within those parcels - with the fewest significant sustainability issues and the greatest potential to deliver positive impacts at the highest scales of growth are:
- Moreton & Affpuddle - close to Crossways;
 - Wool and East/West Burton – close to Wool;
 - Wareham and East Holton – close to Wareham; and
 - Bovington Camp and Binnegar – close to Bovington Camp.
- 7.81 All other locations do not have any significant sustainability issues at 50 dwellings but do for developments of 250 dwellings or above.
- 7.82 **Table 7.13** summarises the likely deliverability issues in respect of infrastructure for each parcel, the most sustainable location for development within each parcel, and the most sustainable levels of growth there, based on proximity to infrastructure and services. This study therefore suggests that in the region of 550 to 4,350 dwellings could be accommodated within these parcels, subject to further assessment. This range of dwellings is subject to a number of factors which will require more detailed work, e.g. on the availability of land, viability and the overall package of infrastructure proposed to deliver development.
- 7.83 However, it is important that the assessment is not seen as a ranking of the sites or providing a definitive number of dwellings that could be accommodated. The assessment

criteria used should not be assigned a score for each part of the assessment in order to arrive at an aggregate score for a site. To conclude that a site scoring higher than another site, at this scale of assessment, and is therefore definitively more sustainable cannot be robustly justified. Further work would be needed with the infrastructure providers to determine the specific issues based on the particular location of development within a parcel and the precise number of dwellings proposed.

- 7.84 Moreover, the identification of the 'most sustainable approach' for each location doesn't necessarily mean that other approaches couldn't be considered. For example, some of the issues identified under the 250- and 500- dwelling scenarios may be capable of being overcome, through an alternative approach.
- 7.85 This study does however demonstrate that the most sustainable locations (in terms of infrastructure and services) are those adjacent to larger settlements, in this case Wareham, Wool and Moreton. The sustainability of development at Bovington Camp and Binnegar is within the context of the existing range of services provided by the British Army. As such, the long term potential of any growth in this location would be intrinsically tied to decisions made by the British Army in respect of its future strategy for Bovington Camp.

Table 7.13 Summary of the likely deliverability issues for each assessment parcel and most sustainable locations/scales of growth for development within each parcel

Parcel	Requirements to accommodate growth				Most sustainable location for development	Most sustainable scales of growth
	50 dwellings	250 dwellings	500 dwellings	1,000 dwellings		
1. Moreton & Affpuddle	No significant issues	No significant issues	Significant issue: primary education, secondary education, roads	Significant issue: roads Potential positive: Leisure	Close to Crossways	50-250 dwellings or 1,000 dwellings
2. Turners Puddle & NW Bere Regis	No significant issues	Significant issue: public transport	Significant issue: primary education, secondary education, roads, public transport	Major issue: Public transport No significant issues Potential positive: retail, leisure	Close to Bere Regis	50 dwellings
3. Bloxworth & NE Bere Regis	No significant issues	Significant issue: primary education, public transport	Significant issue: primary education, secondary education, roads, public transport	Major issue: Public transport No significant issues Potential positive: retail, leisure	Close to Bere Regis	50 dwellings
4. Lane End & SE Bere Regis	No significant issues	Significant issue: primary education, public transport	Significant issue: primary education, secondary education, roads, public transport	Major issue: Public transport No significant issues Potential positive: leisure	Close to Bere Regis	50 dwellings
5. West Morden & East Morden	No significant issues	Significant issue: primary education, public transport	Major issue: Health Significant issue: primary education, secondary education, roads, public transport, health	Major issue: Public transport Significant issue: health Potential positive: leisure	Close to Lytchett Matravers	50 dwellings

Parcel	Requirements to accommodate growth				Most sustainable location for development	Most sustainable scales of growth
6. Lytchett Matravers & Lytchett Minster	No significant issues	Significant issue: primary education, public transport	Significant issue: primary education, secondary education, public transport	Major issue: Public transport Potential positive: retail, leisure	Close to Lytchett Matravers	50 dwellings
7. Wool & East/West Burton	No significant issues	Significant issue: primary education	Significant issue: primary education, secondary education	No significant issues Potential positive: retail, leisure	Close to Wool	50 dwellings or 1,000 dwellings
8. Bovington Camp & Binnegar	No significant issues	Significant issue: primary education	Significant issue: primary education, secondary education	No significant issues Potential positive: leisure	Close to Bovington Camp	50 dwellings or 1,000 dwellings
9. Piddle Valley & Trigon Hill	No significant issues	Significant issue: primary education, public transport	Significant issue: primary education, secondary education, public transport, health	Major issue: Public transport, health No significant issues Potential positive: retail, leisure	Close to Wareham	50 dwellings
10. Wareham & East Holton	No significant issues	Significant issue: primary education	Significant issue: primary education Secondary Education	No significant issues Potential positive: retail, leisure	Close to Wareham	50 dwellings or 1,000 dwellings
11. Fossil Farms	No significant issues	Significant issue: Primary Education Public transport	Significant issue: primary education Secondary education Public transport	Major issue: Public transport No significant issues Potential positive: leisure	Close to Winfrith Newburgh	50 dwellings