

South East Dorset Strategy

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SED 04 Development Options

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INTRODUCTION

- 1.1 Regional Spatial Strategy (RSS) represents a change in strategic planning for the South West, dealing with long term development to 2026. In preparing RSS, the Regional Planning Body (RPB) is taking forward the current regional strategy, contained in Regional Planning Guidance RPG10 and developing a new, preferred strategy, based on the findings of a public consultation exercise. The new strategy combines an approach of concentrating growth on a small number of Principle Urban Areas with key elements of what is termed the 'differential approach'. The aim is to maximise investment potential and exploit economies of scale at the larger urban centres, and also look at the region functionally and identify solutions tailored to broad areas of the South West.
- 1.2 Part of the RSS process involves the development of more detailed proposals for specific areas, focused on the main cities. Bournemouth / Poole is one such Joint Study Area, or JSA. The strategy therefore builds on the main thrust of spatial policy in RPG10, which is to concentrate growth in the south eastern part of the Region at Bournemouth / Poole but develops this to take account of the wider functional role of the centre, and beyond.
- 1.3 The brief for the Bournemouth / Poole JSA work required examination of future growth prospects and options for the area. Following the approach required in RPG10 and the emerging RSS, the strategic authorities have undertaken a series of technical studies to examine growth potential and advise future options. These comprise:
 - detailed examination of the potential for development of previously developed land within the main urban areas of the JSA;
 - identification of sustainable planned extensions to the urban core of the JSA and to other main settlements;
 - a review of the South East Dorset Green Belt.

URBAN POTENTIAL

Introduction

- 2.1 The origin of the Urban Potential Studies, undertaken by the authorities of Dorset, lies within PPG 3 (Housing), March 2000. This document outlined the need for planning authorities to undertake urban potential studies to establish how much additional housing can be accommodated within the urban areas. It established that a sequential approach should be used to identify an order of search where new housing is to be provided. This was as follows:
 - Previously developed land within urban areas identified by the UPS;
 - Urban extensions; and
 - New development around nodes on public transport corridors.
- 2.2 The Urban Potential Studies are, therefore, a key element in the sequential approach process and form a cornerstone in the 'plan, monitor and manage' method of providing new housing.
- 2.3 Within the South West Region the Regional Planning Body sought to co-ordinate the work on Urban Potential Studies, in order to move forward the review of RPG10, by preparing a methodology to be followed by each of the Regions planning authorities. Their detailed advice note 'RPB Co-ordination of Housing Capacity Studies' (SWRPB), published in May 2001, was based on the DETR document 'Tapping the Potential – assessing Urban Housing Capacity; Towards Better Practice' which had been published in December 2000. The Regional Advice Note is appended (Appendix A).
- 2.4 This methodology was followed within Dorset. The work was carried out by the District and Unitary authorities and was co-ordinated at the Structure Plan level, with the authorities working closely together to ensure consistency of approach and findings.
- 2.5 Work commenced on the Urban Capacity Study for Dorset in July 2001 following the publication of the Bournemouth, Dorset and Poole Structure Plan Review Project Handbook (Appendix B). This document contained a detailed project brief for the work to be undertaken. It set out the reason for undertaking the work, detailed advice on how the work should be undertaken, together with a timetable for the completion of the task.

The document set the areas for research as:

- PUAs and closely related settlements where significant housing development is envisaged i.e. the contiguous built up area.
 - Sub-regional centres.
 - Other towns with an opportunity for sustainable development. The RPB study had indicated that this should be for settlements of 5,000 and above.
- 2.6 A 'team' was drawn up from the District and Borough Councils of Dorset who undertook to do the work following the approach set out in the RPB's document. Whilst this document is detailed, some specific pieces of information are left for

local consideration. Regular team meetings were held to resolve issues as they arose.

- 2.7 The studies were undertaken in a thorough and comprehensive manner, identifying twelve different sources of urban potential.

Sources of Potential	
Category	Source
1	Subdivision of existing housing
2	Flats over shops
3	Empty Homes
4	Previously developed vacant/derelict land and buildings
5	Intensification of housing existing areas
6a	Redevelopment of existing housing
6b	Redevelopment of other uses
7	Redevelopment of car parks
8	Conversion of commercial buildings
9	Review of existing housing allocations in local plan
10	Review of other existing allocations in local plans
11	Vacant land not previously developed

- 2.8 The studies only looked at sites within the existing urban area as defined by the local plan settlement boundary, excluding 'greenfield' allocations on the edges of settlements. There was therefore no double-counting of sites already included as commitments.

- 2.9 To ensure a consistent approach, it was agreed that a range of densities for new development in the unconstrained category should be agreed and used throughout the County. Based on advice in PPG3, densities were as follows:

- Heart of town centre (defined town centre in local plan): 100 to 120 dwellings per hectare
- Inner urban areas (within 400m of edge of defined town centre): 50 to 60 dwellings per hectare
- Suburban areas (defined as 400m or more from the edge of defined town centre): 30 dwellings per hectare

Each of the individual studies used figures within these ranges in undertaking appropriate calculations of possible yield.

- 2.10 An important distinction was drawn between 'constrained' and 'unconstrained' urban potential. The unconstrained potential refers to the potential of a site or area to accommodate additional housing regardless of constraints and is a theoretical figure based on the size and location of the site or on specific assumptions applied to available information. The constrained potential refers to the amount of additional housing a site or area is likely to be capable of accommodating over a given time scale after taking into account constraints to development such as availability, suitability, viability and market assumptions and environmental impacts.

Unconstrained Yield

2.11 The RPB parent document did allow some local discretion in the methodology for calculating yield from each of the 12 categories. The application of local discretion was as follows:

- **Category 1: Subdivision of existing houses**
Consistent with RPB advice but excluded constraint of two person occupancy and used past trends to look at the number of units likely to be created rather than assuming only one additional unit. This local amendment was included because of the difficulty of assessing levels of occupancy and also to enable a more accurate assessment of the new units that could be created.
- **Category 2: Flats over shops**
In preference to the RPB approach (potential for one additional unit above every shop minus the number of existing dwellings above shops), a methodology was adopted based on the Hertfordshire approach detailed in Tapping the Potential i.e. based on an assumption that one third of properties over every shop would be empty and that one third of these would be suitable for conversion. This was applied to all commercial units A1, A2 and A3 but excluded modern purpose built shopping centres.
- **Category 3: Empty homes**
The Dorset approach was based on rating records for residential properties vacant for more than one year. This was adjusted to take account of second homes. This latter adjustment was based on the ratio of properties categorised as second homes in the 1991 Census.
- **Category 4: Previously developed land and buildings**
Based on the RPB advice but included all sites of 0.4 ha and less. Density assumptions (see paragraph 3.18 above) were used to calculate unconstrained yield. Whilst applying this methodology, some of the authorities grouped this category with others when reporting their findings because of difficulties determining into which category a particular site should fall.
- **Category 5: Intensification of existing areas**
Followed RPB advice
- **Category 6(a): Redevelopment of existing housing**
Followed RPB advice
- **Category 6(b): Redevelopment of other uses**
Followed RPB advice
- **Category 7: Redevelopment of car parks**
Consistent with RPB advice but excluded garages and communal parking areas as these would be included in other categories of search
- **Category 8: Conversion of Commercial Buildings**
Hotels were identified from council tax records. An assessment of potential yield was made based on recent consents. The two figures were multiplied together to obtain unconstrained yield. All industrial estates were excluded (both existing and

proposed). This was a reflection both of a shortage of such land within the built up areas and also an environmental concern relating to the inappropriate nature of mixing housing and employment uses in the industrial estate situation.

- **Category 9: Review of existing housing allocations**
No specific advice is given on this in the RPB report. For the purposes of the Structure Plan study, sites of over 0.5ha where consents had not been taken up after 3 years were identified. These sites were considered against the revised potential densities set out above in paragraph 3.18.
- **Category 10: Review of other existing allocations in plans**
Followed RPB advice
- **Category 11: Vacant land**
Followed RPB advice, which excludes land in use as parks, playing fields and allotments. This is consistent with PPG3 which guides against development on urban green space.

Constrained Yield

- 2.12 The process of establishing the proportion of the unconstrained potential likely to come forward over a given time scale (the constrained potential) is referred to as discounting, and the outcome of the process is dependent on the assumptions made during that process. Although, of necessity, this had to be carried out with regard to local knowledge and circumstances some general principles were applied to all the work undertaken.
- 2.13 In establishing the assumptions used for discounting, care was taken to not be bound by past trends, existing local plan policies or assumptions on 'what the market is likely to do'. It was intended to look at the point at which the consequences of developing that urban capacity were likely to become unacceptable or unrealistic in policy terms on the grounds of social, environmental and economic consequences.
- 2.14 Initially discounting was undertaken based on four principles although a fifth was introduced as the studies progressed.

Availability:

- Is there an opportunity for redevelopment and is it underused?
- Site availability/impact on local area/ownership/access condition and contamination.

Suitability:

- Infrastructure and access to facilities.
- The surrounding pattern of development.
- Sustainability and access to facilities – is it suitable or desirable?

Viability:

- What is the likelihood of the development happening?
- Fiscal and market assumptions.
- Why hasn't it been developed yet?
- What needs to be done to make it happen?

Market assumptions:

- Clearly competing uses for land are relevant to this study. Currently, however, due to the considerable demand and strength of the housing market this is unlikely to restrict development opportunities.

Nature Conservation:

- During the course of the study a further constraining element was added to the process relating to proximity to areas of internationally protected heathland. Following advice from English Nature it was decided to exclude all sites within 400 metres of heathland because of the pressures that such urbanisation creates. Each of the studies undertaken, therefore has excluded all such sites from the final figures as part of the discounting process.

More details of the methodology used for discounting can be found in the individual studies published by Local Authorities of the County.

2.15 In order to test the methodology of the studies being carried out, a workshop was held with representatives of the surveying and planning professions together with representatives from the RSPB and GOSW. This workshop confirmed that the methodology for identifying sites with potential for further development was effective in revealing sites that were likely to come forward.

2.16 In addition the Regional Assembly carried out an assessment of the methodology applied in the studies carried out in Bournemouth/ Poole/ Christchurch, and in Weymouth and Dorchester. In summary, it was concluded that each of the studies was undertaken in accordance with the agreed Regional approach.

Proposal to Regional Planning Body

2.17 The preparation of Regional Spatial Strategy and the brief for the South East Dorset JSA has required the original work on urban potential to be refocused.

2.18 Firstly, the urban potential studies had an end date of 2016 although all districts made estimates to 2021. RSS has an end date of 2026. This has necessitated the rolling forward of the work previously undertaken. There was less confidence in estimated figures after 2016 than those for the earlier years of the studies, so it was decided to trend forward figures for 2001–2016 (rather than those for 2001–2021).

2.19 No advice has been given on an approach to use in rolling forward the exercise beyond the period originally considered. As the time available to complete the JSA study did not allow a comprehensive review of studies, a 'desktop' methodology was adopted. Based on simple and transparent assumptions, this approach was also seen to have merit, given the level of uncertainty that must apply when considering trends for a period some twenty years hence.

2.20 Each of the supply categories of the study was considered in turn. The assumption was that it would either be trended forward to 2026 or held to be a finite total.

UPS category	Assumption
Category 1 – sub-division housing	Trend forward 2001- 2016 figure
Category 2 – flats over shops	Take 2016 figure to be maximum
Category 3 – empty homes	Trend forward 2001- 2016 figure
Category 4 – previously developed vacant/derelict	Trend forward 2001- 2016 figure
Category 5 - intensification housing areas	Trend forward 2001- 2016 figure
Category 6a – redevelopment of housing	Trend forward 2001- 2016 figure
Category 6b - redevelopment of other uses	Trend forward 2001- 2016 figure
Category 7 – redevelopment of car parks	Take 2016 figure to be maximum
Category 8 – conversion commercial buildings	Trend forward 2001- 2016 figure
Category 9 – review housing allocations	Take 2016 figure to be maximum
Category 10 – review other allocations	Take 2016 figure to be maximum
Category 11 – vacant, not previously used	Take 2016 figure to be maximum

- 2.21 A second consideration taken into account was that urban potential studies in some districts have been revised since the original exercise was completed. For instance, in June 2005 the Borough of Poole updated it's urban potential study and adopted a base date of 2004. An unchanged methodology was adopted.
- 2.22 Finally, account was taken of completions since 1991 on sites identified in the urban potential studies or within none site-specific categories in the study areas. Similarly, the outstanding urban potential was amended to take into account commitments which have arisen on identified urban potential sites or within supply categories, and place these as part of the commitment, rather than outstanding potential.
- 2.23 The estimation of the amount of housing that could be accommodated in South East Dorset from outstanding urban potential is shown in Table 1.

Table 1 URBAN POTENTIAL FOR SOUTH EAST DORSET

Settlement	Urban Potential			
	2001-11	2011-16	2016-26	2001-26
Bournemouth	3,800	3,170	6,340	13,310
Christchurch	770	550	1,090	2,410
Poole	1,510	1,260	1,650	4,420
Corfe Mullen	50	40	70	160
Ferndown	220	160	320	700
St Leonards / St Ives	40	30	60	130
Verwood	120	90	180	390
West Moors	90	60	130	280
Wimborne / Colehill	130	90	190	410
Upton	50	30	70	150
Wareham	120	90	180	390
South East Dorset	6,900	5,570	10,280	22,750

URBAN EXTENSIONS

- 3.1 As with the urban potential studies, the identification of development potential in the form of planned extensions to the urban area of South East Dorset was initiated in response to RPG10 and the requirement that structure plans follow a sequential search of development options. The Review of the Bournemouth, Dorset and Poole Structure Plan took this work forward. RPG10 required priority consideration to be given to use of previously developed land at the Bournemouth / Poole PUA before release of green-field sites. At that time, technical work supporting the Structure Plan Review showed that sufficient land could be identified within the urban areas to meet the Plan's objectives and the RPG requirement without release of identified additional land in the form of green-field extensions.
- 3.2 The preparation of RSS and the brief for the Bournemouth / Poole JSA has required a reassessment of this situation. In particular, the RPB has asked the strategic authorities to test scenarios of potential additional growth at Bournemouth / Poole of up to 25% and 50% greater than anticipated in RPG10. The identification of extensions was re-examined in this new strategic context.

Methodology

- 3.3 It is essential to understand from the outset an important principle underlying this work. The exercise was geared towards identifying and gaining an understanding of the overall potential for development outside the main urban areas. This was a strategic exercise, for the most part undertaken at a macro scale. Initiated by the requirements of RPG10 and carried forward to the RSS, the aim was one of gaining an overall picture or assessment of potential; not one of identifying or promoting individual sites, per se.
- 3.4 To obtain this wider picture it was felt necessary to 'drill-down' to a fairly refined level of search, but this was always on the basis that areas identified would be strategic in scale. Small plots of land and fragmented areas were not up for consideration.
- 3.5 The methodology for identifying and assessing the suitability of sustainable urban extensions involved several stages. These steps were as follows:

- Step 1 Establishment of Baseline Information**
- Step 2 Analysis of Land Use Patterns**
- Step 3 Identification of Broad Areas of Search**
- Step 4 Identification of Constraints**
- Step 5 Rigorous Testing of Areas of Search**
- Step 6 Refinement of Search Areas**

Steps 1 to 6 were undertaken as part of the Structure Plan Review, referred to above. Steps 7 onwards represent development and enhancement of this work to address the changed context of revision to the RSS

- Step 7 Identification of Overlooked Potential**
- Step 8 Review of all Remaining Areas**
- Step 9 Scope of Future Development**

Step 1 - Baseline Information

- 3.6 The initial stage involved two elements. Firstly, using GIS, an exercise was undertaken to draw together relevant mapped baseline information. This comprised mapping of existing land uses, environmental designations, major infrastructure, public facilities, key land ownership, and so on.
- 3.7 The second element comprised a scoping of the relevant legislative and policy context for the study. This included issues identified in national policy guidance and statements, government circulars, and regional guidance and strategy.

Step 2 - Land Use Analysis

- 3.8 To provide a context for the identification of broad areas of search, an analysis of land uses was undertaken. This established, in broad terms, the pattern of existing uses and the relationship between major residential areas, the main employment locations, retail, leisure and recreation, sports and other community facilities. In considering broad areas of search, account must be taken of the relationship between potential search areas and this pattern of existing land uses

Step 3 - Broad Areas of Search

- 3.9 The first stage in the search process was one of identifying at the macro level broad areas within which more specific areas for potential development could be sought.
- 3.10 All parts of the joint study area were assessed against a set of sustainable location criteria or principles. Areas selected were those which most clearly met these criteria. Preference was based on the need:

- to ensure that accessibility is maximised, particularly through access to public transport and other non-car modes of transport. As a guide, the accessibility of a site was measured by being within 1-3 km of a railway station, 500 m from a high frequency bus route, and 5 km of a major employment site;
- to ensure settlements have a greater level of containment - as living, employment and other facilities are located close by, and the use of education, health, recreation and transport facilities is maximised;
- to create a better mix of land uses, so that for example, employment uses could be located in or adjacent to a residential area to reduce the need for travel.

The broad areas of search are identified in Table 2 and on Figure 1.

Table 2 BROAD AREAS OF SEARCH

Broad Area of Search		District	Gross Area (ha)
(a)	Burton and Roeshot Hill	Christchurch	200
(b)	Bournemouth Airport	Christchurch	285
(c)	North Bournemouth	Bournemouth	165
(d)	Kinson Manor Farm	Bournemouth	30
(e)	East Parley / West Hurn	East Dorset and Christchurch	580
(f)	Canford	Poole	485
(g)	Stapewhill / West Ferndown	East Dorset	445
(h)	Sleight / Ashington	East Dorset	380
(i)	West Corfe Mullen	East Dorset	970
(j)	Grange Estate	East Dorset	280
(k)	Three Legged Cross	East Dorset	375
(l)	Verwood	East Dorset	230
(m)	Wimborne	East Dorset	290
(n)	Western Sector	Purbeck and East Dorset	2,710
(o)	Holton Heath	Purbeck	100
(p)	Worgret Manor Farm	Purbeck	70

3.11 The refinement of the broad search areas to more specific locations comprised two steps: the identification and application of constraints to development and the application of a rigorous assessment of the search areas based on Regional Assembly sustainability criteria (Steps 4 and 5).

Step 4 - Identification of Constraints

3.12 The next stage in the selection of sites required the removal from the search sequence those parts of the broad search areas that are of such significance that they should be protected from development. Some of these areas have statutory protection, such as under the Environment Act; others are affected by other policies, for example, EU policies or those in RPG10.

3.13 The level of protection varies from complete protection to one of managing and controlling impacts. A range of criteria was applied to identify the most significant areas for protection, followed by those of lesser importance.

3.14 While it may be felt that areas of local significance should be outweighed by those of national or international importance, groupings of locally significant sites may collectively take on an enhanced importance in their own right.

The following levels of significance were identified in, or affecting, South East Dorset:

Significance	Area or site type
International significance	<ul style="list-style-type: none"> • Ramsar Convention sites
European significance	<ul style="list-style-type: none"> • Special Areas of Conservation (SAC) • Special Protection Areas (SPA)
National significance	<ul style="list-style-type: none"> • Sites of Special Scientific Interest (SSSI) • National Nature Reserves (NNR) • Environmentally Sensitive Areas (ESA) • National Park • Heritage Coast • Areas of Outstanding Natural Beauty (AONB) • Scheduled Ancient Monuments • Nationally listed buildings
Regional significance	<ul style="list-style-type: none"> • Regionally Important Geological Sites (RIGS) • Ground water source protection areas • Highly vulnerable ground water aquifers
County significance	<ul style="list-style-type: none"> • Sites of County Importance for Nature Conservation (SNCI) • Ancient and historic woodland, parks and gardens • Designated conservation towns and villages
Local significance	<ul style="list-style-type: none"> • High quality agricultural land (Grades I, II and IIIa) • Local landscape designations

3.15 Account was taken of not just the immediate coincidence of protected designations and potential extensions but also the impact on designated areas of a potential development that would be neighbouring or in the near vicinity. For this reason a protective envelope, or buffer, surrounding such designations may need to be taken into consideration. An emerging understanding of urban impacts on areas such as lowland heath-lands, for instance, indicates that development

close to a heath-land SSSI will cause a degradation of the biodiversity through recreation pressure, fire risk and disturbance by domestic pets. Buffers to these areas are required to divert pressure away and to enhance foraging of fauna and re-growth of the habitats.

- 3.16 In addition to purely environmental categorisations, land was identified that was severely constrained in other ways. This included land designated as being within a flood plain or is flood prone; land within ground water source protection areas; that is categorised as high agricultural quality or an area of outstanding landscape quality; that lies within mineral protection areas; is contaminated or otherwise polluted (including noise pollution); or is land that is of archaeological or historic significance.
- 3.17 Some designations, particularly local designations, were not included where they did not represent a consistent 'county-wide' approach in the way they were assessed, or where they apply almost wholly to existing urban areas. Areas of Great Landscape Value and designated conservation villages and towns are two such examples. While not discounted at the outset, these local factors were considered in the rigorous testing of potential extensions.
- 3.18 The Dorset and Cranborne Chase and West Wiltshire Downs AONB was considered as a unique category. Although in such areas some development can occur, major development would only be considered where it is deemed to be in the national interest.
- 3.19 Constraints to development were categorised as 'absolute' or 'discretionary' (Table 3). Areas affected by an absolute constraint or constraints were excluded from further consideration. Those affected by discretionary constraints were held to be undesirable for development, but not totally excluded.

Table 3 IDENTIFYING AREAS FOR PROTECTION

ABSOLUTE CONSTRAINT	
Exclude land within the following designations	<ul style="list-style-type: none"> • Ramsar Convention Sites • New Forest National Park • Site of Special Scientific Interest (SSSI) • Special Areas of Conservation (SAC) • National Nature Reserve (NNR) • Environmentally Sensitive Area (ESA) • Special Protections Areas (SPA) • EA Flood Prone Land (1:100 year & 1:200 year for coastal areas) • Heritage Coast • Scheduled Ancient Monuments • Area of Outstanding Natural Beauty (AONB) – Major development only
DISCRETIONARY CONSTRAINT	
Consider excluding land within the following designations	<ul style="list-style-type: none"> • Sites of County Importance for Nature Conservation (SNCI) • Groundwater Source Protection Areas • High Groundwater Aquifer Vulnerability • Historic woodlands • RIGs • Mineral Consultation areas • Sea-level rise • Land designated as grade I agricultural land • Land designated as grade II agricultural land • Land designated as grade IIIa agricultural land • Hazardous Sites • Unacceptable NNI [NNI 50 or 66dB] (Noise and Number Index) contours for airports – residential sites only

Areas of absolute and discretionary constraint are shown in Figures 2 and 3

Figure 2 ABSOLUTE CONSTRAINTS

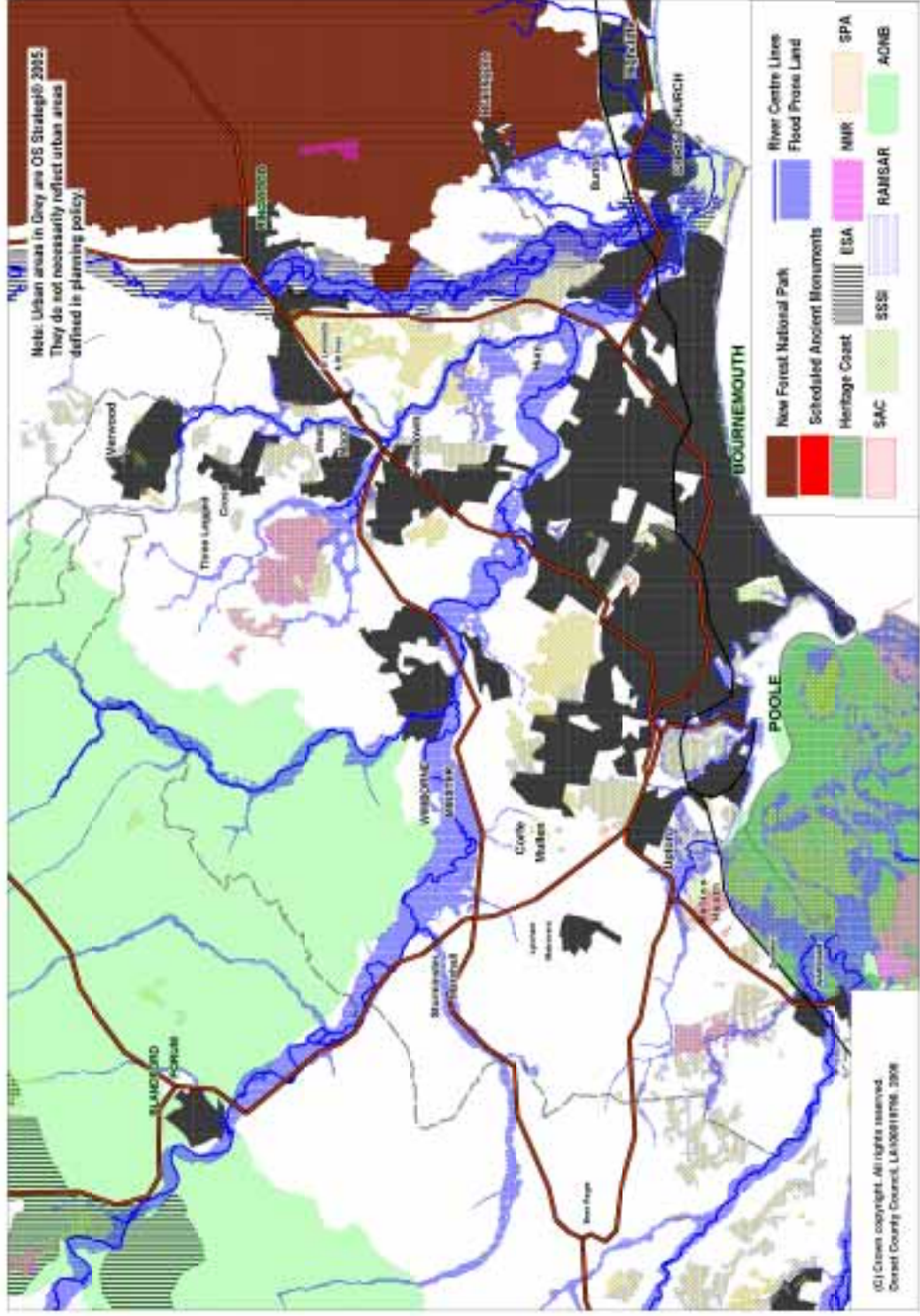
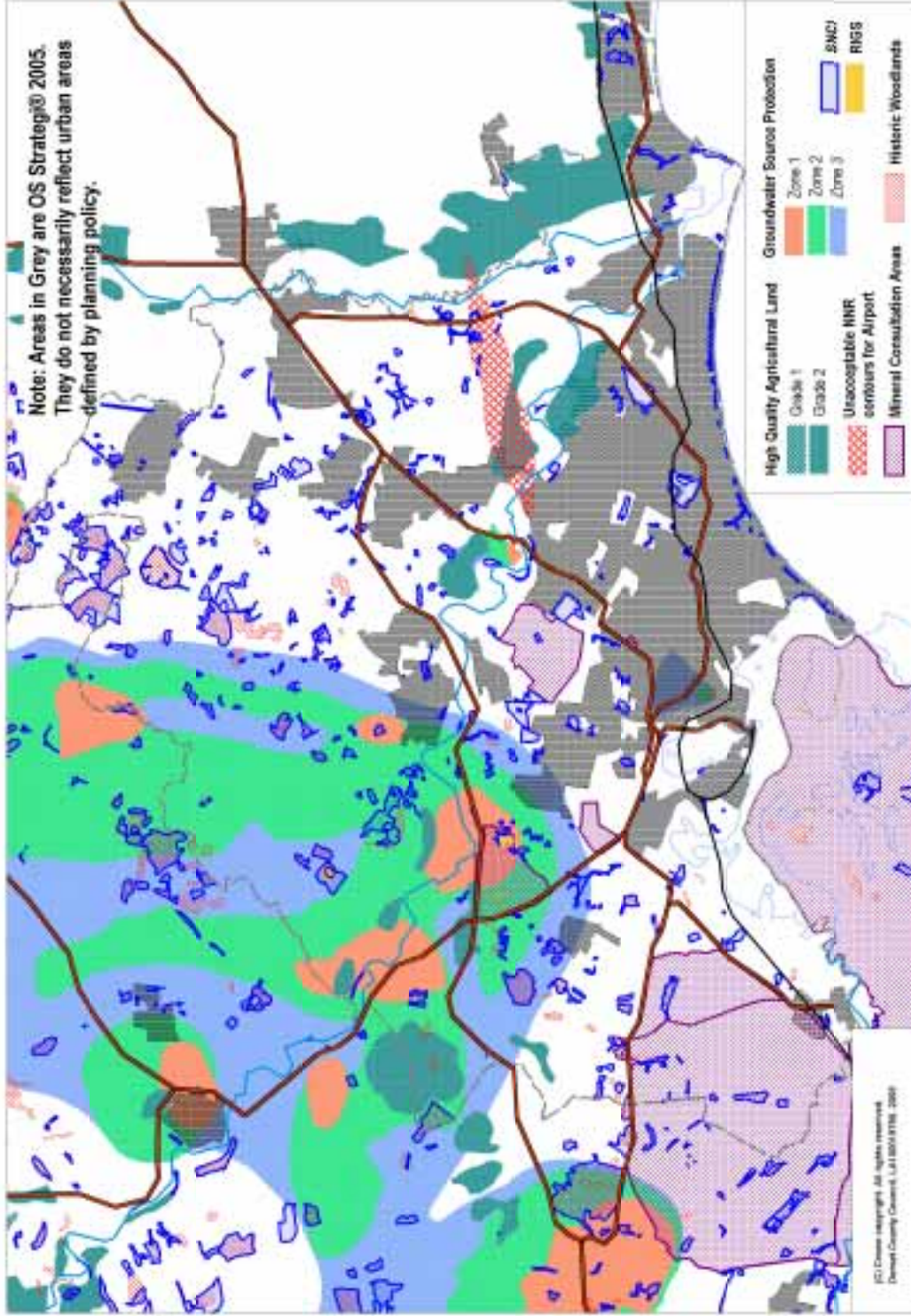


Figure 3 DISCRETIONARY CONSTRAINTS



Step 5 - Rigorous Testing of Areas of Search

- 3.20 In addition to the application of constraints to hone down the broad search areas to more refined areas for further investigation, the potential for extensions emerging from within the broad search areas was assessed using criteria established by the South West Regional Assembly.
- 3.21 A pro-forma for each area was completed using 80 criteria under 13 separate headings, including an assessment of transportation considerations (Table 4). This provided a detailed and rigorous evaluation of each (Appendix C).

Table 4 RIGOROUS TEST CRITERIA

Criteria for Rigorous Testing of Options	
1. Intrinsic environmental characteristics of land and valuation of those characteristics	<ul style="list-style-type: none"> • Intrinsic landscape quality / status (eg AONB) • Biodiversity (eg SSSIs, NNRs) • Agricultural land quality / versatility • Historic environment / archaeology • Flood risk / surface drainage • Groundwater resources • Sewage treatment • Contaminated land • Slopes • Stability • Local air quality • Noise pollution (motorways, airports etc)
2. Intrinsic functional characteristics of land	<ul style="list-style-type: none"> • Landscape character • Use / accessibility of land as amenity area for urban / other residents • Public open space / common land / covenants ? • Community Forest status • Importance as 'gateway' site for urban area • Importance as setting from key viewpoints • Mineral reserves • Power lines
3. Intrinsic locational characteristics of land	<ul style="list-style-type: none"> • Distance from existing: <ul style="list-style-type: none"> ➤ City centre ➤ Other major sources of employment ➤ Rail station with frequent services ➤ Frequent bus services ➤ Secondary schools ➤ Health facilities ➤ District shopping centres ➤ Recreation / leisure facilities ➤ Waste facilities ➤ Hazardous sites (COMAH)

4. Implications of potential development for adjoining urban areas	<ul style="list-style-type: none"> • Potential for improving urban fringe environment • Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe • Potential for regeneration in adjoining urban area • Likely trip patterns to work / shops / schools / leisure etc. • Implications for public transport facilities (viability / potential improvements) • Implications for urban traffic congestion / local highway network
5. Implications of potential development for adjoining rural areas	<ul style="list-style-type: none"> • Loss of landscape / amenity • Implications for public transport facilities (viability / potential improvements) • Implications for traffic congestion / local highway network • Implications of potentially improved local facilities • Potential coalescence with smaller settlements • Potential loss of local character / identity of existing settlements
6. Strategic implications of potential development	<ul style="list-style-type: none"> • Attractiveness of site/location to potential employers / service providers • Attractiveness of site/location to potential dwelling occupants • Implications on longer-distance travel patterns – inc proximity to motorways / primary network • Implications for movement across whole urban area • Implications for drainage across river catchment
7. Alternative future uses of land / assessment of their relative sustainability benefits	<ul style="list-style-type: none"> • Agriculture • Recreation / amenity / open space • Employment • Transport
8. Requirements / potential for major new capital investment	<ul style="list-style-type: none"> • Public transport • Roads • Community facilities / schools / health etc • Drainage • Water supply
9. Internal characteristics of proposed development	<ul style="list-style-type: none"> • Potential scale of development on site – implications for scale of requirements / improvements to provision • Opportunities to promote public transport / cycling / walking • Opportunities to promote better homes – jobs relationship – mixed uses • Potential for energy efficient development (eg CHP) • Potential to maintain / enhance environmental assets / characteristics within development • Potential to maintain values as open space / recreational area
10. Compliance with underlying policy objectives	<ul style="list-style-type: none"> • Community strategy objectives • Structure Plan objectives • RPG • PPGs

11. Green Belt	<ul style="list-style-type: none"> • Existence of exceptional circumstances to change. Will these vary between strategic locations? • Extent to which land continues to meet PPG2 Green Belt purposes: <ul style="list-style-type: none"> ➤ to check the unrestricted sprawl of large built-up areas; ➤ to prevent neighbouring towns from 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.
12. Alternative (non-extension) options – appraised as part of same exercise	<ul style="list-style-type: none"> • Development in transport corridors • Expanded settlements • New settlements
13. Land Type	<ul style="list-style-type: none"> • Damaged land • Previously used land • Unused allocated land • Previously unused land • New settlement

Step 6 - Refined List of Search Areas

3.22 The application of constraints and rigorous testing of broad areas of search resulted in the homing-in on a number of more refined search areas (Table 5)

Table 5 REFINED SELECTION OF SEARCH AREAS

Area	Approximate Area (ha)	Within original Broad Area of Search	District
Burton and Roeshot Hill	175	Burton and Roeshot Hill	Christchurch
Bournemouth Airport	75	Bournemouth Airport	Christchurch
North Bournemouth	52	North Bournemouth	Bournemouth
Kinson Manor Farm	8	Kinson Manor Farm	Bournemouth
Canford	100	Canford	Poole
Sleight	38	Sleight	East Dorset
South Wimborne	26	Wimborne	East Dorset
North Wimborne	35	Wimborne	East Dorset
Western Sector	845	Western Sector	Purbeck and East Dorset

These areas represented refinement of the broader areas of search. Some broad areas yielded no potential extensions following the application of constraints and the rigorous tests; others were greatly reduced (Appendix D).

Step 7 – Identification of Overlooked Potential

- 3.23 The RPB brief for preparation of a sub-regional study for the Bournemouth / Poole JSA requested that identification of growth potential, including extensions, should be investigated and it was to this end that the earlier work, outlined above, has been revisited and reviewed.
- 3.24 The first task was to review the list of identified refined areas. A consideration was whether or not any additional areas might be included. Two main sources were investigated.
- 3.25 Firstly, possible candidate areas might have been present in the original broad areas of search but had been overlooked, particularly where the overlaying of constraints had resulted in a significant fragmentation of the search area. The more prominent sites would have emerged but others may have slipped through the net. The second possibility was that in drawing up the broad areas of search themselves, some smaller tracts of land with potential had been excluded.
- 3.26 A comprehensive review of the entire study area was undertaken. This did not reveal many additional areas and, in fact, gave some reassurance that the original search process had been thoroughly carried out and that the integrity of the refined list of areas still stood. The limited number of additional areas for further consideration were:

Site	District
West Hurn	Christchurch
Creekmoor	Poole
Pardy's Hill, Corfe Mullen	East Dorset
Parley Cross, West Parley	East Dorset
Cuthbury, Wimborne	East Dorset
Blunt's Farm, Ferndown	East Dorset

Step 8 - Review of all Remaining Areas

- 3.27 A review was made of all short-listed extensions – those initially identified and the further, additional sites. This permitted:
- a closer focus to be given to the sites themselves, rather than the previously more detached view that had applied as the search sequence had stepped down

from looking at all areas, to identifying broad areas of search, to eventually settling on more detailed areas.

- the updating of considerations such as, for example, flood risk categorisation and revised agricultural land classification.
- a specific assessment to be made by consultants of the Western Sector – by far the most significant of the outstanding areas in term of size and possible impact on the sub-region
- the opportunity to undertake a more detailed transportation assessment, if deemed necessary, of these more specific locations.

3.28 This stage in the exercise also resulted in revision to boundaries, if appropriate, and the deletion of certain areas from further consideration. Deleted areas comprised the Western Sector; Sleight in East Dorset; and Burton and West Hurn in Christchurch.

Western Sector

3.29 The Western Sector, a tract of land between Lytchett Matravers and Lytchett Minster, to the west of Poole, had been previously identified in studies of the future growth of South East Dorset, most recently in the Halcrow Fox study commissioned by the SW Regional Planning Conference¹ This is an area which, at the macro-level, would appear to be relatively constraint free and as such was identified as a broad area of search in the current examination of possible urban extensions.

3.30 The size of the area and the significance of potential growth were such that the strategic authorities decided to commission a study by consultants to advise on the feasibility of major new development at the Western Sector. The study was also seen as allowing a line to be drawn, one way or the other, under the continued interest in the Western Sector as an area for expansion. Atkins Consultants were appointed to do the work. An extract of the study brief is reproduced as Appendix E.

3.31 The study comprised a context setting, identification of a development strategy, examination of impacts and mitigation, and recommendations on possible delivery mechanisms. A separate analysis was made of transport issues and impacts, and a shadow appropriate assessment was undertaken to determine whether proposed development might have an effect on the integrity of nearby environmental designations.²

¹ Halcrow Fox: South West Regional Spatial Strategy – Development Potential for Principal Urban Areas, August 2000

² Atkins - Western Sector Feasibility Study, Final Report (Volume 1); Transport Analysis (Volume 2); and Shadow Appropriate Assessment (Volume 3); January 2005.

3.32 The main findings and conclusions of the study led the strategic authorities to the view that it would not be feasible to develop the Western Sector. The concluding and salient points from the Atkins study were that:

- although it would be feasible to work up a scenario for the development of about 7,000 dwellings in the form of self-contained mixed-use communities...

"... the likely impacts of this level of development on the local transport network and areas of ecological importance are considered to be potentially significant"

- significant highway improvements would be required for development. A higher growth scenario (of about 7,000 dwellings) could be more or less ruled out. Even a lower growth scenario (the study considered between 2,500 and 3,000 dwellings) would require substantial investment, unlikely to be forthcoming.

"The developer contributions for transport infrastructure alone would be considerable for both scenarios and would make any future development financially unviable without additional funding sources"

- serious concerns expressed by English Nature from the outset about the ability to develop the Western Sector without significant and permanent harm to internationally and nationally designated sites were tested through a shadow appropriate assessment.

"... it can be concluded that there are likely to be adverse effects on the integrity of European designated sites situated close to the proposed development and it is unlikely that sufficient mitigation measures could be implemented to remove these impacts"

Sleight

3.33 Land to the north of Corfe Mullen, at Sleight, was further investigated as a possible extension, for employment purposes. Closer investigation with the latest available information showed the area to be within a Zone 1 Ground Water Protection Area, the highest level of vulnerability.

3.34 There was also concern was that development would be very prominent, the area being the steep southern slope of the wide and open Stour Valley. The landscape adjoining is one of the main historic landscapes in Dorset, having the unrivalled basis of the Bankes Estate archive. The steep sided nature of the land itself would be unsuitable for large, flat floorplates required by industrial units.

3.35 It was felt that this area might also pose serious traffic problems. Industrial traffic would seek to use the A31 but direct links onto that road would be unaccepted to the Highways Agency. The local road network, including the Wareham Road through the main residential area of Corfe Mullen and through the centre of Broadstone would be alternative but wholly unsuitable routes. The likely pattern of journeys to and from work would also be unsustainable. The area would be peripheral to the town centres of Bournemouth and Poole and would draw traffic from car-accessible rural parts and from along the outer routes of the conurbation. It is likely that car movements would predominate over public transport, cycling or walking. Accessibility by foot, cycle or public transport from

residential areas is limited, making it very difficult to foresee a coherent transport and travel system that is not based on the car. These considerations were felt to be sufficient not to warrant further investigation through a full transport assessment.

Burton

- 3.36 This land to the east of Burton fared very poorly when assessed on transport grounds. The broad area of search, at approximately 180 hectares, might have yielded significant housing development. However, its location on the northern side of the railway line presents serious problems of access. The cost of investment to mitigate these deficiencies was judged to be too great.
- 3.37 A possible, much reduced scheme was considered, associated with Burton village, but the land was found to be heavily constrained by flood risk.

West Hurn

- 3.38 This area of land, south of the B3073 and east of Merritown, was part of the East Parley / West Hurn broad area of search but was originally dismissed as being poorly related to other land uses. Re-examination of the site confirmed this view. The area is not a true extension to the urban area and is relatively isolated. A full transport assessment was not undertaken but it was considered the location would not score well in relation to the use of non-car based forms of travel. It is also poorly related to other services, such as school provision, but would be too small to achieve any degree of self-containment.

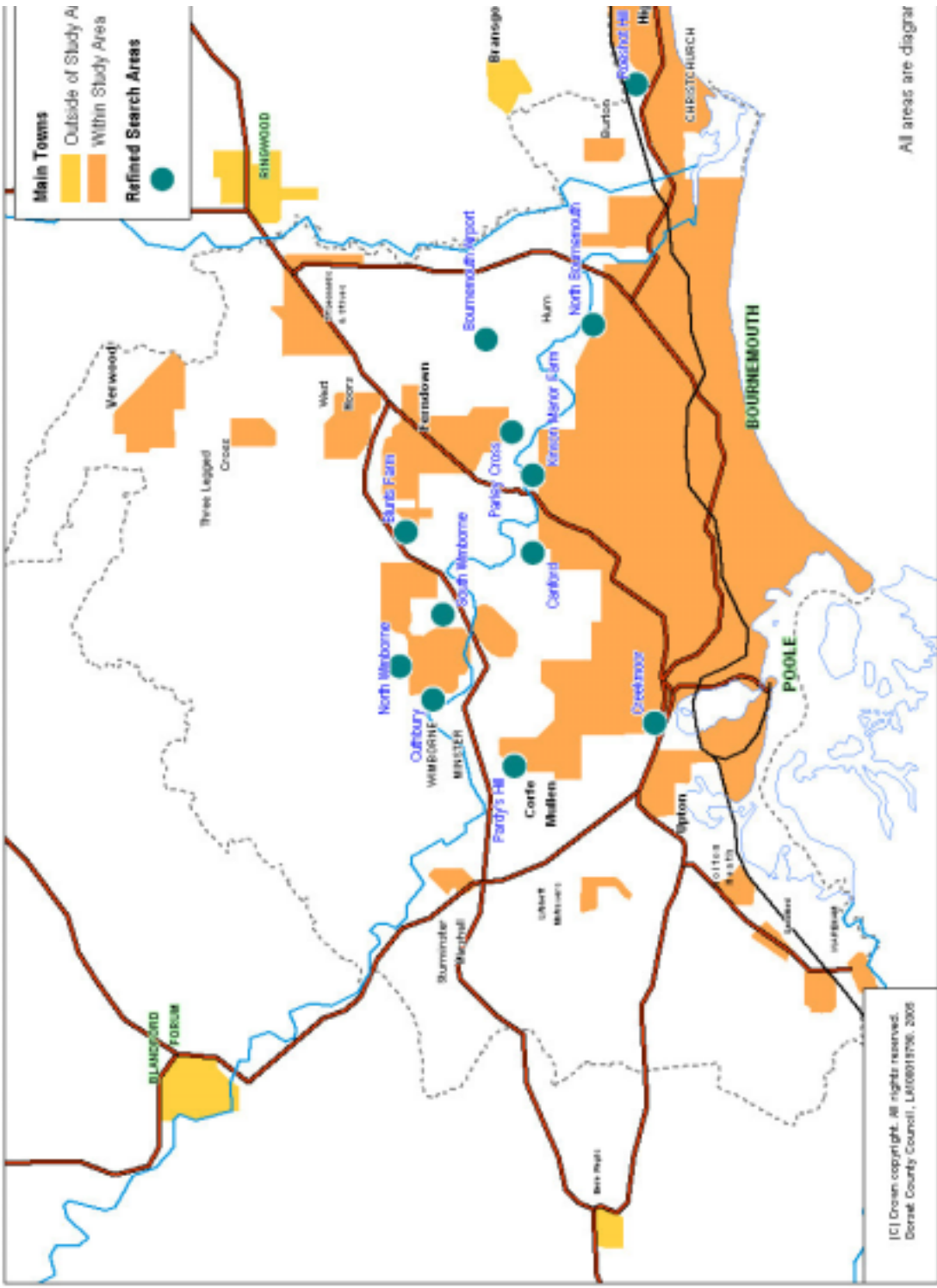
Step 9 – Scope of Future Development

- 3.39 It must be emphasised again that this exercise was designed to address the question of how much potential for development, in broad terms, could be identified as extensions to the urban area. As such, the level of detailed site-specific analysis that would normally apply in assessing the type and mix of land uses and the potential yield on individual areas was not attempted. Rather, the type and mix of land uses for each extension was based on a general assessment by planning officers, drawing heavily on available evidence from analyses such as of land-use patterns and transportation. Yields were similarly based on general assumptions. Should any of these areas be taken forward for development at some time in the future, a much more specific assessment of all these factors would be required.
- 3.40 In particular, a full hydrological survey, comprising flood risk assessment and drainage strategy would be required for each extension. An unfavourable outcome for one or more site would affect the overall potential of the study area to deliver additional housing.
- 3.41 Table 6 shows the final list of potential extensions with an assessment of the general scope for development. Figure 6 indicates their location. The assessment, based purely on this technical exercise, is that some 4,100 dwellings could be accommodated on extension sites within the Bournemouth / Poole JSA, with provision for about 204 hectares of additional land for employment.

Table 6 REFINED EXTENSIONS

Extension	Gross area (ha)	Residential area (ha)	Residential yield (dwellings)	Employment area (ha)	Assumption
Roeshot Hill	16	14.4	575	-	Residential 90% gross area / 40 dph
Bournemouth Airport	80	-	-	80	Agreed employment area
North Bournemouth	51	31	900	11	Mix to include other uses (9 ha) agreed with BBC. Residential 31 ha at 40 dph. Total capacity about 1,240 dwellings; assumed 340 post 2026
Kinson Manor Farm	8	7.2	290	-	Residential 90% gross area / 40 dph
Canford	64	-	-	58	Employment 90% gross area
Creekmoor	22	-	-	19.8	Employment 90% gross area
Pardy's Hill, Corfe Mullen	23	19.6	680	1.2	Residential 85% gross area / 35 dph Employment 5% gross area
Wimborne South	16	-	-	14.4	Employment 90% gross area
Wimborne North	16	14.4	575	-	Residential 90% gross area / 40 dph
Cuthbury, Wimborne	5	4.5	180	-	Residential 90% gross area / 40 dph
Blunts Farm, Ferndown	22	-	-	20	Employment 90% gross area
Parley Cross, West Parley	25	22.5	900	-	Residential 90% gross area / 40 dph
TOTAL	348	114	4,100	204	

Figure 4 REFINED EXTENSIONS



Proposal to Regional Planning Body

- 3.42 The process outlined above represented a technical exercise to test how much potential might be identified in the form of extensions to the urban area. The advice or detailed proposal to the Regional Planning Body took this work but amended the findings in two ways, affecting both the amount of housing and the amount of employment land being put forward as extensions.

Housing Land

- 3.43 It was resolved to not put forward to the RPB the two potential extensions in Bournemouth, at North Bournemouth and Kinson Manor Farm. It was felt that development at these locations might:

- prejudice the purpose of the South East Dorset Green Belt; and
- might be considered to be contrary to the Vision for South East Dorset

A full explanation of these considerations is provided in Appendix F.

Employment Land

- 3.44 A separate exercise to forecast the amount of employment land required in the South East Dorset JSA revealed that most of the potential employment extensions would not be required within the Plan period. It was resolved to not put forward to the RPB the two potential employment areas in Poole, at Canford and Creekmoor, or the area in East Dorset, at South Wimborne / Colehill. The extension to the Ferndown Industrial Estate, at Blunts Farm, is retained in the advice.

Canford

- 3.45 This potentially significant employment site will not be required in the plan period because:
- existing employment allocations, together with additional land to be allocated at Blunts Farm, are adequate to meet the needs of the area;
 - it is necessary to ensure that potential development land within the Bournemouth and Poole urban area is developed before new green field allocations; and
 - development of this site is dependent on major A31-Poole highway improvements, unlikely to be implemented before the latter part of the plan period.

Creekmoor

- 3.46 Although this site is well related to the highway network, it is unlikely to be required in the plan period because:
- existing employment allocations, together with additional land to be allocated at Blunts Farm, are adequate to meet the needs of the area;
 - it is necessary to ensure that potential development land within the Bournemouth and Poole urban area is developed before new green field allocations.

South Wimborne

- 3.47 This potentially employment site will not be required in the plan period because:
- existing employment allocations, together with additional land to be allocated at Blunts Farm, are adequate to meet the needs of the area; and
 - development of this site is dependent on major A31-Poole highway improvements, unlikely to be implemented before the latter part of the plan period.

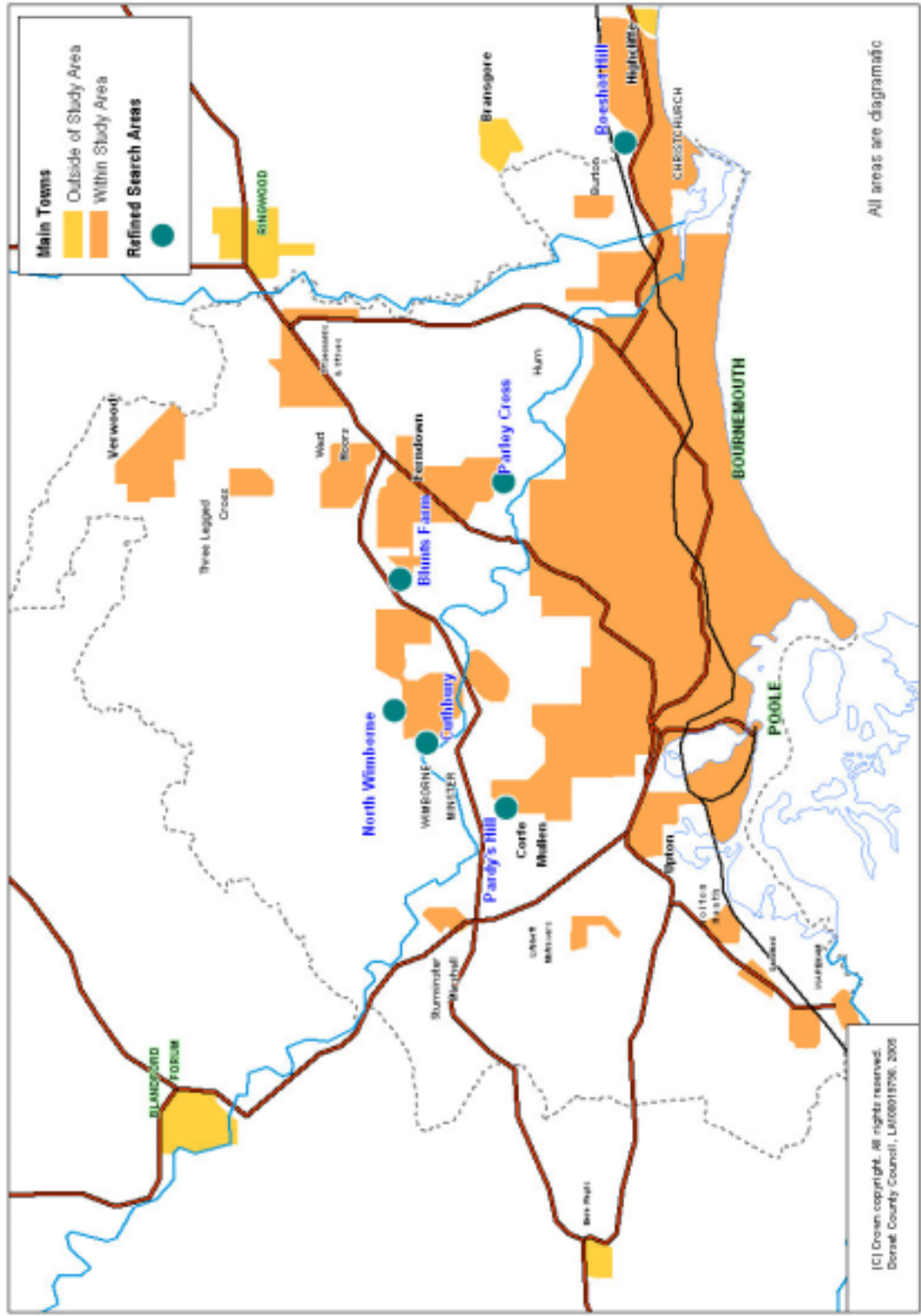
Proposed Extensions

- 3.48 The list of extension sites advised to the RPB as shown as Table 7 with an assessment of the general scope for development. Figure 5 indicates their location. The proposal is that provision of up to 3,000 dwellings could be made on extension sites within the Bournemouth / Poole JSA, with provision for up to 20 hectares of additional land for employment at Blunts Farm, Ferndown. Smaller employment provision would be required, where appropriate, associated with the residential extensions.

Table 7 PROPOSED EXTENSIONS

Extension	Dwellings	Employment (hectares)
Roeshot Hill, Christchurch	upto 600	-
Pardy's Hill, Corfe Mullen	upto 700	-
Wimborne North	upto 600	-
Cuthbury, Wimborne	upto 200	-
Parley Cross, West Parley	upto 900	-
Blunts Farm, Ferndown	-	up to 20
TOTAL	up to 3,000	up to 20

Fig 5 PROPOSED EXTENSIONS



REVIEW OF THE SOUTH EAST DORSET GREEN BELT

Origins

- 4.1 The South East Dorset Green Belt was established by the South East Dorset Structure Plan (1980), which determined its general extent. The detailed boundaries were defined in subsequent local plans.
- 4.2 Previously a Green Belt proposal had been submitted in South Hampshire (1961). This included areas at St. Leonards and St. Ives, Hurn and Burton parishes and other land around Christchurch. This proposal went to public inquiry and modifications were proposed, but the Green Belt policy was not taken on to adoption. These areas were transferred to Dorset in 1974.

Fig 7: SED Green Wedges and Corridors



- 4.3 The predecessor documents to the South East Dorset Structure Plan included the Consultative Document (SP 19, 1977) which proposed a Green Areas Policy (ill. 18a p. 237 of that document). These were described as wedges and corridors of open space that would restrain the urban spread and protect the physical identity of many of the individual settlements. Those proposals are shown in Fig 7. They were further described in the text.
- 4.4 The submitted Structure Plan (SP 24, 1978) proposed the creation of a Green Belt, and showed an outer but not an inner boundary.
- 4.5 The Secretary of State's Notice of Approval of the Structure Plan stated that he "had modified the written statement by clarifying the purposes of the

green belt, defining its boundaries in structural terms, and setting out the broad land use policies to be applied within it. Further provision for the protection of heathlands has been made.”³

Fig 8: SED Green Belt



4.6 The Policy inserted by the Secretary of State set out the purposes of the Green Belt as being:

- (a) to protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them
- (b) to maintain an area of open land around the conurbation.

The supporting text in the Structure Plan⁴ suggested that in addition to these two principal aims, the Green Belt would also provide for the development of suitable forms of countryside recreation easily accessible to a large number of people.

4.7 The South East Dorset Green Belt adjoins the Hampshire Green Belt to the east. This Green Belt in turn borders the New Forest National Park.

³ Notice of Approval, Para 8.1, 5th February 1980.

⁴ South East Dorset Structure Plan paragraph 11.10, p. 106.

Current Green Belt Policy

- 4.8 The current, adopted Structure Plan is the Bournemouth, Dorset and Poole Structure Plan 2001. Settlement Policy E re-confirms the Green Belt and the particular purposes which it should fulfil, in similar terms to those contained in the 1980 Structure Plan.
- 4.9 Green Belt policy is determined in detail in government Planning Policy Guidance. PPG2 offers additional key points about Green Belt policy:
- The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness.
 - There are five purposes of including land in Green Belts:
 - to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns from 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.⁵

Not all Green Belt areas will meet all these purposes.

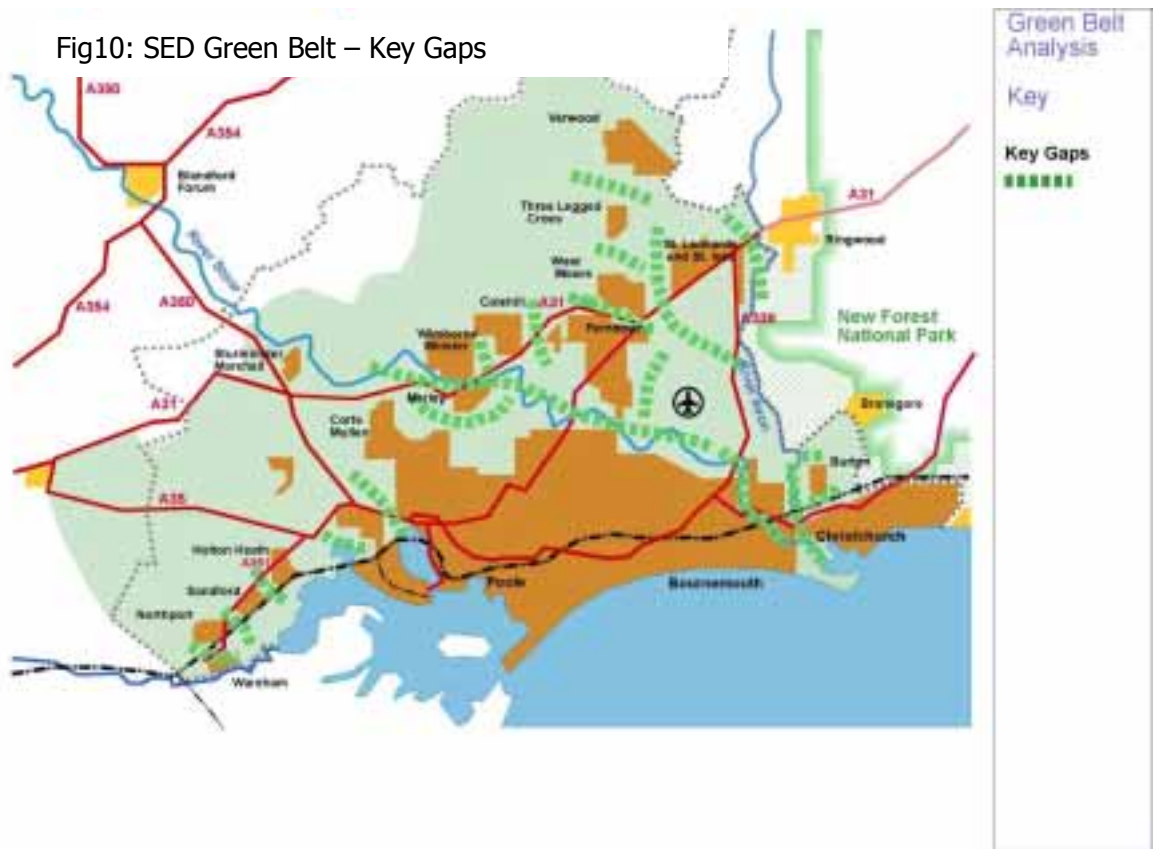
South East Dorset Green Belt – maintaining open corridors and wedges

- 4.10 Fig 9 shows the individual settlements within the Green Belt area, whose separate physical identity is protected by the Green Belt. A high value is placed on this role by local communities.

⁵ PPG2 1995 Paragraph 1.5



4.11 Fig 10 indicates the key gaps which provide this separation and which therefore form a strategic element of the South East Dorset Green Belt (no attempt has been made to include gaps protected by the South West Hampshire Green Belt, beyond the Study Area boundary).



- 4.12 In many places the gaps are narrow and their ability to perform their function is potentially vulnerable to even minor development. Fig 11 shows 'key urban edges,' defined as those places where the width of the key gaps separating settlement areas is 1km or less. In these areas prevention of further erosion of the separating gap will be critical.

Fig 11: SED Green Belt – Key Edges



- 4.13 In only a few places do the gaps now retain sufficient extent to give them the character of significant areas of countryside free of the immediate presence of the urban fringe. Two areas of which this remains true to a limited degree are the lower Stour Valley between the Airport and North Bournemouth and the area south-west of Ferndown around Stapehill Abbey and Hampreston village. 'Unspoiled' countryside remains largely in the outer areas of the Green Belt.

South East Dorset Green Belt – safeguarding the countryside from encroachment

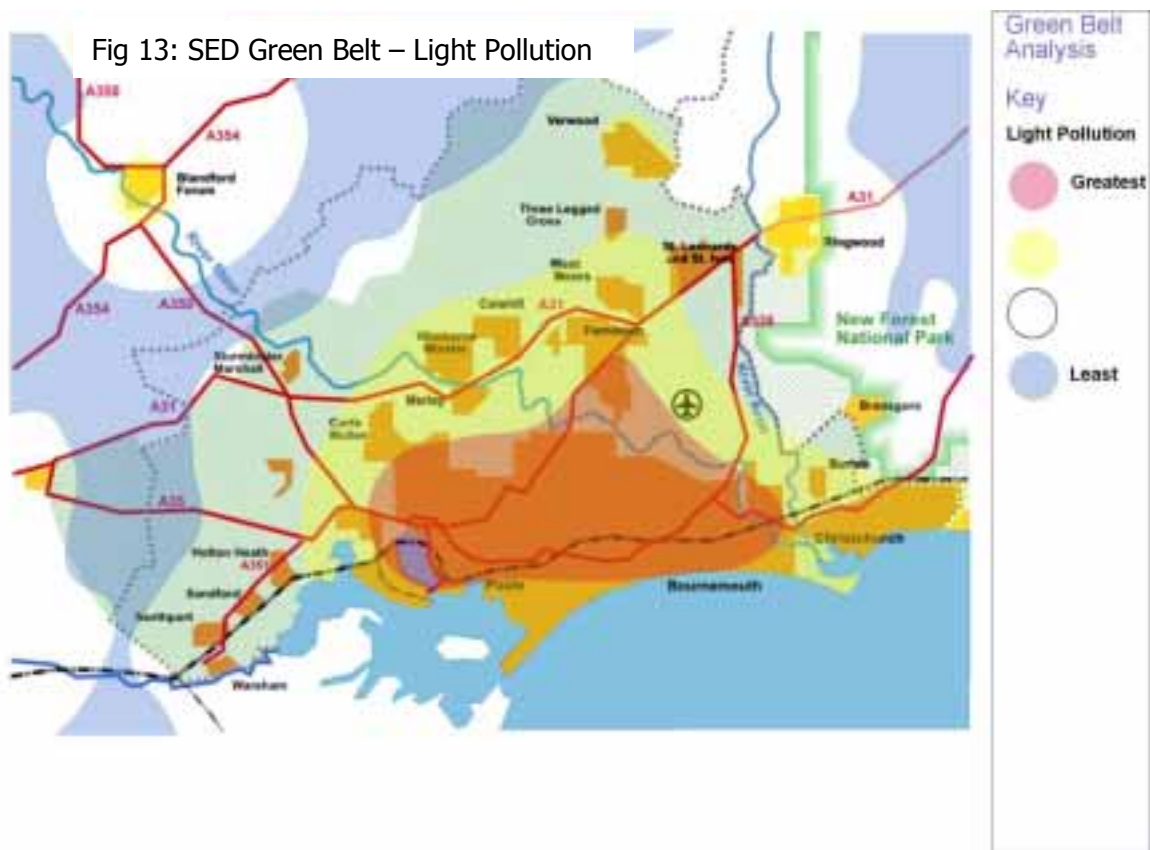
- 4.14 Safeguarding the countryside from encroachment is a further purpose of including land within the Green Belt. Fig 12 uses the 'Tranquil Areas' map produced by the Countryside Agency and the Campaign for the Protection of



Rural England as an indicator of those areas with a more undisturbed rural character. The 'Tranquil Areas' map defines the areas around the conurbation as 'Highly Disturbed' and the remaining areas as 'Tranquil'. There are no areas covered by the intermediate designation 'Disturbed', indicating the success of the Green Belt and other policies in limiting the extent of the urban influence. The map is at a national scale and the 'Tranquil Areas' shown here have been generalised further from this base.

- 4.15 Another indicator of urban influence is light pollution. Fig 13 shows the areas with the highest and the lowest levels of light pollution taken from the 2000 light pollution maps prepared by the CPRE on the basis of satellite readings.⁶ The maps provide information on a 1km square basis, and therefore show averages which obscure fine-grain detail. Again the diagram has further generalised from this map.

⁶ <http://www.cpre.org.uk/campaigns/landscape-and-beauty/light-pollution/light-pollution-your-area.htm>
July 25th 2005.



4.16 Both the tranquil areas and the light pollution mapping indicate that, broadly, it is the northern and western areas of the Green Belt which most fulfil the aim of protecting the 'unspoiled' countryside from the encroachment of urban development.

South East Dorset Green Belt – preserving the setting of historic towns

- 4.17 Although not designated with the primary purpose of preserving the setting of historic towns (in contrast with, for example, the Oxford Green Belt), the SED Green Belt forms a key setting of three historic towns: Christchurch, Wimborne Minster, and Wareham.
- In the case of Christchurch, the essential open areas are to the north, up the Avon Valley, and to the south and south-east across the Stanpit Marshes to the Harbour and Hengistbury Head.
 - The essential open areas for Wimborne Minster are to the south, comprising the water meadows towards Ashington and the slopes rising to Merley House; the open land to the north which forms the backdrop of views across the valley and the approach down the Cranborne Road; and, to the west, up the Stour Valley.
 - The critical areas for Wareham are the river flood plains and the low lying and marshland areas to the north and east.

- 4.18 In addition to the three major historic towns, there are a number of historic villages and other settlements within the Green Belt. They are taken to be those where there are designated Conservation Areas. These villages are also shown in Fig 14.
- 4.19 The extent of the countryside areas which are important to the settlements varies. In the case of Oakley Road at Merley, the Green Belt setting is of limited importance. In the case of others, including Hampreston, Hurn Village, Pamphill and Morden, the countryside setting is an essential element of their character. In yet other cases, such as Sturminster Marshall and West Parley, the conservation areas adjoin modern development on one or more sides while the Green Belt forms the setting on the remaining sides. The green areas shown on the map reflect these particular areas of importance. In the case of Bere Regis the village itself lies outside the Green Belt, but the Green Belt area around Woodbury Hill forms an essential component of the setting of the village.
- 4.20 Further, there is a limited number of major historic buildings in the Green Belt whose countryside setting is a key element of their character. These are Charborough Park, Kingston Lacy, Stapehill Abbey, Canford Manor, Upton House and Hurn Court. Burton Manor is another II* listed building, partly enclosed by development but with a critical view eastwards towards the New Forest. The concentration of historic towns, villages and houses along the Stour Valley is particularly marked.



Objective for the Use of Land

4.21 A number of objectives for the use of Green Belt land are designated in PPG2:

“Once Green Belts have been defined, the use of land in them has a positive role to play in fulfilling the following objectives:

- to provide opportunities for access to the open countryside for the urban population;
- to provide opportunities for outdoor sport and outdoor recreation near urban areas;
- to retain attractive landscapes, and enhance landscapes, near to where people live;
- to improve damaged and derelict land around towns;
- to secure nature conservation interest; and
- to retain land in agricultural, forestry and related uses.

The extent to which the use of land fulfils these objectives is however not itself a material factor in the inclusion of land within a Green Belt, or in its continued protection.”⁷

4.22 Of these objectives, the provision of ‘suitable forms of countryside recreation easily accessible to a large number of people’ was identified as a particular role of the SED Green Belt in the 1980 South East Dorset Structure Plan.

South East Dorset Green Belt – access to the countryside and recreation

4.23 The first of the objectives is to provide opportunities for access to the open countryside for the urban population. Fig 15 shows the extent to which urban areas are in proximity to Green Belt countryside. The measure of 0.5km straight-line distance has been used. This demonstrates a particular strength afforded by the configuration of the SED Green Belt, which ensures that large parts of the urban areas are within a short distance of open countryside. This compares with the 0.5km distance to parkland or recreational open space identified in the Urban Environmental Accords signed by a number of cities in San Francisco on 5th June and English Nature’s target of 300m from home to an accessible natural green-space.

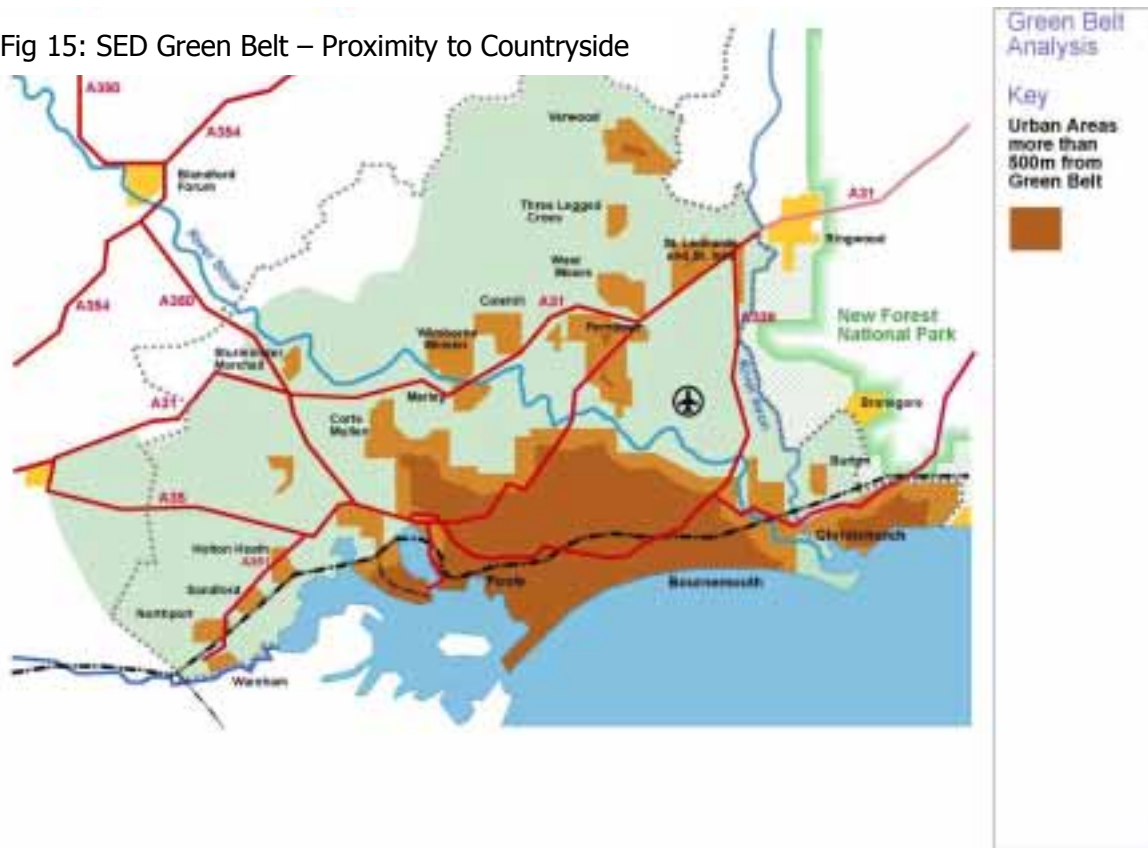
4.24 The figure shows that Green Belt countryside is within reach of substantial parts of the urban area, including the outer fringes of the main conurbation and almost all areas of the outlying towns. Notably, Ferndown, St. Leonards and St. Ives and Verwood have expanded to the extent that their inner areas are now more distant from the countryside. In addition, much of the

⁷ PPG2 1995 Paragraph 1.6

conurbation is in close proximity to the coast, which provides alternative 'wild space' and opportunities for recreation.

- 4.25 The importance of access to countryside will grow as urban infilling continues, housing densities increase and more demands are placed upon the remaining open spaces within the built-up areas. Many parts of the urban area already depend on the Green Belt for their open spaces. For example, Corfe Mullen, Ferndown, West Moors and Verwood all lack a significant park or recreation space within their built-up areas, and are entirely reliant on open spaces in the surrounding Green Belt.
- 4.26 Straight-line distance does not necessarily equate to accessibility, which is affected by other factors such as the location of open access areas and rights of way or, conversely, by significant barriers such as main roads or rivers. However, these factors are not immutable and can be affected by policy interventions. On the other hand the loss of land to urban development would be permanent.

Fig 15: SED Green Belt – Proximity to Countryside



- 4.27 Fig 15 indicates that peripheral growth to the principal urban area or the larger towns would be likely to increase the extent of the urban areas that are distant from Green Belt countryside. The current configuration of the Green Belt with its wedges and corridors of open land penetrating the conurbation is particularly advantageous. Any change to the Green Belt should retain this pattern, rather than eroding it.

- 4.28 The second objective is to provide opportunities for outdoor sport and outdoor recreation near urban areas. Fig 16 shows the location of main recreational facilities in the SED Green Belt. Some are in public ownership or control, such as the large country parks and Forestry Commission owned or rented land. Some facilities such as heathlands give access as of right. Other sites are privately owned or provided, such as Stapehill Abbey and Gardens, or the many golf courses. While these may not cater for the general public, they provide countryside access for an urban clientele.
- 4.29 There is a significant conflict in the role of heathlands as open access areas for recreational use (shown here), and their nature conservation value.
- 4.30 The rights of way network, although of great importance for recreation, has been excluded because of its ubiquity and the level of detail required to consider it. However, the main long distance routes within the Green Belt area are shown in Fig 16: further routes are under development, including one based upon the former Somerset and Dorset Railway line.
- 4.31 The diagram indicates the importance of the Green Belt in accommodating the recreational needs of the conurbation. There are two particular concentrations: the first along the Stour Valley, and the second in the north-east around St. Leonards and St. Ives and Verwood. The diagram suggests a high importance for the inner areas of the current Green Belt in meeting this objective.



South East Dorset Green Belt - nature conservation

- 4.32 A further objective identified in PPG2 is to secure nature conservation interest. In the case of SE Dorset, the nature conservation interest is of the highest importance, with many of the sites defined as Special Areas of Conservation (under the Habitats Directive), Special Protection Areas (under the Birds Directive) Ramsar sites, or a combination of these. In addition many host priority species. As a result, areas of land would be protected by the strongest policies from potentially damaging forms of development, even if they were not within the Green Belt itself. Any decision to revise Green Belt boundaries would be of small practical effect in the case of these particular areas.

Fig 17: SED Greenbelt – Nature Conservation



- 4.33 Development in close proximity to conservation sites would also be likely to have a damaging impact, and would be prohibited by the Habitats regulations. Fig 17 shows, in broad terms, the areas covered by Special Areas of Conservation (representing the main heathland areas) and the Avon Valley Special Protection Area, together with a buffer distance of 400 metres. The remaining Special Protection Areas, that are not already covered as Special Areas of Conservation, relate largely to estuarial waters, reed beds and mudflats where physical access is limited and the issues raised by the proximity of development are therefore different in kind.
- 4.34 The impact of development on the Green Belt nature conservation sites will depend not only upon proximity but also upon the type of development, and

on its scale. Housing is potentially particularly damaging, and larger housing sites would have an impact over greater distances.

- 4.35 Although the European sites indicated on the diagram are of the first importance, there is a large number of other nature conservation sites within the Green Belt, as well as designated sites of local importance including local nature reserves. The diagram shows that these sites cluster to the south and east, and are already in close proximity to many of the existing built-up areas. The northern and western zone of the Green Belt is largely unaffected.
- 4.36 Although the protection of nature conservation sites is not a purpose of the Green Belt, there is a significant synergy between the policies. The Green Belt policy preserves the rural matrix within which the nature conservation sites are set and which provides support for them and for several of their protected species. It protects green corridors linking them, ameliorating the effects of their recent fragmentation. It limits the drift to urbanisation of the urban fringe countryside, which adds to the pressures upon them.

Landscape Issues

- 4.37 The landscape of South East Dorset is generally attractive, but also comprises parts that are relatively undistinguished. However, many areas have unique historical and cultural value, in particular the heathlands,. There is also a significant overlap between the outer, north western areas of the Green Belt and the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty, where the landscape quality is nationally recognised.
- 4.38 Within the Green Belt are a number of landscape features which are critical to the appreciation and experience of the Green Belt countryside, and where development could be particularly damaging. These are shown in Fig 18.
- 4.39 Among these critical features are prominent hill slopes. These are those slopes visible over considerable distances whose undeveloped character materially adds to the sense of open countryside experienced within the



Green Belt. These include the ridges westward of Corfe Mullen and the landmark Beacon Hill; the Colehill ridge and the slopes enclosing the Stour and Avon valleys. Hengistbury Head is another landmark standing in a unique relationship to Christchurch.

4.40 The second feature shown is what may be termed 'defining views'. These are views that are important in establishing the perception of the Green Belt for those using the area. They are of two types:

- The first are views outwards across the Green Belt countryside. Obtrusive buildings or areas of development within these fields of view would be particularly damaging to the appreciation of the open character.
 - They include the views along the valley of the Stour from Pamphill, Corfe Mullen and Colehill, and the views along the Avon valley from Matchams View, Ramsdown and Town Common. The two valleys are critical: they form visually well-defined and contained landscape areas which need to be considered as a whole.
 - Also shown on the diagram are two more general views: one from Colehill northwards towards Horton and Chalbury and views from the Lytchett Matravers area southwards towards Wareham and Purbeck. These are broad views across wide areas of Green Belt countryside.
 - In some cases, the viewpoints also provide vistas across areas not themselves within the Green Belt, such as Town Common with views across the marches of the New Forest.
- The second type are views towards keynote features, particularly associated with the towns of Wimborne, Christchurch and Wareham, which form focal points within the Green Belt countryside.
 - The towers of Wimborne Minster and Christchurch Priory are keynote features without which the rural character of the scene would be materially diminished.
 - This is true also of two other major landmark buildings, Charborough and Horton Towers.
 - In general the other major buildings within the Green Belt have much more limited areas of visual influence, although in the case of those like Canford Manor which are seen from important routes they can be locally important.

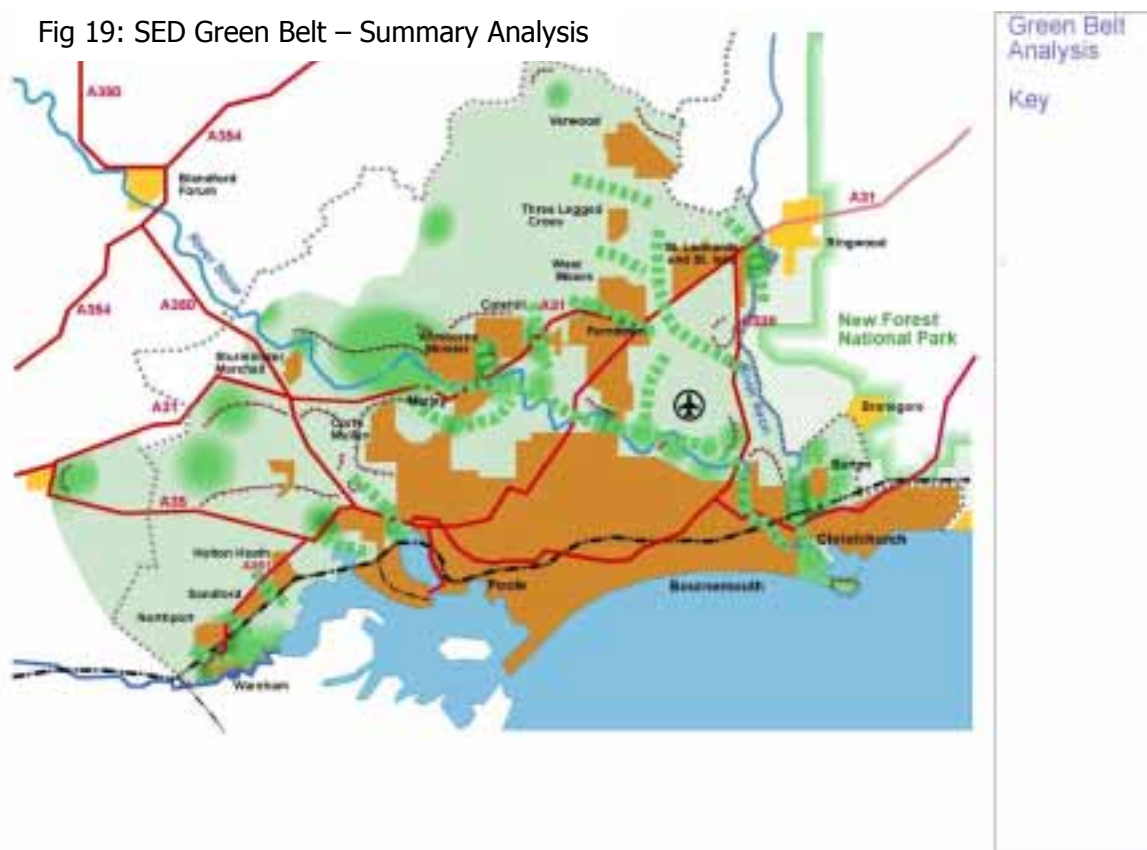
Proposal to Regional Planning Body

4.41 The South East Dorset Green Belt complements the urban areas: providing physical identity to many communities; separating individual settlements from

one another; forming the setting of some of the area's historic towns and villages; safeguarding open countryside in close proximity to the urban area; supporting and protecting the important nature conservation sites; and providing countryside access and recreation for the urban areas.

- 4.42 There are no areas of Green Belt which are obviously redundant by failing to meet one or more of the purposes of inclusion of land within the Green Belt, or which do not meet one or more of the objectives for the use of Green Belt land. This does not necessarily preclude the loss of any Green Belt areas to development, but underlines that where this is done it should be with a full appreciation of the impacts, and that these impacts need to be balanced against the advantages accruing from the development proposals. Any such development should also seek to mitigate its impact through design.
- 4.43 As a broad generalisation the inner areas of the Green Belt appear to show a particular concentration of factors contributing to its value. Fig 19 seeks to suggest those areas where the loss of open land from the Green Belt might have a disproportionately great effect.
- 4.44 The notations used on the diagram are largely those used previously. Shown are the key strategic gaps. Those parts where the gaps are particularly narrow and sensitive to erosion have been shaded. Also shown are the areas around historic towns, villages and major historic buildings. In addition the prominent slopes where development would be particularly obtrusive have been included.

Fig 19: SED Green Belt – Summary Analysis



4.45 The review of the Green Belt is integral to development of a spatial strategy for South East Dorset and must be seen in context with the study of urban potential and, in particular, examination of potential urban extensions. The refined extensions, advised to the RPB, would require removal of land from the Green Belt as currently defined. However, the strategic authorities recognise that although there will be impacts (Table 8), the effects will not compromise the purposes of the Green Belt and that the balance of advantage remains with development at these limited locations.

Table 8 IMPACT OF PROPOSED EXTENSIONS ON PURPOSE OF GREEN BELT

Proposed extension	Impact on Green Belt at this location
Roeshot Hill, Christchurch	<ul style="list-style-type: none"> • Key gap maintaining separate identity of Christchurch and Burton would be retained • Some encroachment into countryside • Setting of the historic town of Christchurch would not be compromised
Pardy's Hill, Corfe Mullen	<ul style="list-style-type: none"> • Some encroachment into countryside, including into an area of high landscape value. Views out from Corfe Mullen would be affected.
Wimborne North	<ul style="list-style-type: none"> • Some encroachment of urban presence into previously open countryside • Setting of the historic town of Wimborne would not be compromised provided mitigation achieved through design and landscaping of any new development
Cuthbury, Wimborne	<ul style="list-style-type: none"> • Some encroachment into countryside • Setting of the historic town of Wimborne would not be compromised
Parley Cross, West Parley	<ul style="list-style-type: none"> • Key gap separating identity of West Parley from Bournemouth (Ensbury) would become less marked, but remain intact • Some encroachment into countryside affecting views across open Stour Valley
Blunts Farm, Ferndown	<ul style="list-style-type: none"> • Key gap separating identity of Colehill and Ferndown (Uddens) would remain intact • Some encroachment into countryside

APPENDIX A

EXTRACT FROM: 'RPB CO-ORDINATION OF URBAN HOUSING CAPACITY STUDIES'

INTRODUCTION

1. Planning policy at all levels is being revised with a greater emphasis on reducing the unnecessary outward expansion, as well as encouraging the better use, of existing urban areas. Because housing is one of the most important land-uses in urban areas, and has been the greatest contributor to their outward expansion, greater attention is now being paid to the way the planning system works to find land for, and shapes the form of, new housing.

2. As part of this process, PPG3 now requires planning authorities to undertake Urban Capacity Assessments, (in place of Housing Land Availability Studies), and confirms the PPG11 requirement that these studies should be co-ordinated by the Regional Planning Body (RPB). The output from these studies is intended to inform the operation of the new sequential and phased approach to housing provision, by which urban and previously developed land is allocated before greenfield land can be released.

3. The purpose of this report is to set out the RPB's co-ordinating guidance for these studies, to ensure a consistent and robust approach to this work in the SW. The intention behind the report is to assist local authorities to prepare an assessment which:

- provides useful and accurate information about the level of housing which can be accommodated within urban areas in the SW; accepting that the initial studies should concentrate on those areas of 'best return', but ensuring that future reviews will be able to refine the results;
- recognises the social, economic and environmental consequences of developing housing in urban areas and the limits that these factors might impose on the amount of development that meets the criteria of sustainable development;
- is sufficiently robust and objective in methodology to be used in the development plan process and withstand challenge at appeal; but recognising that the approach taken needs to accommodate local circumstances;
- informs local authority policy by exploring the consequences of different options, suggesting priorities and highlighting necessary action.

4. This report is based on the DETR Better Practice guidance 'Tapping The Potential –Assessing Urban Housing Capacity' (14th December 2000) and the work undertaken in preparing that guidance, but takes into account current best practise around the SW region. It is recognised, however, that the 'art' of urban capacity assessment is still in its infancy, and it is intended to revise this report in due course, taking on board the lessons learnt from the current round of urban capacity work.

Content

5. The content of this report is defined by the requirement in Planning Policy Guidance note 11 for the RPB to '*co-ordinate a programme of urban capacity studies, to be undertaken by the constituent local authorities, and maintain consistency of*

approach by agreeing the standards to be applied. (PPG11 October 2000 paragraph 5.5, and PPG3 paragraph 25 refer.)

6. The RPB considers that urban capacity studies will become a central part of the development plan system, and Draft RPG for the SW - Proposed Changes - states that within the context of *'the implementation of RPG, as well as preparing for its review, the RPB will need to co-ordinate the studies to be undertaken into local urban housing capacity'* (Para.1.11 refers.). It goes on to state that the RPB should *'ensure that there is a common and comparable definition of terms, standards and methodology amongst local authorities'*, so that the results of these studies are consistent throughout the SW Region (Para.7.22 refers.).

7. However, PPG 3 (para.25) also makes it clear that:- *'Each local authority will be responsible for evaluating the capacity of its area'*, therefore this report is limited to considering those matters which are of strategic significance at the regional level, and respects the principle of subsidiarity.

8. The approach adopted in this report is to start from the premise that all Local Authorities are expected to heed the advice of the DETR Better Practice guidance *'Tapping The Potential –Assessing Urban Housing Capacity'* (14 December 2000). It goes on to highlight aspects of the DETR guidance, as well as commenting on matters of interpretation, which the RPB considers particularly important to ensure a consistent and effective approach to these studies in the SW Region.

1: STUDY PRINCIPLES

1.1 The Government states that the main purpose of Urban Capacity Studies is “*to establish how much additional housing can be accommodated within urban areas*”; (PPG3 para.24) ‘Tapping the Potential’ also recognises that these studies will ‘*underpin the process of planning for housing and should be undertaken (or reviewed) at least as frequently as plans are prepared*’.

Need to both measure potential & define how it is to be achieved:

1.2 The RPB regards these studies as an essential part of the Development Plan process, and considers that if they are to influence change they should focus as much on the measures required to unlock potential as they do on its measurement. While the allocation of attractive greenfield sites may be sufficient to promote their development, this is unlikely to be the case for recycled land in urban areas with inherent problems of contamination, access, fragmented ownership etc. An increase in the amount of housing in urban areas therefore implies a far greater role for local authorities. Therefore, these studies should assist in the development of policies and proposals for Development and Other Plans to bring forward housing, by the management of provision from all sources and in ways that will contribute to the social, economic and environmental objectives of the Plans.

1.3 The RPB also considers that Urban Capacity Studies should clearly set out, (for all major development sites or where the combined effect of a number of smaller sites will have a significant impact), the infrastructure required to realise the potential identified, together with identifying the constraints to be overcome, both in terms of provision and timing, that would enable a phased release of land. Such information will obviously be important in bidding for future resource allocations.

Need to Assess Urban Potential rather than Capacity:

1.4 The RPB considers that the government’s use of the term ‘capacity’ is unfortunate, as it implies a finite amount. An essential element of these studies is to consider the consequences of ‘trade-offs’ required to increase the level of development to be accommodated in urban areas. Therefore, there is no finite capacity figure, but rather a process of identifying an achievable and appropriate housing potential, (within a specified time period), whilst also recognising that this potential will change over time. However, to avoid confusion over terminology, this report has continued to use the government’s term ‘capacity’, but is simply noting here that this should not imply a ‘finite amount’.

Sustainability should be at the heart of the process:

1.5 The RPB also believes that ‘sustainability’ should be at the heart of the study process. The ultimate aim is to develop balanced urban areas that promote sustainable living patterns, and this balance is unlikely to be achieved by an over emphasis on one particular aspect of development. Therefore, in addition to considering the physical potential of an urban area, (i.e. where there is physically space for development), the study should also reflect the PPG11 (para.5.5) requirement to consider the:

- area's 'social capacity': -i.e. the level of growth possible which is commensurate with maintaining and improving the quality of life in urban areas;
- environmental implications:- i.e. the limits on growth implied by the natural environment
(N.B. not environmental capacity).

1.6 This has implications in terms of assessing the cumulative effect of all the housing potential identified in an urban area. (i.e. while individual sites may well be acceptable, the consequences of the sum of these sites might be unacceptable.) It is generally recognised that if the government's objective of accommodating greater levels of growth in existing urban areas is to be successful then the potential disadvantages of congestion and overcrowding need to be outweighed by the provision of better facilities and services, improved public transport links, a better urban image with greater vitality and a more vibrant culture, together with privacy, security, protection from noise and pollution, as well as access to 'green' open spaces etc. (i.e. the net result must be to make urban areas more attractive places to live in.)

1.7 Therefore the RPB considers that the process of defining urban potential should be conducted within the framework of promoting sustainable development, regenerating declining urban areas as well as protecting greenfield land. The DETR guide 'Planning for sustainable development' –Published in October 1998 – provides the following context:

"the aim is to restructure or 'retrofit' towns and cities, building back features which promote, for instance, a higher level of local services and support less car-dependent lifestyles. At the same time they must improve the quality of the physical environment so that people will want to live there."

Transparency:

1.8 'Tapping the Potential' highlights the importance of partnership to the study process. The RPB considers that it is important that the study outcome is readily understandable, transparent and shown to be rigorous in its approach with all the assumptions underlying judgements set out for public scrutiny.

Time period to be covered:

1.9 The time period to be covered by these studies is also relevant. They need to provide information on a settlement's Urban Capacity for the Local Plan review period to 2011, as well as informing the debates on the distribution of development in the forthcoming Structure Plan reviews to 2016, and the next review of RPG to 2021.

1.10 Therefore, the RPB considers that it is important that the studies start from the same base date of April 2001 (to 'tie in' with the Census), and provide an indication of a settlement's potential to 2011, 2016 and 2021. Within the period 2001-2011, Local Authorities should consider the need for a capacity estimate for the period 2001-2006 to assist them in developing local policies on phasing. As to the longer time periods to 2016 and 2021, it is accepted that the longer the time span the less reliable the assessment is likely to prove, and that the most immediate need is to provide a robust assessment for the current Local Plan review and input to the next round of Structure Plans. In relation to the 2021 time period, it is noted that the current round of Urban Capacity studies will be reviewed, and that this review process will assist in providing more accurate estimates to 2021. (However, see also comments in paragraph 5.6 below.)

Study Completion:

1.11 In order to inform the current Development Plan review process, and assist with the next review of RPG, the RPB would expect the results of the current round of Urban Capacity studies to be available by the end of 2001, with copies of the final County/Unitary summary reports being forwarded to the RPB early in 2002.

1.12 However, it should be noted that PPG3 implies a process of regular updating for these studies, in line with the 'Plan, Monitor and Manage' approach. Therefore, the RPB will expect each study to set out a timetable for its review, together with the reasons why a particular review period has been chosen. The RPB would expect the maximum update period to be 5 years, although an annual, or every second year, review would seem more appropriate, particularly for those areas experiencing higher rates of development, such as the PUAs.

1.13 Appendix 1 sets out a proforma, based on Figure 1 of the DETR guide 'Tapping the Potential' but reflecting other issues highlighted in this report, for completion by each County and Unitary authority, for all the urban areas defined in paragraph 2.2 below (i.e. co-ordinating the District returns), to be submitted to the RPB by the end of 2001.

Approach to be Adopted:

1.14 'Tapping the Potential' identifies four key steps to assessing Urban Housing Capacity.

- **Identifying capacity resources;**
- **Surveying the capacity;**
- **Assessing the yield;**
- **Discounting potential.**

Each of these stages are considered below.

2: IDENTIFYING CAPACITY RESOURCES

The first step in assessing urban capacity is to define the areas to be studied.

Urban Areas to be covered:

2.1 'Tapping the Potential' indicates that '*all settlements that may be considered for housing development*' should be assessed.

2.2 In terms of the RPB's role of developing the Regional spatial strategy, including proposing and reviewing the regional brownfield recycling targets, it will require capacity information for all urban areas in the SW Region where the relevant Development Plan envisages future housing provision. The RPB's priority for undertaking these assessments is as follows:-

- PUAs (although subdivided by Unitary Authority in the cases of Avon & Bournemouth/Poole), and closely related settlements where significant housing development is envisaged;
- sub-regional centres; and
- other towns where there are opportunities for sustainable housing development. (The RPB would expect this to include at least most towns of 5,000 inhabitants and above.)

Authorities should provide a justification of any variations from this general guideline, such as the exclusion of larger settlements or inclusion of smaller settlements on policy or settlement character grounds.

The Study Area:

2.3 'Tapping the Potential' indicates that '*in many instances the (study) envelope would already have been identified in a local plan*'.

2.4 The RPB considers that in terms of ensuring a consistent approach throughout the Region, that the principle for defining the study area is to ensure that it encompasses the area currently committed for development. (New Urban Extensions are expected to be the subject of separate studies.) Therefore:-

- for the PUAs this would, in most cases, mean carrying out a Capacity Study for the 'contiguous built up area', (as defined in the 1991 census but, amended where necessary to take account of the reality of the extent of urban development at that date, and updated to reflect development that has occurred from 1991 to April 2001), together with a review of unimplemented approved Development Plan allocations, (for all types of land uses), as well as current Planning Permissions.
- for other urban areas, it is probable that the envelope identified in a local plan is likely to accord with the above principle of encompassing the area currently committed for development.

2.5 However, the RPB accepts that there may be exceptional local reasons to vary this definition of the study area. (There may even be circumstances where it is appropriate to combine Urban Capacity and Urban Extension studies.) However, in making any variations, the RPB considers it important that the Urban Capacity study

should provide discrete information for the potential of the area currently committed for development (by the 11 categories defined in 'Tapping the Potential' & set out in Appendix 1 to this report), separate from any estimates of potential yield from new greenfield sites or urban extensions. (i.e. the RPB requires a consistent set of data for all settlements that may be considered for housing development; relating to the urban area currently committed for development.)

Sources of Capacity:

2.6 'Tapping the Potential' indicates that it is important to *'identify as many sources of capacity as possible within the area(s) of search'*.

2.7 The RPB believes that the essential task of these studies is to identify all sources of urban potential, (including a re-assessment of unused land allocations), that may contribute to developing more sustainable urban areas. It believes that this assessment should be unconstrained by preconceptions as to future use, as well as considering what potential might be realised through **realistic** changes to existing policies. The reason for total urban potential being broadly considered at the outset is to enable the effect of different policies, market scenarios, and potential contributions to improving sustainability, to be tested. However, it is accepted that there is a strong element of judgement in this process, because in theory any site might be available for redevelopment in 20 years time. In practise this process will exclude those site which are least likely to be developed /re-developed in the foreseeable future, although such decisions need to be made transparent within the process.

2.8 The RPB considers that, while the relative importance of different sources of potential will vary for different locations, in order to ensure comparability between studies throughout the SW, Local Authorities should ensure that their assessment of urban potential provides results which can be summed to provide information for each of the eleven categories of urban potential defined in Figure 1 of the DETR guide 'Tapping the Potential'.

2.9 The only refinements to this requirement are as follows:

- Category 6:- The interpretation by the DETR of the URBED research unfortunately re-defined the original category of 'Redevelopment', as 'Redevelopment of existing housing', thus omitting a category 'Redevelopment of other uses'. In order to rectify this omission, and yet retain some degree of consistency with the DETR list of sources of potential, the RPB has included a category 6a) for Housing Redevelopment, and a category 6b) for Other Redevelopment.
- Categories 9, 10 & 11:- While the RPB, from its strategic point of view, is primarily interested in the overall potential of the urban areas in the SW to accommodate further development, it would advise Local Authorities, in considering the potential of unimplemented development plan allocations and vacant land, to make a distinction between sites within the urban area and those on the urban fringe. While all these sites will fall within the context of the area currently committed for development, greenfield sites on the urban fringe could also be seen as an urban extension, and as such may well be required as a separate refinement to the figures at some future date. (Obviously this question of urban expansion lies at the heart of the process.) By making this distinction at

the start of the process, little extra work is involved, and it could well save having to make alterations for future reviews.

The Sources of Potential are as follows:	
1	Subdivision of existing housing
2	Flats over shops
3	Empty Homes
4	Previously-developed vacant & derelict land and buildings (non housing)
5	Intensification of existing areas
6a	Redevelopment of existing housing
6b	Redevelopment of other uses
7	Redevelopment of car parks
8	Conversion of commercial buildings.
9	Review of existing housing allocations in plans
10	Review of other existing allocations in plans.
11	Vacant land not previously developed

Note: In collecting data for items 9, 10 & 11, a distinction should be drawn between sites within the urban area & those on the urban fringe.

3: SURVEYING THE CAPACITY

3.1 'Tapping the Potential' states that there is no one particular survey methodology for these studies that will be suitable for all circumstances. However, it is also important to ensure the maximum degree of consistency between the Capacity studies being carried out within the SW Region, so as to provide a comparable base to inform decisions on the distribution of development at the Local, Structure and Regional Planning level. These matters are commented on below.

Quantifying the capacity:

3.2 'Tapping the Potential' states that *'the ideal, ..., is a full survey of all the relevant areas with coverage of all sources. There are, however a number of avenues available to provide information that can act as a proxy for a full study but can not be regarded as a fully adequate substitute for a comprehensive assessment'*.

3.3 The resource requirements for these studies is an important consideration. While it is important that urban potential studies are comprehensive, (considering all potential sources of supply as well as the reality of this potential being achieved), they will also need to have regard to using scarce resources wisely. (i.e. Best Value.)

3.4 Within this context the RPB recognises that there will be a need to devote the greatest resources to uncovering capacity where the potential contribution for sustainable development is likely to be the greatest, (e.g. Priority Areas), and where a high degree of confidence in the results is needed. By definition this will mean the use of different techniques for establishing different types of potential.

3.5 The RPB would therefore expect more detailed survey work to be carried out in areas of greatest potential; but accepts that where the potential is likely to be low, or where detailed surveys are unlikely to increase the level of confidence in the results, and reasonable estimates can be derived from past records or benchmarking with other studies, these types of techniques should be used.

3.6 However, while it is important to balance complexity with accuracy of assessment and an initial broad brush approach may be acceptable, there should also be a suggested mechanism for review at a later date as part of the continuous 'Plan, Monitor and Manage' approach.

Use Existing Data Sources:

3.7 'Tapping the Potential' highlights the importance of making use of existing capacity studies, and *'using existing data before commissioning survey work'* (e.g. NLUD).

3.8 The RPB endorses such an approach which makes the best use of existing surveys and data sources. However, it also supports the statement that it is *'important that the limitations of existing information are understood and not carried forward into future work'*. Within this context, the RPB considers that there is little point in relying exclusively on past trends to assess Urban Capacity, as this would produce little more than the previous Land Availability studies and suffer from the same limited results. The aim should be to look at ways of increasing the amount of

housing that can appropriately be accommodated in the urban areas within the context of promoting sustainable development.

Survey Methodologies:

3.9 'Tapping the Potential' comments on three possible approaches for the survey work:- *Comprehensive surveys, Priority Area Studies, and Typical Urban Area Studies.*

3.10 The RPB recognises that the method of survey adopted for individual Urban Capacity studies will be determined by the:-

- types of settlement in the study area;
- purpose of the study and nature of the development process under consideration;
- need to be defensible through the land use planning process;
- need to establish a common thread between the data on potential, the decisions about provision embodied in Development Plans and RPG, the means of managing provision through development control, and the monitoring of information to inform plan reviews;

Within this context it is inevitable that the approaches taken will need to be tailored to local circumstances, and that the process itself will form just one part of a wider policy context.

3.11 However, while the RPB considers that Local Authorities should adopt those survey methodologies best tailored to local circumstances, it would also expect a common approach in as much as:-

- significant individual opportunities, (i.e. where the potential contribution for sustainable development is likely to be the greatest and where a high degree of confidence in the results is needed), should be subjected to more detailed assessment, taking into account design parameters and individual site constraints. (It is expected that this would relate to sites of 0.5+ha &/or 10+ dwellings); whereas the remainder of the existing urban area and smaller towns /villages may well be more appropriately considered through broad based methodologies providing more general assessments of potential.

4: ASSESSING THE YIELD (THEORETICAL UNCONSTRAINED POTENTIAL)

4.1 'Tapping the Potential' states that *'having surveyed the area and identified the opportunities for additional housing, the next stage is to assess the number of units that can be accommodated on each of the sites and in each of the buildings identified'*. It goes on to suggest that these studies *'must explore the potential to develop these opportunities more efficiently, through the use of 'density multipliers or a design based approach' as well as the possible use of 'yardsticks'*.

4.2 The RPB considers that the identification of a total theoretical potential for new housing is fundamental to the whole approach to these studies, and indeed to a wider and proactive consideration of 'urban potential'. It is important to move away from planning based simply on past trends, to one involving positive thinking about opportunities and the measures needed to achieve increased 'urban potential'. Whatever approach is adopted, it should be designed to ensure that sites and capacity are not excluded at an early stage. (i.e. not before the 'discounting' process when proper consideration can be given to relevant factors and the applicability or otherwise of current policies.)

4.3 Within this context, the RPB would expect authorities to apply the PPG3 expectations on densities, parking and layout, in whatever approach is used, to assess the unconstrained yield of a particular source, although this should not constrain higher densities being achieved where appropriate.

5: DISCOUNTING POTENTIAL (TARGETS)

5.1 'Tapping the Potential' states that *'the final part of an urban housing capacity study is to predict how much of this unconstrained capacity can be brought forward within the time horizon being considered'*. It also recognises that *'Discounting has been a problematic aspect of urban capacity assessments. It is inherently judgmental and therefore it is important that discounting takes place once the unconstrained capacity has been identified . . . otherwise it is difficult to keep track of the assumptions made and to explore different scenarios . . .'*

5.2 The RPB considers that while it is important for these studies to start from a comprehensive overview of development options, they also need to identify a realistic assessment of how much of this 'unconstrained' potential can be achieved within a given timescale, and what needs to be done to achieve this. This needs to be carried out within the context of providing effective outcomes which promote real planning through Local Plans so as to foster the creation of urban areas which are attractive places to live in. (i.e. the promotion of sustainable development.)

5.3 Provide robust estimates of what can realistically be achieved in the Plan Period(s):

'Tapping the Potential' recognises that 'it is not sensible to lay down rigid practice for discounting' although 'there are general principles which can be applied . . .'

5.4 The RPB considers that whatever method of discounting is used, the essential task at this stage should be to arrive at a robust assessment of the likely contribution from different sources on a consistent and transparent basis which reflects the degree of acceptability of a particular opportunity and the likelihood of the market taking it up. In order to ensure a degree of consistency between the studies in the SW, the approach adopted should be capable of providing answers to the following questions:

- Availability:- Is there an opportunity for development / is it underused?
Taking account of ownership, access, condition & contamination
 - Suitability:- Would development be desirable/sustainable, or are there good reasons to refuse it?
Taking account of surrounding uses, proximity to public transport, local character, public attitudes, current & future policy considerations.
 - Viability:- What are the prospects of development happening? Why hasn't the market developed it already? What needs to be done to make it happen?
Taking account of market viability, & timescales required to achieve it.
- A key element in arriving at a discounted target figure is to identify the point beyond which the consequences of developing urban potential become unacceptable or unrealistic.

5.5 The process also needs to recognise that there are usually no simple Yes/No answers to site redevelopment. e.g. a site may be incapable of redevelopment within 5-10 years, but new policies etc. may make the opportunities more feasible in 15-20 years. Equally, there may be two hospitals of which only one is likely to be required in the future, although it is unclear as to which one would be retained. In these circumstances, an unspecified assumption of some yield will be required.

5.6 The RPB recognises that it is often difficult to justify the discounting rates used, and that implementation is much more in the hands of the owners and the market than

something that can be directly achieved through the Development Plan process. Therefore, it believes that part of the discounting process may in reality be more about grading sites /allowances into five year time phases, rather than discounting sites altogether. Within this context it may be more appropriate to recognise that the percentage of the 'total theoretical unconstrained potential' to be developed is considered as an achievable target within a given time period, rather than a prediction. Thus this capacity target is in reality more of a political aspiration, (informed by the urban potential study highlighting the implications of achieving it), rather than something that can be objectively measured or solely achieved through the Development Plan process.

5.7 The RPB believes that consultation will play an important part in this 'discounting' process, promoting inclusiveness and a consensus view of the targets for urban potential. For example, it might be useful to seek information on market considerations by obtaining the views of property agents. The potential stock, as well as development and investment policies of local housing authorities and the Housing Corporation will also need to be assessed.

5.8 It will also be important, in finalising the target potential, to be aware of:

- any wider regeneration policy framework which either exists or which may be necessary to influence the scale and rate of delivery of housing, and indeed which may introduce supporting land uses.
- the wider housing market in a particular area, its limitations and opportunities, and the degree to which housing demand may need to be encouraged by investment in other social and environmental infrastructure if people are to be attracted to and retained within urban areas.

5.9 In order to give a benchmark against which this discounting process can be cross checked, the RPB will expect all urban capacity studies to indicate what the past trends (an annual average based on the last 10 years) has been for each of the eleven sources of housing potential. Where the Study indicates a lower potential than could be expected from an analysis of past trends, Authorities should provide a written explanation as to why this should be the case. (It is accepted that some authorities may not have trend data on each of the 11 categories of potential. In these circumstances, an annual average for all categories would be acceptable, providing the basis of the trend data is explained and arrangements made to improve monitoring in the future.)

5.10 Finally, it is recognised that while the RPB would encourage LAs to consider the discounting process as a separate stage only to be undertaken after the total theoretical potential has been identified, there are cases where this is impractical and could result in unnecessary abortive work. For example, there are matters where both demand & supply issues need to be considered together, and indeed the PPG3 sequential test itself implies a process of selection and thus, in theory, a crude form of discounting. Therefore an approach where certain elements of discounting is woven into the detailed work, rather than left to the end, would be acceptable, providing the discounting process can be made as transparent as it would be if it were left to this final stage.

6: OTHER CONSIDERATIONS

In addition to the above comments, there are a number of other aspects to Urban capacity Studies, which the RPB considers important. These are as follows:

Implementation and Monitoring:

6.1 The RPB considers that it is vital that the work of assessing urban potential results in positive outcomes. It will inevitably have policy implications in a number of areas including the focussing of a local authority's own development resources, its bids to other agencies, as well as at a more detailed level on such matters as reviewing land allocations, requirements for public sector intervention such as land assembly, decontamination, subsidy and parking / density standards. It should also incorporate a wider regeneration agenda to address urban decline, low levels of demand and employment by reinforcing the strategies of the RDA, LAs, & public agencies such as the Housing Corporation. The RPB also recognises that plans will need to manage provision within overall thresholds and therefore the study may need to identify trigger mechanisms so as to help manage the release of one source of potential relative to another.

6.2 The end result of the urban potential study should therefore be to identify the policy decisions needed and the implications of achieving a particular target for housing provision. It is important that these studies focus as much on the measures required to unlock potential as they do on its measurement.

6.3 The implementation of this process will need to be monitored and updated on a regular basis, preferably annually, but at least every five years. Within this context, the RPB considers that the setting of targets /milestones is an important part of assessing progress.

References:

Department of the Environment, Transport and the Regions – Tapping the Potential – Assessing Urban Housing Capacity: Towards better Practice (December 2000).
URBED – Tapping the potential: Best practice in assessing urban housing capacity.
Baker Associates – South West Urban Potential Study (1999) & A Joint Urban Housing Capacity Study for Cornwall (January 2001)

Summary Diagram – Assessing Housing Potential.

<p>STUDY PRINCIPLES: (Section 1 of this report refers.)</p> <ul style="list-style-type: none"> To establish how much additional housing can be accommodated within urban areas. (All Local Authorities are expected to heed the advice set out in 'Tapping the Potential'.) Also needs to recognise that if the study is to influence change, then it should focus as much on the measures required to unlock potential as it does on its measurement. It should be inclusive and transparent, with 'sustainability' at the heart of the process. 	
<p>KEY STEPS:</p>	<p>THIS INVOLVES:</p>
<p>Identifying Capacity Resources. (Section 2.)</p>	<p>identifying the urban areas to be assessed & considering all capacity sources.</p>
<p>Surveying Capacity. (Section 3.)</p>	<p>utilising existing data & developing survey methodologies to identify the opportunities for additional housing.</p>
<p>RPB REQUIREMENTS:</p> <p>The RPB considers that the essential elements of this stage relate to:</p> <ul style="list-style-type: none"> Undertaking Capacity Studies for all settlements that may be considered for sustainable housing development. It is expected that this will include all PUA's, sub-regional centres, & other towns of 5,000+ inhabitants. A study of the urban area currently committed for development. Assessments for all 11 Capacity sources identified in 'Tapping the Potential'. <p>While DETR guidance accepts that the approach taken should be tailored to local circumstances, the RPB:</p> <ul style="list-style-type: none"> would expect more detailed survey work to be carried out in areas of greatest potential for sustainable development and where a high degree of confidence in the results is needed. (e.g. Potential sites of 0.5+ha &/or 10+ dwellings.) but accepts that where the potential contribution is likely to be low, or where detailed surveys are unlikely to increase the levels of confidence in the results, and reasonable estimates can be derived from past records or benchmarking, these types of techniques should be used. <p>In the interest of 'transparency', the study should include a justification for the choice of methodology used for measuring each of the 11 Sources of Capacity.</p>	

<p>Assessing Yield. (Section 4.)</p>	<p>estimating the theoretical housing potential that can be accommodated by the identified sources.</p>	<p>The RPB considers that the essential elements of this stage relate to:</p> <ul style="list-style-type: none"> • positive thinking about opportunities and the measures needed to achieve increased 'sustainable urban potential'. • (i.e. to avoid an over reliance on past trends in predicting future outcomes.) ensuring that sites and capacity are not excluded at too early a stage. • (i.e. not before their proper consideration at the 'discounting' stage.) assessing the unconstrained yield by applying the PPG3 expectations on densities, parking and layout as a minimum standard, within the context of promoting sustainable development.
<p>Discounting Potential. (Section 5.)</p>	<p>making judgements on the target dwelling numbers that might be brought forward from the total housing potential within the required time period.</p>	<p>The RPB considers that the essential elements of this stage relate to:</p> <ul style="list-style-type: none"> • providing realistic /robust assessments of how much 'unconstrained potential' can be achieved to deliver sustainable development within a given timescale; • identifying what needs to be done in order to achieve this; • ensuring that whatever methodology is used, it should be carried out on a consistent and transparent basis which reflects the degree of acceptability of a particular opportunity, and the likelihood of the market taking it up. <p>(Note:- this process is considered to be more about grading sites /allowances into 5 year time phases, rather than discounting sites altogether.)</p> <ul style="list-style-type: none"> • a recognition that consultation will play a key part in the process. • an awareness of the wider issues that will influence the achievement of the 'target potential', such as the regeneration framework and the housing market. <p>It is also recognised that, in order to avoid abortive work, it is impractical to leave every discounting element to this final stage. There are also matters where both demand & supply issues need to be considered together. Therefore an approach where certain elements of discounting is woven into the detailed work, rather than left to the end, would be acceptable, <u>providing it can be made as transparent as it would be if it were left to this final stage.</u></p>

<p>STUDY OUTPUT: The RPB would expect to receive from each County and Unitary Authority: 6 information for each settlement of 5,000+ inhabitants, in their area; 7 providing details for each of the 11 categories of 'potential' defined in 'Tapping the Potential'; 8 stating the survey approaches used to measure each category of potential; 9 using April 2001 as the study base date; 10 giving the total theoretical yield for each category; as well as 11 discounted targets for the periods to 2011, 2016 & 2021; and 12 an indication of past trends, by each category, as a benchmark for reviewing the discounting process. Where the Study indicates a lower potential than could be expected from an analysis of past trends, Authorities should provide a written explanation of why this should be the case.</p>	<p>All studies to be completed by the end of 2001, with the results forwarded to the RPB early in 2002.</p>
<p>Implement, Monitor & Review.</p>	<p>The RPB considers that is essential that this work results in positive outcomes. The study should therefore set out:</p> <ul style="list-style-type: none"> • policy implications, including the effect on the wider regeneration agenda; • infrastructure requirements required to release the potential, (including bids to other agencies); • proposals to manage provision within overall Development Plan thresholds; <p>The end result of the urban potential study should be to identify the policy decisions needed and the implications of achieving a particular target for housing provision. The implementation of this process will need to be monitored on a regular basis and updated at least as often as the plans it informs are reviewed.</p>

Urban Housing Capacity Requirements: (The study base date is April 2001.)

The RPB expects each County and Unitary Authority to provide the following information, (i.e. co-ordinating their District Authority returns), for all the urban areas in their locality, where the relevant Development Plan envisages significant future housing provision.
Study area:

Source	Survey Approach	Un-constrained yield	Discounted assessment			* Annual contribution - Past Trends 1991-2001
			April 2001-March 2011	April 2011-March 2016	April 2016-March 2021	
1) Subdivision of existing housing						
2) Flats over shops						
3) Empty Homes						
4) Previously developed vacant / derelict land & buildings (non housing)						
5) Intensification of existing areas						
6a) Redevelopment of existing housing						
6b) Redevelopment of other uses.						
7) Redevelopment of car parks						

8) Conversion of commercial buildings.									
9) Review of existing housing allocations in plans									
10) Review of other existing allocations in plans.									
11) Vacant land not previously developed									

* If Authorities are unable to provide data on past trends by all categories of potential, then an annual average for all categories would be acceptable.*
 Authorities should provide an explanation of any significant differences between the Discounted Assessment & what the Past Trends average has been, particularly if the past trend was higher.

APPENDIX B:

BOURNEMOUTH, DORSET AND POOLE STRUCTURE PLAN REVIEW PROJECT HANDBOOK – URBAN POTENTIAL STUDIES

Why?

Planning policy at all levels is being revised with a greater emphasis on reducing the unnecessary outward expansion, as well as encouraging the better use, of existing urban areas.

The requirement to undertake Urban Capacity assessments is to be found in PPG3 and PPG 11 which indicates that these should be co-ordinated by the Regional Planning Body.

The RPB is already looking into this work and has produced a paper "Co-ordination of Urban Housing Capacity Studies" upon which this brief draws extensively both as a means of ensuring that a similar approach is being taken across the region and to save 're-inventing the wheel'.

Notwithstanding the national and regional requirement to undertake this work it will also form a key element in informing the review of the Bournemouth, Dorset and Poole Structure Plan and subsequent Local Plans. It will also have an additional benefit in supporting subsequent Development Control appeals for the release of inappropriate sites.

What?

The main purpose is 'to establish how much additional housing can be accommodated within urban areas' (PPG3 para. 24). The study is required to assess urban potential rather than urban capacity as the potential for sites to come forward can never be finite.

How?

'Tapping the Potential' identifies four key steps to assessing Urban Housing Capacity: -

- Identifying capacity resources
- Surveying the capacity
- Assessing the yield
- Discounting potential.

Identifying Capacity Resources

Areas to be covered:-

1. PUAs and closely related settlements where significant housing development is envisaged i.e. the contiguous built up area.
2. Subregional centres.
3. Other towns with an opportunity for sustainable development. The RPB indicates that this will be for settlements of 5,000 and above.

Sources of capacity.

This should ideally be as broad as possible. It should identify all sources of urban potential, (including a reassessment of unused land allocations), that may contribute to developing more sustainable urban areas.

Surveying the capacity

The ideal is a full survey of all the relevant areas with coverage of all sources. It is accepted that this will have resource implications which may require compromises to be made. Where relevant and available, existing data collected for other purposes should be the main source. More detailed survey work will need to be undertaken especially in the areas of greatest potential.

The key here is the need for an agreed common approach ideally across the county.

Assessing the Yield

The key is to be as inclusive as possible to obtain a theoretical potential for new housing.

Discounting Potential (targets)

Whilst this will develop as the study goes on the following questions need to be answered: -

- Availability is there an opportunity for development/is it underused? Taking account of ownership access, condition and contamination
- Suitability would development be desirable/sustainable or are there good reasons to refuse it? Taking account of surrounding uses, proximity to public transport, local character, public attitudes and future policy considerations
- Viability. What are the prospects of the development happening? Why hasn't the market developed it already? What needs to be done to make it happen?

It will be necessary also to test the discounting element ? If the predicted figure is lower than past trends this will need to be justified

Who?

Project lead authority: Bournemouth Borough Council

Project team: officers of the three strategic planning authorities and the Borough and District Councils.

PPG 3 makes it clear that the responsibility for undertaking the work rests with each local authority. Some of the study areas will require information from departments/sections other than planning.

Resources

No indication of additional resources are given so it has to be assumed that the work will have to be done within LPAs as an addition to existing commitments. This places increased emphasis on the benefit of using existing data where it exists although it will have to be accepted that there will be a requirement to carry out additional work solely to assist this study.

When?

The timetable for completion of the work is the end of 2001, although in the Dorset context it is realised that those for West Dorset and Purbeck will for local reasons be completed in advance of this date.

It will also be necessary to give consideration to putting in place a mechanism for monitoring and updating the figures on a regular basis.

A series of sources are identified for study these are :-

1. Subdivision of existing houses
2. Flats over shops
3. Empty houses
4. Previously developed vacant and derelict land and buildings (non housing)
5. Intensification of existing areas
6. (a) Redevelopment of existing houses
(b) Redevelopment of other uses
7. Redevelopment of car parks
8. Conversion of commercial buildings
9. Review of existing housing allocations in plans*
10. Review of other existing allocations in plans*
11. Vacant land not previously developed.*

* In assessing these areas a distinction needs to be drawn between sites within, and those on the fringe of, urban areas which are to be considered under a different study.

Also attached is an advance copy of the form that will need to be completed for each Local Planning Authority area at the end of the process.

Urban Housing Capacity Requirements: (The study base date is April 2001.)

Study area: _____

Source	Survey Approach	Un-constrained yield	Discounted assessment			* Annual contribution - Past Trends 1991-2001
			April 2001-March 2011	April 2011-March 2016	April 2016-March 2021	
1) Subdivision of existing housing						
2) Flats over shops						
3) Empty Homes						
4) Previously developed vacant / derelict land & buildings (non housing)						
5) Intensification of existing areas						
6a) Redevelopment of existing housing						
6b) Redevelopment of other uses.						
7) Redevelopment of car parks						
8) Conversion of commercial buildings.						
9) Review of existing housing allocations in plans						
10) Review of other existing allocations in plans.						
11) Vacant land not previously developed						

* If Authorities are unable to provide data on past trends by all categories of potential, then an annual average for all categories would be acceptable.

* Authorities should provide an explanation of any significant differences between the Discounted Assessment & what the Past Trends average has been, particularly if the past trend was higher.

APPENDIX C RIGOROUS TEST RESULTS FOR BROAD AREAS OF SEARCH

BURTON / ROESHOT HILL

Criteria for Rigorous Testing of Options	
<p>1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations): Intrinsic landscape quality / status (eg AONB)</p>	<p>Nil (Proposed New Forest National Park to the north and east of the site, the New Forest is also included on a list of potential UNESCO World Heritage Sites that require an adequate buffer around the property....)</p> <p>Nil (Proposed New Forest National Park to the north and east of the site, the New Forest is also included on a list of potential UNESCO World Heritage Sites that require an adequate buffer around the property....)</p> <p>Agriculture 1 & 2</p> <p>Nil. Abuts Salisbury Road, Burton Conservation Area to the west, abuts Verno Lane Conservation Area in east and Staple Cross Ancient Monument to west. Includes remnants of Parliamentary Field Enclosures C17th</p> <p>Fluvial flood plain to the west Avon, some surface water issues as low lying</p> <p>High Minor Aquifer Vulnerability</p> <p>Christchurch STW, Somerford sewage pumping station</p> <p>Not available</p> <p>Negligible</p> <p>Stable (Gravels)</p> <p>Adjacent to A35 & A337, railway runs through the site</p> <ul style="list-style-type: none"> • <u>Relatively unconstrained developable land - but enclosed by environmentally sensitive and high landscape value land to the north and east and abuts conservation areas..</u>
<p>Biodiversity: SSSIs / NNRs etc</p>	
<p>Agricultural land quality / versatility</p> <p>Historic environment / archaeology</p>	
<p>Flood risk / surface drainage</p>	
<p>Groundwater resources</p> <p>Sewage treatment</p> <p>Contaminated land</p> <p>Slopes</p> <p>Stability</p> <p>Local air quality</p> <p>Noise pollution – motorways, airports etc</p> <p><i>Summary:</i></p>	
<p>2. Intrinsic functional characteristics of land: Landscape character</p>	<p>East Dorset Woods and Farmland. Christchurch Borough-wide Character Assessment identifies the area as having a distinctive rural landscape type - Avon River Terrace – and a key urban edge and enclave - East of Burton and Roeshot Hill</p>

to Staple Cross.

Avon River Terrace - Please refer to extracts on pages 19, 20 & 21. Agricultural landscape. Tranquil area, as separated from built up area. Sensitive to visual intrusion and increased noise. Contrast to suburban townscape and enclosed coniferous forests elsewhere. Terrace provides spatial separation between Christchurch and New Forest.

East of Burton and Roeshot Hill to Staple Cross Urban Edge. Please refer to pages 39 – 40. A section of the Avon River Terrace contained against the edge of the town by a dominant railway embankment. Area of significant importance in the perception of the built up area of Christchurch. Provides a key part of the urban setting to the northern side of the built up area.

Use / accessibility of land as amenity area for urban / other residents

Public open space / common land / covenants ?

Community Forest status

Importance as 'gateway' site for urban area

Importance as setting from key viewpoints

Mineral reserves

Power lines

Summary:

Allotments on small part of site, otherwise agriculture. Also provides for informal recreation in the countryside

Nil - ROW runs through site. Bridleway 36 and Footpath 26.

Nil

Gateway as viewed from Railway and A35. Significant site.

Significant. As above, provides a key part of the urban setting to the northern side of the built up area.

Nil

Power lines run through the site, south of the railway line *Rural edge to settlement, within Avon floodplain. Rural landscape character with important urban edge at Roeshot Hill.*

3. Intrinsic locational characteristics of land

Distance from existing:

City centre

Other major sources of employment

Rail station with frequent services

Frequent bus services

2km Christchurch; 10km Bournemouth; 12km Ringwood; 13km Ferndown;

0.5km Christchurch Industrial Est. (Somerset/Priory); 6km Castle Lane; 8km BIA

17km Lymington

1.5km Hinton; 2km Christchurch

Hourly bus service on A337 Bus services up Salisbury Road and Stony Lane (Red) linking Poole, Bournemouth to Burton

and to Somerford (Yellow) from Westbourne / Bournemouth every half hour, but not always in evenings.
 6km Ferndown; 6km Summerbee/Bournemouth boys & girls
 0.5km Christchurch (The Grange); 1.5km Highcliffe; 1.5km Homefield, 2 km Twynham School
 Christchurch Hospital, Fairmile Road
 2km Christchurch; 10km Bournemouth 13km Ferndown; 6km Castle Lane
 2.5km multi-sport; 2km golf
 Civic Amenity Tip at Wilverley Road – 1.5km

Peripheral facilities to the south and west. Public Transport linkages are good. Transport linkages via the A35 to the M27 Motorway will result in commuting eastwards across the New Forest into Hampshire. Concerns over capacity of existing highway network – A35 Bypass – to take more traffic. Restricted access through existing railway line bridges. Also impact on traffic in Salisbury Road

Limited as the existing urban fringe environment is not poor.
 None

None
 Current trip making West SW & east along significantly congested highway corridor.
 Existing shops / schools / leisure located 1-2 km from site. (Separated from the site by 2nd busiest road in Dorset.) N-S links are poor. Opportunities to walk / cycle exist but are limited and indirect

Railway runs through the south of the site. Stations located 1½ km west and east (not easy direct walk / cycle). Bus services currently pass site to south / west. Improve frequency of bus.

Significant. Increase in congestion, particularly along A337, B3347 and Salisbury Road. A35 /B3073 corridors have little or no capacity for much of the time. As do both immediate upstream / downstream junctions.
 Questionable as urban extension / not node in transport corridor access.

Development will create a northern catchment to existing

Secondary schools

Health facilities
 District shopping centres
 Recreation / leisure facilities
 Waste facilities
 Hazardous sites (COMAH)

Summary:

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment
 Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe
 Potential for regeneration in adjoining urban area
 Likely trip patterns to work / shops / schools / leisure etc.

Implications for public transport facilities (viability / potential improvements)

Implications for urban traffic congestion / local highway network

Summary:

facilities built on the major transport spines along the railway and A337/A35. Similarly rail catchment will be increased by enclosing the catchment area.

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity
Implications for public transport facilities (viability / potential improvements)
Implications for traffic congestion / local highway network

Implications of potentially improved local facilities
Potential coalescence with smaller settlements
Potential loss of local character / identity of existing settlements

Summary:

Impact on character of Burton

6. Strategic implications of potential development:

Attractiveness of site/location to potential employers / service providers
Attractiveness of site/location to potential dwelling occupants
Implications on longer-distance travel patterns – incl proximity to motorways / primary network

Implications for movement across whole urban area

Implications for drainage across river catchment

7. Alternative future uses of land / assessment of their relative sustainability benefits:

Agriculture
Recreation / amenity / open space

High
The area already provides access for informal recreation in the countryside. Development would result in the loss of this. The character assessment identifies the area as “accessible and reasonably well connected as a recreational resource” (page 21). There is potential for the provision of a more formal recreation open space facility as long as it does not compromise Green Belt objectives, see local plan policy L11 allocating playing fields east of Burton.

Employment
Transport

Medium/Low

8. Requirements / potential for major new capital investment:

Public transport

Significant Requirement - Potential improved facilities - interchange / links to rail. Light Rail DARTS etc Priority Bus lanes / Dedicated Links etc. Consideration of on road LR Crossing A35 is an issue - cost.

Potential P & R Bournemouth International Airport area - dedicated lanes etc

Access to rail / trip making significant distance likely car borne

Significant (4(6))

Development expansion is at the edge of a congested corridor. Any additional development will therefore adversely impact without compensatory measures.

Any Additional network capacity is significantly constrained - West: Avon Valley Crossing & beyond East: New Forest Schools; Formal recreational open space – to redress the under provision of this in the Borough.

Adequate land drainage must be provided: new surface water sewers required which must have free discharge to watercourses under all climatic conditions. Pumping of surface water must be avoided. Northern area at Roeshot Hill natural drainage falls to the River Mude therefore need for on site land drainage to avoid flood risks. Foul drainage would drain to Somerford sewage pumping station, this does not have capacity so upgrading or new systems direct to Christchurch STW will be required.

Nil

Water supply

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision

Opportunities to promote public transport / cycling / walking

Opportunities to promote better homes – jobs relationship – mixed uses

Potential for energy efficient development (eg CHP)

Potential to maintain / enhance environmental assets / characteristics within development

High. See 8(1)

Crossing A35 is an issue - cost - directness.

High

Medium/High

High

Potential to maintain values as open space / recreational area	High But would result in loss of informal recreation area – access to the countryside
10. Compliance with underlying policy objectives: Community strategy objectives Structure Plan objectives RPG PPGs	Christchurch Community Partnership recently established currently determining priorities
11. Green Belt: Existence of exceptional circumstances to change. Will these vary between strategic locations ? Extent to which land continues to meet PPG2 Green Belt purposes: <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns from 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. 	Affected Yes Yes Yes Yes Yes No
12. Alternative (non-extension) options – appraised as part of same exercise: Development in transport corridors (Poole-Weymouth railway corridor; A303) Expanded settlements New settlements	
13. Land Type 1. damaged land 2. previously used land 3. unused allocated land 4. previously unused land 5. new settlement	<ul style="list-style-type: none"> • • • • • • <u>Previously unused land</u> •

NORTH BOURNEMOUTH

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)

Biodiversity

SSSIs / NNRS etc

Agricultural land quality / versatility

Historic environment / archaeology

Flood risk / surface drainage

Groundwater resources

Sewage treatment

Contaminated land

Slopes

Stability

Local air quality

Noise pollution – motorways, airports etc

Summary:

Nil

Medium/high

Nil

Agriculture 1 & 2

Conservation Areas: Holdenhurst East; Holdenhurst West and Throop and Muccleshell

Fluvial flood plain to the north and east (Stour)

High Minor Aquifer Vulnerability

Holdenhurst STW

Negligible

Stable. Alluvium soils

Adjacent to A338 & A3060, south of B. Airport

- Agricultural land and Conservation Area designations reduce the overall scope for development

2. Intrinsic functional characteristics of land:

Landscape character

Use / accessibility of land as amenity area for urban / other residents

Public open space / common land / covenants ?

Community Forest status

Importance as 'gateway' site for urban area

Importance as setting from key viewpoints

Mineral reserves

Power lines

Valley Pastures (zone of urban visual influence)

Allotments at Throop Road and a cemetery at Broadway Land

Nil

Nil

No

No

Nil

100m to power lines to the north

3. Intrinsic locational characteristics of land

Distance from existing:

City centre

Other major sources of employment

Rail station with frequent services

4km Christchurch; 6km Bournemouth; 6km Ferndown;

4km BIA; 0km Castle Lane East; 0km Yeomans Road; 4km

Christchurch

3km Pokesdown; 4km Christchurch

Frequent bus services
 Secondary schools
 Health facilities
 District shopping centres
 Recreation / leisure facilities
 Waste facilities
 Hazardous sites (COMAH)
Summary:

Hourly bus service on A3060 and to Bournemouth Town Centre
 1km Bishop of Winchester Comprehensive (formerly Summerbee), Bournemouth School & Bournemouth School for Girls; 1-2km (St Peters, Portchester, Avonbourne Girls)
 0km Royal Bournemouth; 4km Christchurch
 0km Castle Lane East; 0km Castle Point; 4km Christchurch; 6km Ferndown
 1km multi-sport Littledown Centre; 2km golf Holdenhurst, Berry Hill SWT to the north

Most facilities are within close proximity

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment
 Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe
 Potential for regeneration in adjoining urban area
 Likely trip patterns to work / shops / schools / leisure etc.

Implications for public transport facilities (viability / potential improvements)
 Implications for urban traffic congestion / local highway network

Summary:

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity
 Implications for public transport facilities (viability / potential improvements)

Yes
 Yes (employment)
 Yes
 Trip North ; Bournemouth Airport
 A338 / A31
 South; Bournemouth / Poole. Relative proximate to Castlepoint at nearest point but not walkable
 Distance from rail. Opportunity for bus based improvement links to town / Bournemouth Airport / Ferndown
 Increase in congestion, particularly along A3060 (Castle Lane). Development must provide for the construction of the Castle Lane West Relief Road. Prerequisite.
 A347 / B3073 / A3060 / corridors have little or no capacity for much of the time. Significant employment potential @ Bournemouth Airport / Wessex Fields / Landsdowne
 Significant capacity problems A3060 / A338
 Questionable as urban extension / not node in transport corridor access
Opportunity to provide employment land (only available site currently Wessex Fields/Riverside Avenue) and for the construction of the Castle Lane West Relief Road

Yes
 Improved frequency

<p>Implications for traffic congestion / local highway network</p> <p>Implications of potentially improved local facilities</p> <p>Potential coalescence with smaller settlements</p> <p>Potential loss of local character / identity of existing settlements</p> <p><i>Summary:</i></p>	<p>Increase in congestion. Development must provide for the construction of the Castle Lane West Relief Road</p> <p>Increase in employment opportunities</p> <p>High - smaller settlements of Throop and Muccleshell, and Holdenhurst (designated Conservation Areas)</p> <p>Yes</p> <p><i>Concern with coalescence with smaller settlements and impact on Conservation Areas</i></p>
<p>6. Strategic implications of potential development:</p> <p>Attractiveness of site/location to potential employers / service providers</p> <p>Attractiveness of site/location to potential dwelling occupants</p> <p>Implications on longer-distance travel patterns – inc proximity to motorways / primary network</p> <p>Implications for movement across whole urban area</p> <p>Implications for drainage across river catchment</p> <p><i>Summary:</i></p>	<p>Medium</p> <p>High</p> <p>Increase in congestion on major highways. Possible direct link to A338. Potential for out commuting A31 / M27</p> <p>Impact on A338 A3060 then dispersed / A3073 Bournemouth Airport onto congested corridors</p> <p>Low</p> <p><i>Prerequisite for development – it must provide for the construction of the Castle Lane West Relief Road</i></p>
<p>7. Alternative future uses of land / assessment of their relative sustainability benefits:</p> <p>Agriculture</p> <p>Recreation / amenity / open space</p> <p>Employment</p> <p>Transport</p> <p><i>Summary:</i></p>	<p>High</p> <p>High</p> <p>High - only potential new employment land</p> <p>Medium - south and west edge formed by Castle Lane West relief Road</p> <ul style="list-style-type: none"> • <u>Development will provide additional opportunities for residential and employment uses, subject to the construction of the Castle Lane West Relief Road</u>
<p>8. Requirements / potential for major new capital investment:</p> <p>Public transport</p> <p>Roads</p>	<p>Close proximity but poor access to facilities</p> <p>Good opportunity</p> <p>CLERR protected land through area for transport use.</p> <p>Opportunity Throop Link to Bournemouth Airport Priority Bus lanes / Dedicated Links etc. as part of wider strategy.</p> <p>Access to rail / trip making significant distance likely car to be car borne</p> <p>Castle Lane West Relief Road. Development expansion is at the edge of a congested area. Any additional development</p>

will therefore adversely impact without compensatory measures. Historically land was protected for CLERR as part of greater scheme Development of this area should provide for links north (via A338/Parley) to Bourneimouth Airport - dispersed traffic impact could be an issue.

Community facilities / schools / health etc
Drainage

Possible new additional primary school
Possible expansion of existing Berry Hill and Holdenhurst sewerage treatment works. Construction of new foul sewers to Holdenhurst STW required. No public surface water sewers available – new sewers discharging to Stour will be required.

Water supply

Summary:

- Development must provide for the construction of the Castle Lane West Relief Road and possible additional primary school and STWs

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision

Opportunities to promote public transport / cycling / walking

Opportunities to promote better homes – jobs relationship – mixed uses

Potential for energy efficient development (eg CHP)

Potential to maintain / enhance environmental assets / characteristics within development

Potential to maintain values as open space / recreational area

High

High

Medium/High

High

High

10. Compliance with underlying policy objectives:

Community strategy objectives

Structure Plan objectives

RPG

PPGs

Summary:

Potential conflict with Green Belt

Development adjoining PUA

- Some potential conflict between planning strategy and community plan strategy with development in the Green Belt

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations ?

Extent to which land continues to meet PPG2 Green Belt purposes:

- to check the unrestricted sprawl of large built-up areas;

Affected

Yes

Yes, it restricts sprawl, but development is restricted

80

- to prevent neighbouring towns from 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.

naturally by the River Stour.

- No
- Yes
- No
- Yes

Summary:

- Some potential conflict between planning strategy and community plan strategy with development in the Green Belt. Potential for conflict with Conservation Area status

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)

Expanded settlements

New settlements

Summary:

- There is little in the way of alternatives to development in this area; the borough's area is either developed or retains the Green Belt. Any development which would provide for the needs of Bournemouth as opposed to SE Dorset can only come from windfalls/redevelopment of the urban area. Development on the edges of Poole or along the railway corridor are alternatives for the wider conurbation but not for Bournemouth

13. Land Type

1. damaged land
2. previously used land
3. unused allocated land
4. previously unused land
5. new settlement

- No
- Yes, part
- No
- No
- No

EAST PARLEY / WEST HURN

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)

Biodiversity: SSSIs / NNRs etc

Agricultural land quality / versatility

Historic environment / archaeology

Nil

Ramsar, SAC, SPA, SSSI, SNCI at east Parley common

Agriculture 1 & 2

Small ancient monuments. Nationally Important

Archaeological Site East Parley common, historic buildings

and historic parkland landscape (Hurn Court). Adjoins Hurn

Conservation Area and West Parley Conservation Area

Fluvial flood plain to the north and east (Moors) and south

(Stour)

High Minor Aquifer Vulnerability

Foul drainage from southern part of site at West Parley would

drain to Church Lane pumping station which pumps into

Kinson STW. Northern part of site would drain to

Palmersford STW.

No public surface water sewers available, new surface water

sewers discharging into Moors River SSSI would be required.

N/A.

Negligible

Stable. Gravels and Bracklesham/Bagshot Beds

Suggest a buffer around Palmersford STW. Wessex in the

past has sought 400m

LA eq 57 for the BIA; Near to A338

Public Safety Zone for runway 08 affects the land south of

Parley Lane/ Christchurch Road. This precludes development.

Parts of the designated area are already developed –

including the small area south of the Heatherlands Estate

Other

2. Intrinsic functional characteristics of land:

Landscape character

Heathland/Scrub Mosaic; East Dorset Woods and Farmland;

Valley Pastures

Christchurch Borough-wide Character Assessment identifies

the area as having a number of landscape character areas

namely Hurn Bridge and Hurn Court, Bournemouth Airport

and East Parley Common and The River Stour Terrace. The

area also abuts the Moors River and Stour Floodplain.
Hurn Bridge and Hurn Court – Please see page 29 and 30. Main characteristics include enclosed area contained by landform and forest landscapes, scattered development pattern of historic buildings, secluded river and minor side roads, individual building groups set within distinct spaces of paddocks, fields or woodland edge landscapes and historic parkland landscape with parkland trees and historic buildings and landscape features.

River Stour Terrace – Please see page 31. Important as part of wider tract of agricultural land between the Stour and the airport. Area helps define the setting of the area as countryside rather than urban fringe or town.

Bournemouth International Airport and East Parley Common Please see page 33 and 34. Although an operational facility the airport presents as a predominantly open space within the countryside. Areas outside of airport boundary provide some level of recreational access to the north of the airport.

High amenity area – recreational use – formal and informal
 Recreational open space – Ferndown Golf Course; parts are affected by the Bournemouth Sports Club and the new Autistic School

Public footpath runs through the site & a bridleway to north of site.

Nil

No

No Area helps define the setting of the airport as countryside rather than urban fringe or town.

Chapel Lane Quarry, allocated site at Hurn Court Farm

Power lines run through the site

Trunk sewer runs through site linking Palmersford STW to Ensbury STW

1.5km Ferndown; 7km Christchurch; 8km Bournemouth
 0km BIA; 3.5km Ferndown Industrial Est.; 6.5km Knighton Heath Ind Est

Use / accessibility of land as amenity area for urban / other residents
 Public open space / common land / covenants ?

Community Forest status

Importance as 'gateway' site for urban area

Importance as setting from key viewpoints

Mineral reserves

Power lines

Trunk Sewer

3. Intrinsic locational characteristics of land

Distance from existing:

City/Town centre

Other major sources of employment

Rail station with frequent services
Frequent bus services

5km Christchurch
3 bus per day on B3073; Hourly bus service on A347 & A31 (but note that the site does not connect with the A31, at present, nor with the A347.

Secondary schools

2.5km Ferndown; 5.5km (St Peters, Bicknell Boys, Porchester, Avonbourne Girls)

Health facilities

3.5km Royal Bournemouth:

District shopping centres

1.5km Ferndown; 7km Christchurch; 8km Bournemouth;
3.5km Castle Lane; 5km Castlepoint. Direct connections from Chapel Lane/Palmersford part of the area to Ferndown shops and centre likely to be prevented by intervening SSSI
0km astro turf; 0km golf (on Area of Search); 3km to Ferndown Leisure Centre
Palmersford (or Ensbury?)

Recreation / leisure facilities

Waste facilities

Hazardous sites (COMAH)

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment

Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe

Potential for regeneration in adjoining urban area

Likely trip patterns to work / shops / schools / leisure etc.

Implications for public transport facilities (viability / potential improvements)

Implications for urban traffic congestion / local highway network

Very unlikely

Very unlikely

Very unlikely

Commuting away. Ferndown / Christchurch / Bournemouth International Airport / Bournemouth

Limited

Increase in congestion, particularly along A3060, A347 and B3073, including Parley Cross junction. B3073 congested

Canford Bottom Longham / New Road / Parley Cross -

Limited improvement potential

Questionable as urban extension / not node in transport corridor access?

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity

Implications for public transport facilities (viability / potential improvements)

Implications for traffic congestion / local highway network

Implications of potentially improved local facilities

Potential coalescence with smaller settlements

Potential loss of local character / identity of existing settlements

Yes

Improved frequency

Increase in congestion

Increase in employment opportunities

Limited

Yes. Loss of rural landscape area and loss of character of small groups of historic buildings set within spaces. Impact on adjoining Hurn Conservation Area.

Loss of freestanding identity of Ferndown: loss of the Golf Course – a foundation of Ferndown’s existence.

6. Strategic implications of potential development:

Attractiveness of site/location to potential employers / service providers
Attractiveness of site/location to potential dwelling occupants
Implications on longer-distance travel patterns – inc proximity to motorways / primary network

Medium/High
Medium/High
Increase in congestion on major highways
Need for improvements to Parley Cross junction, New Bridge and Ensbury roundabout which are at or near capacity already.

Implications for movement across whole urban area
Implications for drainage across river catchment

Proximate but poor link to A338 Significant constraint to implement link SSSI
Low/Medium Development will impact on W-E movements between A31 – A338 and A347 New Bridge/Ensbury Bridge and Ensbury roundabout
Low

7. Alternative future uses of land / assessment of their relative sustainability benefits:

Agriculture
Recreation / amenity / open space
Employment
Transport

High
High
Medium
Medium

8. Requirements / potential for major new capital investment:

Public transport

Improved frequency. Close proximity but poor access to facilities. Opportunity Link to Bournemouth International Airport Priority Bus lanes / Dedicated Links as part of wider strategy.
Access to rail / trip making significant distance likely car borne

Roads

Improved access, including link to A338/Poole and improvements to B3073 and junctions including Parley Cross. Development expansion is at the edge of a congested area. Any additional development will therefore adversely impact without compensatory measures. N-S links to conurbation are poor and difficult to achieve improvement - previously A31 Poole link / New Road improvement
All for sustainable community
Foul drainage from southern part of site at West Parley would

Community facilities / schools / health etc
Drainage

drain to Church Lane pumping station which pumps into Kinson STW. Northern part of site would drain to Palmersford STW: development would require buffer zone (PPG23). Improvements would be required to Kinson and/or Palmersford STW.
 No public surface water sewers available, new surface water sewers discharging into Moors River SSSI would be required. Should EN and EA restrict discharges to Moors River then viability of alternative extensive surface water sewers draining to River Stour would need to be investigated. Beware Trunk sewer runs through part of this site.
 Nil

Comply with PPG3 requirements

Medium
 Medium
 Medium

High Not the golf course area – significant loss, including the existing heathland strips between the fairways
 High

Christchurch Community Partnership establishing priorities

Site does not constitute an urban extension contrary PPG3

Affected
 Some

Yes
 Yes - Acts as important gap between Bournemouth, Ferndown Parley and the urban area at BIA
 Yes
 No
 Yes

Water supply

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision
 Opportunities to promote public transport / cycling / walking
 Opportunities to promote better homes – jobs relationship – mixed uses
 Potential for energy efficient development (eg CHP)
 Potential to maintain / enhance environmental assets / characteristics within development
 Potential to maintain values as open space / recreational area

10. Compliance with underlying policy objectives:

Community strategy objectives
 Structure Plan objectives
 RPG
 PPGs

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations ?
 Extent to which land continues to meet PPG2 Green Belt purposes:
 • to check the unrestricted sprawl of large built-up areas;
 • to prevent neighbouring towns from 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.

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)

Expanded settlements

New settlements

-
-
-
-
-
-
-

13. Land Type

1. damaged land
2. previously used land
3. unused allocated land
4. previously unused land
5. new settlement

Yes

Other than the 'Golf Course' part of this Area, it would not be an extension to Ferndown but would be a New Settlement.

KINSON MANOR FARM

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)	Nil
Biodiversity	Medium/high
SSSIs / NNRs etc	Nil
Agricultural land quality / versatility	Nil
Historic environment / archaeology	Adjoins the historic core of Kinson with a number of listed buildings
Flood risk / surface drainage	Fluvial flood plain to the north (Stour)
Groundwater resources	High Minor Aquifer Vulnerability
Sewage treatment	Kinson STW
Contaminated land	Part former land fill site
Slopes	Negligible
Stability	Stable. Gravels
Local air quality	
Noise pollution – motorways, airports etc	Bournemouth Airport 1.5km to the north

Summary:

- **Sensitive development of the site is required to complement the listed building, and contaminated land**

2. Intrinsic functional characteristics of land:

Landscape character	Valley Pastures
Use / accessibility of land as amenity area for urban / other residents	Limited amenity area
Public open space / common land / covenants ?	Nil
Community Forest status	Nil
Importance as 'gateway' site for urban area	No
Importance as setting from key viewpoints	No
Mineral reserves	Nil
Power lines	Power lines run through the site

Summary:

3. Intrinsic locational characteristics of land

Distance from existing:	
City centre	3km Ferndown; 7.5km Bournemouth; 9km Poole; 11km Christchurch
Other major sources of employment	5km Bournemouth Airport; 7km Ferndown Industrial Est.;

Rail station with frequent services	3km Knighton Heath Ind Est
Frequent bus services	6.5km Bournemouth
Secondary schools	Hourly bus service on A348 & A341
Health facilities	2km Oakmead College; 5.5km Ferndown; 2km Kings High
District shopping centres	4km Alderney; 6km Royal Bournemouth
Recreation / leisure facilities	3km Ferndown; 4.5km Castle Point; 6km Castle Lane East;
Waste facilities	7.5km Bournemouth
Hazardous sites (COMAH)	1km golf; 1.5km swimming pool
4. Implications of potential development for adjoining urban areas:	
Potential for improving urban fringe environment	Yes
Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe	No
Potential for regeneration in adjoining urban area	Limited
Likely trip patterns to work / shops / schools / leisure etc.	South to A348 - Bournemouth / Poole. Possible Proximate to local shopping A348 Walking / cycling potential
Implications for public transport facilities (viability / potential improvements)	Limited development 8ha possibility diversion of routes Horsham Av. Linked to identified priority measures Wimborne Rd / Bear Cross.
Implications for urban traffic congestion / local highway network	County Park access? A348 congestion issue. Kinson Bypass relief? Manor Farm Road narrow.
5. Implications of potential development for adjoining rural areas:	
Loss of landscape / amenity	N/A
Implications for public transport facilities (viability / potential improvements)	N/A
Implications for traffic congestion / local highway network	N/A
Implications of potentially improved local facilities	N/A
Potential coalescence with smaller settlements	N/A
Potential loss of local character / identity of existing settlements	N/A
6. Strategic implications of potential development:	
Attractiveness of site/location to potential employers / service providers	Medium/Low
Attractiveness of site/location to potential dwelling occupants	Medium/High
Implications on longer-distance travel patterns – inc proximity to motorways / primary network	Not proximate to greater strategic network.

Implications for movement across whole urban area	Low/Medium - Local and dispersed impact potential A341 / A348 / A347
Implications for drainage across river catchment	Low
7. Alternative future uses of land / assessment of their relative sustainability benefits:	
Agriculture	High
Recreation / amenity / open space	High - Country park
Employment	Medium
Transport	Medium/Low
<i>Summary:</i>	<ul style="list-style-type: none"> • <u>Release of a limited amount of land for housing will enable the country park to be established</u>
8. Requirements / potential for major new capital investment:	
Public transport	Improved frequency. Close proximity poor access to facilities. Opportunity Airport Priority Bus lanes / Dedicated Links as part of wider strategy.
Roads	Access to rail / trip making significant distance likely car borne
Community facilities / schools / health etc	All for sustainable community
Drainage	Upgrading of foul sewerage system required. New public surface water sewers discharging into Stour will be required.
Water supply	Nil
9. Internal characteristics of proposed development:	
Potential scale of development on site – implications for scale of requirements / improvements to provision	Comply with PPG3 requirements
Opportunities to promote public transport / cycling / walking	Medium
Opportunities to promote better homes – jobs relationship – mixed uses	Medium/high
Potential for energy efficient development (eg CHP)	Medium
Potential to maintain / enhance environmental assets / characteristics within development	High
Potential to maintain values as open space / recreational area	High
10. Compliance with underlying policy objectives:	
Community strategy objectives	Potential conflict with community plan strategy and planning strategy for use of green belt
Structure Plan objectives	Development adjoining PUA
RPG	

PPGs

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations ?

Affected
Some

Extent to which land continues to meet PPG2 Green Belt purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from 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.

Yes, it prevents urban sprawl, but not unrestricted sprawl, since this is limited by River Stour

No

Yes, through establishment of a country park

No

Yes

- Some potential conflict between planning strategy and community plan strategy with development of the Green Belt

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)

Expanded settlements

New settlements

Summary:

- Amount of residential development limited but establishment of country park a major benefit for Bournemouth Borough

13. Land Type

1. damaged land
2. previously used land
3. unused allocated land
4. previously unused land
5. new settlement

-
-
-
-
-
-
-

STAPEHILL / WEST FERNDOWN

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)

Biodiversity: SSSIs / NNRs etc

Agricultural land quality / versatility

Historic environment / archaeology

Nil

SNCI, Ancient Woodlands, SPA, SSSI, SAC

Agricultural 1 & 2 Specialist farms/nurseries (esp. Trehane's)

Number of ancient monuments Hampreston Conservation

Area. Listed buildings and settings including Stapehill Abbey and grounds

Fluvial flood plain to the south (Stour)

High Minor Aquifer Vulnerability

Longham is now sewered, connecting to the Kinson STW.

Northern part of site would drain to Wimborne STW.

Surface water –attenuation ponds may be required

Flood risk / surface drainage

Groundwater resources

Sewage treatment

Contaminated land

Slopes

Negligible except for the southern slopes of the Ferndown ridge

Stable. Gravels & Bracklesham/Bagshot Beds

Good

Adjacent A31, A348 , B3073

Please note that part of the eastern section of this site has

been developed (the Poor Common development, south of

Ferndown) including dedicated POS. Then southern area,

west of Longham Village, is now developed also, as

reservoirs.

Please also note that the currently safeguarded route for the

A31 to Poole Link Road runs through the western part of this

area.

2. Intrinsic functional characteristics of land:

Landscape character

Heathland/Scrub Mosaics, East Dorset Woods and Farmland,

Valley Pastures

Use / accessibility of land as amenity area for urban / other residents

Public open space / common land / covenants ?

High amenity area

Nil Part is PoS (Poor Common) Part is golf course (Longham)

Part is reservoir used for some recreation.

Community Forest status

Importance as 'gateway' site for urban area

Nil

Yes

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Importance as setting from key viewpoints

Mineral reserves

Power lines

3. Intrinsic locational characteristics of land

Distance from existing:

City/Town centre

Other major sources of employment

Rail station with frequent services

Frequent bus services

Secondary schools

Health facilities

District shopping centres

Recreation / leisure facilities

Waste facilities

Hazardous sites (COMAH)

Yes in parts – this applies to the slopes of the Ferndown ridge seen across the Stour valley, and the area around Hampreston Village Conservation Area

Nil

Power lines run through the site

1.5km Ferndown; 8.5km Bournemouth; 9km Poole

2km Ferndown Industrial Est.; 3km BIA; 7.5km Nuffield Industrial Est.

8.5km Bournemouth

Hourly bus service on A348 & A31-also bus service on C50

Wimborne Road West

2km Ferndown; 2.5km Oakmead

5km Wimborne (limited facilities) ; 4km Alderney; 7km Royal Bournemouth

1.5km Ferndown; 5km Wimborne; 6km Castlepoint

1km golf; 2km swimming pool

Kinson STW

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment

Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe

Potential for regeneration in adjoining urban area

Likely trip patterns to work / shops / schools / leisure etc.

No

No

Nil

Commuting away. Ferndown / Christchurch / Bournemouth

International Airport / Poole / Nuffield/ Creekmoor,

Bournemouth

Limited

Increase in congestion. B3073 congested. Canford Bottom /

Longham Bridge / New Road / Parley Cross and also Bear

Cross since much of traffic would head south as well as east-

west - Limited improvement potential.

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity

Yes. Danger of increased pressure on existing green spaces –

Poor Common and Ferndown Common nature conservation

site SAC/SPA

<p>Implications for public transport facilities (viability / potential improvements) Implications for traffic congestion / local highway network</p> <p>Implications of potentially improved local facilities Potential coalescence with smaller settlements Potential loss of local character / identity of existing settlements</p> <p>6. Strategic implications of potential development: Attractiveness of site/location to potential employers / service providers Attractiveness of site/location to potential dwelling occupants Implications on longer-distance travel patterns – inc proximity to motorways / primary network</p> <p>Implications for movement across whole urban area</p> <p>Implications for drainage across river catchment</p>	<p>Increase in frequency Increased congestion including Canford Bottom and Longham Bridge Yes Yes: Longham; Hampreston; Stapehill; Yes The above plus coalescence of Ferndown and Stapehill/Colehill</p> <p>Medium Medium/High Increase in congestion on major highways including A31. Proximate to A31 T A31 Poole Link road requirement for A348 relief. Low/Medium. The B3073 developed as an 'outer bypass' to the conurbation by DCC Highways. This development could undermine this role and add to congestion on this route. Development will impact on W-E movements between A31 - A338 and A348 Longham over the congested Longham Bridge, Bear Cross and via A31 Wimborne Bypass, Merley junction and A349 Gravel Hill. Low.</p>
<p>7. Alternative future uses of land / assessment of their relative sustainability benefits: Agriculture Recreation / amenity / open space Employment Transport</p>	<p>High High Medium Medium</p>
<p>8. Requirements / potential for major new capital investment: Public transport</p> <p>Roads</p>	<p>Improved frequency. Close proximity but poor access to facilities. Opportunity Link to Bournemouth International Airport. Priority Bus lanes / Dedicated Links as part of wider strategy. Opportunity P&R? Access to rail / trip making significant distance likely car borne Linkages to Poole, upgrade to A31. Development expansion is at the edge of a congested area. Any additional development</p>

Community facilities / schools / health etc Drainage	will therefore adversely impact without compensatory measures. N-S links to Conurbation are poor and difficult to achieve improvement - previously A31 Poole link / New Road improvement all for sustainable community Attenuation required? Would polluting surface water discharges be acceptable so close above the intakes of the Longham Works?
Drainage	Foul drainage from southern part of site could drain to Kinson STW or be routed north to Wimborne STW. Extensive uprating of recently constructed sewerage system through Longham would be required. Environmental impact of cumulative discharges into River Stour will need to be assessed to determine appropriate sewage treatment strategy. Construction of new surface water sewers required.
Water supply Open space	Major open spaces required to avoid additional pressure on heathlands
9. Internal characteristics of proposed development:	
Potential scale of development on site – implications for scale of requirements / improvements to provision Opportunities to promote public transport / cycling / walking Opportunities to promote better homes – jobs relationship – mixed uses Potential for energy efficient development (eg CHP) Potential to maintain / enhance environmental assets / characteristics within development Potential to maintain values as open space / recreational area	Comply with PPG3 requirements Medium Medium/high Medium/high High Low
10. Compliance with underlying policy objectives:	
Community strategy objectives Structure Plan objectives RPG PPGs	Damage to Green Belt Site does not constitute an extension to the PUA, contrary to RPG10 Site does not constitute an urban extension, contrary to PPG3
11. Green Belt:	
Existence of exceptional circumstances to change. Will these vary between strategic locations ? Extent to which land continues to meet PPG2 Green Belt purposes:	Affected Some

<ul style="list-style-type: none"> to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from 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. 	<p>Yes</p> <p>Yes</p> <p>Yes – the Stour Valley green corridor has been identified as a key feature of SE Dorset</p> <p>No - but preservation of Hampreston Conservation area (village).</p> <p>Yes</p>
<p>12. Alternative (non-extension) options – appraised as part of same exercise: Development in transport corridors (Poole-Weymouth railway corridor; A303) Expanded settlements New settlements</p>	
<p>13. Land Type</p> <ol style="list-style-type: none"> damaged land previously used land unused allocated land previously unused land new settlement 	<ul style="list-style-type: none"> • <u><i>This could not be considered as an extension to Ferndown – it would be a new settlement</i></u>

CANFORD

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)

Biodiversity: SSSIs / NNRs etc

Agricultural land quality / versatility

Historic environment / archaeology

Flood risk / surface drainage

Groundwater resources

Sewage treatment

Contaminated land

Slopes

Stability

Local air quality

Noise pollution – motorways, airports etc

2. Intrinsic functional characteristics of land:

Landscape character

Use / accessibility of land as amenity area for urban / other residents

Public open space / common land / covenants ?

Community Forest status

Importance as 'gateway' site for urban area

Importance as setting from key viewpoints

Mineral reserves

Power lines

3. Intrinsic locational characteristics of land

Distance from existing:

City centre

Other major sources of employment

Rail station with frequent services

Setting of Stour Valley & Important strategic gap which defines the character of Wimborne and Canford Magna Conservation Area
SNCI, Ancient Woodlands, SPA, SSSI, SAC (Canford Heath to south)
Agricultural 1 & 2

Number of ancient monuments (5), 23 unscheduled archaeological sites. Canford Magna contains statutory and locally listed buildings.

Canford School is a historic park

Fluvial flood plain to the north (Stour)

High Minor Aquifer Vulnerability

Poole STW to south, Wimborne STW to north

Slopes down to the north (max. 1:20)

Stable. Gravels & Bracklesham/Bagshot Beds

A341 runs through the site

Heathland; Heathland/Scrub Mosaics, East Dorset Woods and Farmland
High amenity area

Small amount of POS

Nil

Yes

Yes -

Yes - White's Pit; Mineral Consultation Area (Canford)

Power lines run through the site

2km Wimborne; 5km Ferndown; 6.5km Poole ; 9km Bournemouth
0.5km Knighton Heath Industrial Est.; 5km Nuffields Industrial Est.;
7.5km Ferndown Industrial Est.; 7.5km BIA; Mannings Heath
employment area

4.5km Parkstone, 6.5km Poole

<p>Frequent bus services Secondary schools Health facilities District shopping centres Recreation / leisure facilities Waste facilities Hazardous sites (COMAH)</p>	<p>Hourly bus service on A341, frequent bus service on A348 & A349 0km Canford School; 1km Oakmead 4km Wimborne; 2km Alderney 2km Wimborne; 5km Ferndown; 6.5km Poole 0km golf; 1.5km sports hall/centre; Canford Arena</p>
<p>4. Implications of potential development for adjoining urban areas: Potential for improving urban fringe environment Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe Potential for regeneration in adjoining urban area Likely trip patterns to work / shops / schools / leisure etc. Implications for public transport facilities (viability / potential improvements) Implications for urban traffic congestion / local highway network</p>	<p>Yes High if business park option is taken Limited Commuting away. South - Poole, East – Bournemouth - A31 Limited. Need for additional. Opportunity for bus based improvement links to town / Bournemouth / Bournemouth Airport. P&R potential? Increase in significant congestion, particularly along A341. Trip making will be A349 / A341 / A348 congested corridors. A3049 Wallisdown corridor. Difficult N-S. Reflects A31 Poole Link ex protection ref Ringwood Road relief</p>
<p>5. Implications of potential development for adjoining rural areas: Loss of landscape / amenity Implications for public transport facilities (viability / potential improvements) Implications for traffic congestion / local highway network Implications of potentially improved local facilities Potential coalescence with smaller settlements Potential loss of local character / identity of existing settlements</p>	<p>Yes. Need to conserve/buffer fringe area (Stour Valley, Canford Heath, Canford Magna Historic Park) Increase in frequency Increased congestion Yes Yes - strategic gaps and buffers should minimise coalescence Yes</p>
<p>6. Strategic implications of potential development: Attractiveness of site/location to potential employers / service providers Attractiveness of site/location to potential dwelling occupants Implications on longer-distance travel patterns – inc proximity to motorways / primary network</p>	<p>High Medium/High Increase in congestion on major highways. Close proximity to A31 opportunity for E-W Dorchester commute etc Questionable as urban extension / not node in transport corridor access</p>

Implications for movement across whole urban area	Medium . Local and dispersed impact potential A341 / A348 / A349 / A31
Implications for drainage across river catchment	Low/Medium. Environmental impact of cumulative discharges into River Stour will need to be assessed to determine appropriate sewage treatment strategy.
7. Alternative future uses of land / assessment of their relative sustainability benefits: Agriculture Recreation / amenity / open space Employment Transport	Low/Medium High High Medium/High
8. Requirements / potential for major new capital investment: Public transport	Improved frequency. Dedicated bus service to park & ride facility /link with Poole & Bournemouth, plus junction improvements, bus lanes and cycle paths. Opportunity: Link to Bournemouth / Bournemouth International Airport Priority Bus lanes / Dedicated Links as part of wider strategy. Expansion into Wallisdown Corridor? Potential improved facilities - interchange / links to rail Light Rail DARTS. Opportunity P&R? Access to rail / trip making significant distance likely car borne Linkages to Poole, upgrade to A31. Development expansion is again at the edge of a congested area. Any additional development will therefore adversely impact without compensatory measures. N-S links to conurbation are poor and difficult to achieve improvement - previously A31 Poole link / New Road improvement
Roads	All for sustainable community (inc. health, crèche & leisure) Present sewage systems inadequate to accommodate further development; would need to be routed south to Poole STW catchment (via Canford heath SSSI) or north to Wimborne STW catchment. Nil
Community facilities / schools / health etc Drainage	
Water supply	
9. Internal characteristics of proposed development: Potential scale of development on site – implications for scale of requirements / improvements to provision Opportunities to promote public transport / cycling / walking Opportunities to promote better homes – jobs relationship – mixed	Comply with PPG3 requirements. Likely to be high density and to provide job opportunities High It may be difficult to integrate the site with the existing urban areas

<p>uses</p> <p>Potential for energy efficient development (eg CHP)</p> <p>Potential to maintain / enhance environmental assets / characteristics within development</p> <p>Potential to maintain values as open space / recreational area</p>	<p>and hence would not form a natural urban extension</p> <p>High</p> <p>High</p> <p>High</p>
<p>10. Compliance with underlying policy objectives:</p> <p>Community strategy objectives</p> <p>Structure Plan objectives</p> <p>RPG</p> <p>PPGs</p>	<ul style="list-style-type: none"> • <u>High – creation of job opportunities</u> • <u>High in terms of skilled employment opportunities, but potential conflict with directing of major development to urban centres</u> • <u>High in terms of continued growth and improved skill-based employment plus higher incomes in SE Dorset</u>
<p>11. Green Belt:</p> <p>Existence of exceptional circumstances to change. Will these vary between strategic locations ?</p>	<p>Affected</p> <ul style="list-style-type: none"> • <u>Could make a case due to retention of important strategic gaps such as Stour Valley, buffers around Canford Heath SSSI and Canford Magna Conservation Area, and retention of open space within open campus-style business park</u>
<p>Extent to which land continues to meet PPG2 Green Belt purposes:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns from 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. 	<ul style="list-style-type: none"> • <u>Yes</u> • <u>Yes</u> • <u>Yes - Countryside encroachment not such a significant impact due to urban / rural fringe character</u> • <u>Yes - a significant factor in context of Wimborne and Canford Magna</u> • <u>Urban regeneration could be harmed (Holes Bay Basin) if development is not carefully controlled in terms of the type of use and generosity of parking</u>
<p>12. Alternative (non-extension) options – appraised as part of same exercise:</p> <p>Development in transport corridors (Poole-Weymouth railway corridor; A303)</p> <p>Expanded settlements</p> <p>New settlements</p>	<ul style="list-style-type: none"> •
<p>13. Land Type</p> <ol style="list-style-type: none"> 1. damaged land 2. previously used land 	<ul style="list-style-type: none"> • • • • <u>Mix</u>

- 3. unused allocated land
- 4. previously unused land
- 5. new settlement

-
- Mix
-

SLEIGHT

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)

Biodiversity: SSSIs / NNRs etc

Agricultural land quality / versatility

Historic environment / archaeology

Flood risk / surface drainage

Groundwater resources

Sewage treatment

Contaminated land

Slopes

Stability

Local air quality

Noise pollution – motorways, airports etc

2. Intrinsic functional characteristics of land:

Landscape character

Use / accessibility of land as amenity area for urban / other residents

Public open space / common land / covenants ?

Community Forest status

Importance as 'gateway' site for urban area

Importance as setting from key viewpoints

Mineral reserves

Areas north of Corfe Mullen of Ashington are part of the key landscape feature of the Stour Valley, forming the southern slope of the valley

SNCI, Ancient Woodlands, (adjacent to Ramsar, SPA, SSSI,

SAC - Corfe & Barrow Hills)

Agricultural 1 & 2, and 3a

Number of ancient monuments (2); 5 unscheduled

archaeological sites; 2 listed buildings (Merley House and

Merley Mews); Ancient Woodland

Fluvial flood plain to the north (Stour)

High Minor Aquifer Vulnerability; Water Source Protection

Area Zones 1-3

Corfe Mullen – capacity is limited.

Possible limited area at Brog Street (car breakers yard)

Slopes up to the west (max. 1:10) The area north of Corfe

Mullen slopes northwards down to the Stour

London Clay & Reading Beds; Gravels; Bracklesham/Bagshot

Beds

Good, but suggest 400m buffer around STW would be

required

A31 runs to the north of the site

Heathland; Heathland/Scrub Mosaics; East Dorset Woods and

Farmland

High amenity area. Bridleways and public footpaths offer high

amenity recreational resource due to quality of landscape and

countryside character

Part of the area is the PoS serving Corfe Mullen. Satisfactory

alternative sites for relocation are not available.

Nil

Yes

Yes

No

102

Power lines

1.5km away

3. Intrinsic locational characteristics of land

Distance from existing:

City/Town centre

Other major sources of employment

2 km Wimborne; 6.5km Poole; 9km Ferndown;
3km Nuffields Industrial Est.; 4.5km Ferndown Industrial Est.;
1.1km BIA;

Rail station with frequent services

7km Poole; 8km Parkstone

Frequent bus services

Hourly bus service on A349 & Wimborne Road Corfe Mullen

Secondary schools

1.5km Corfe Hills; 2km Canford School (private) 2km Queen
Elizabeth's School; 2.5km Poole Grammar (boys) 3km

Parkstone Grammar (girls)

Health facilities

2km Wimborne (limited facilities); 7km Alderney; 8km Poole
General

District shopping centres

2km Wimborne; 4km Broadstone; 6.5km Poole; 9km

Ferndown

Recreation / leisure facilities

0km golf; 1km sports hall; 2km multi-sports

Waste facilities

Hazardous sites (COMAH)

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment

No

Potential for assisting 'retrofitting' major employment / retail development
areas in adjoining urban fringe

No

Potential for regeneration in adjoining urban area

No

Likely trip patterns to work / shops / schools / leisure etc.

Commuting away - South - Poole

East - Bournemouth - A31 - Wimborne
Limited. Need for additional. Opportunity for bus based
improvement links to town / Wimborne / Bournemouth.
P&R?

Implications for urban traffic congestion / local highway network

Increase in congestion, particularly along A349 and B3074.
Significant : NS impact gravel hill A349 B3073 Wimborne
Broadstone / Link congestion

Questionable as urban extension / not node in transport
corridor access

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity

Yes. Serious impact of development on the character of the
Stour Valley and views of Wimborne Minster

Implications for public transport facilities (viability / potential improvements)	Increase in frequency
Implications for traffic congestion / local highway network	Increased congestion
Implications of potentially improved local facilities	Limited
Potential coalescence with smaller settlements	Yes
Potential loss of local character / identity of existing settlements	Yes
6. Strategic implications of potential development:	
Attractiveness of site/location to potential employers / service providers	Medium/Low
Attractiveness of site/location to potential dwelling occupants	High
Implications on longer-distance travel patterns – inc proximity to motorways / primary network	Increase in congestion on major highways Close Proximity A31 potential direct access Medium
Implications for movement across whole urban area	Low/Medium. Environmental impacts of discharges from STW into the Stour will need to be considered.
Implications for drainage across river catchment	
7. Alternative future uses of land / assessment of their relative sustainability benefits:	
Agriculture	Medium/High
Recreation / amenity / open space	High
Employment	Medium/Low
Transport	Medium/Low
8. Requirements / potential for major new capital investment:	
Public transport	Improved frequency. Close proximity but poor access to facilities. Opportunity Link to Bournemouth / Poole / Wimborne Priority Bus lanes / Dedicated Links as part of wider strategy Opportunity P&R? Access to rail / trip making significant distance likely car borne
Roads	Linkages to Poole, upgrade to A31. Development expansion is at the edge of a congested area. Any additional development will therefore adversely impact without compensatory measures. N-S links to Conurbation are poor and difficult to achieve improvement - previously A31 Poole alternative route
Community facilities / schools / health etc	All for sustainable community The western area, north of Corfe Mullen, would be too small to provide its own facilities and too isolated to have easy access to the limited facilities in Corfe Mullen.

Drainage

No existing foul sewers or public surface water sewers: new systems required. Corfe Mullen STW is currently of limited capacity and would need major expansion to accommodate development of this scale. Alternative options of draining to Wimborne or Poole would require extensive upgrading of sewerage systems.

Water supply

There have been problems of poor water supply in Corfe Mullen in the past. Water supply would require additional reservoir storage and new trunk mains. Works may involve the construction of a water tower to ensure adequate supplies and pressure – planning permission would be required.

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision

Opportunities to promote public transport / cycling / walking

Opportunities to promote better homes – jobs relationship – mixed uses

Comply with PPG3 requirements

Medium/high. Opportunity increase cycle / walking 'roman road' / Castleman Trailway

This is dependent upon options for site F. It might be that residential is prevailing use for site G. Note: it is unlikely that significant employment development would be sustainable at both sites F and G, so employment on site G would only be a strategic option if site F is not developed for this purpose

Potential for energy efficient development (eg CHP)

Medium: North slopes would be exposed, have poor solar orientation and receive poor insolation

Potential to maintain / enhance environmental assets / characteristics within development

High

Potential to maintain values as open space / recreational area

Low

10. Compliance with underlying policy objectives:

Community strategy objectives

High due to affordable housing, support for local services such as shops, schools, bus links, community facilities

Structure Plan objectives

Dependant upon justification for urban extension

RPG

Dependant upon justification for urban extension

PPGs

Dependant upon justification for urban extension

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations ?

Affected

Some

Extent to which land continues to meet PPG2 Green Belt purposes:

- to check the unrestricted sprawl of large built-up areas; Yes
- to prevent neighbouring towns from merging into one another; Yes
- to assist in safeguarding the countryside from encroachment; Yes
- to preserve the setting and special character of historic towns; and Yes – Wimborne Minster
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Yes – but possibly of Poole

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)

Expanded settlements

New settlements

-
-
-
-
-
- Yes
-

13. Land Type

1. damaged land
2. previously used land
3. unused allocated land
4. previously unused land
5. new settlement

WEST CORFE MULLEN

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)

Biodiversity: SSSIs / NNRs etc

Agricultural land quality / versatility
Historic environment / archaeology

Flood risk / surface drainage

Groundwater resources

Sewage treatment
Contaminated land

Slopes

Stability

Local air quality

Noise pollution – motorways, airports etc
Other

2. Intrinsic functional characteristics of land:

Landscape character

Use / accessibility of land as amenity area for urban / other residents

Area of Great Landscape Value – confirmed policy of EDLP.
Prominent ridges and prominent slopes to the north along the Stour valley.

Ramsar; SPA; SAC; SSSI; SNCI; Ancient Woodlands; RIGs; (adjacent to Upton Heath) There may be some heathland in Stony Down plantation

Agricultural 1 & 2

Ancient monument - Henbury House (Listed Building and setting)

Fluvial flood plain to the north Waterloo Valley at risk of flooding. Other streams unknown

High Minor Aquifer Vulnerability; falls within Groundwater Source Protection Area Zones 1-3

Corfe Mullen STW (limited capacity) & Poole STW

Some contaminated land sites. Two major landfill sites. The south-eastern part of Search covers the Beacon Hill pit and landfill site. Henbury pit covers an area to the north. Stony Down Pit is smaller but should be noted also.

This area is one of very varied topography with many slopes, having differing orientations.

Chalk; London Clay & Reading Beds; Bracklesham/Bagshot Beds. Extensive derelict and active mineral workings and fill sites.

Good

A31 runs to the north of the site/A350 to the west of the site
Please note

Chalk Upland; Heathland; Heathland/Scrub Mosaics; East Dorset Woods and Farmland Intimate. Complex, well wooded landscape with steep sided valleys and prominent ridges, visible over great distances.

High amenity area Extensive use for riding and horse-keep.
Corfe Mullen Quiet Lanes network used for recreation.

<p>Public open space / common land / covenants ? Community Forest status Importance as 'gateway' site for urban area Importance as setting from key viewpoints Mineral reserves Power lines</p>	<p>Nil Beacon Hill site is being partly restored to Open Space. Nil Yes Yes Yes – Henbury & Beacon Hill; Power lines run through site</p>
<p>3. Intrinsic locational characteristics of land Distance from existing: City & town centre Other major sources of employment Rail station with frequent services Frequent bus services Secondary schools Health facilities District shopping centres Recreation / leisure facilities Waste facilities Hazardous sites (COMAH)</p>	<p>5km Wimborne; 6km Poole; 10km Wareham; 10.5km Blandford; 14km Bournemouth 4km Fleetsbridge Business Park/Nuffields Industrial Est.; 9km Ferndown Industrial Est. 3km Hamworthy; 6km Poole Hourly bus service on A350 3.5km Lytchett Minster; 1.5km Corfe Hills; 4.5km Queen Elizabeth's School 4km Wimborne (limited); 6.5km Poole General 5km Wimborne; 5km Broadstone; 6km Poole; 10km Wareham; 10.5km Blandford 2.5km golf; 3km sports hall</p>
<p>4. Implications of potential development for adjoining urban areas: Potential for improving urban fringe environment Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe Potential for regeneration in adjoining urban area Likely trip patterns to work / shops / schools / leisure etc.</p>	<p>Yes Only in very limited areas – along the Waterloo Valley and at Poor Common. The remainder is generally of high quality, apart from the mineral workings which are being filled/restored. No. Development in the Waterloo Valley would be poorly linked to Corfe Mullen. A larger development area would need to provide its own internal facilities. Limited Commuting away. Loss of a major recreational area for the inhabitants of the western conurbation their demands would not be met or would have to be displaced to a more distant location. Access to Poole NS A350 / B3075 Corfe. Congested gravel Hill corridor. Remote / difficult access to existing facilities.</p>

Implications for public transport facilities (viability / potential improvements)	Probable trips WE A31 Limited. Need for additional. opportunity for bus based links to Poole / extension from Corfe Mullen.
Implications for urban traffic congestion / local highway network	Increase in congestion, particularly along A350. Local network of lanes would need 'improvement'. Likely significant local on NS & A31 Roundhouse
5. Implications of potential development for adjoining rural areas:	
Loss of landscape / amenity	Yes
Implications for public transport facilities (viability / potential improvements)	Increase in frequency
Implications for traffic congestion / local highway network	Increased congestion Loss of the Corfe Mullen Quiet Lanes area. Depending on the extent of development, these would need to be replaced by new roads.
Implications of potentially improved local facilities	Limited: the potential impact of a small development on Corfe Mullen is limited – a major area would need to provide all its own facilities.
Potential coalescence with smaller settlements	Yes
Potential loss of local character / identity of existing settlements	Yes
6. Strategic implications of potential development:	
Attractiveness of site/location to potential employers / service providers	Low
Attractiveness of site/location to potential dwelling occupants	Medium
Implications on longer-distance travel patterns – inc proximity to motorways / primary network	Increase in congestion on major highways Close proximity to A31, opportunity for road based WE trips / out commuting
Implications for movement across whole urban area	Medium. Additional pressure on NS routes could result in diversion onto less suitable alternatives
Implications for drainage across river catchment	Low/Medium
7. Alternative future uses of land / assessment of their relative sustainability benefits:	
Agriculture	Medium/High
Recreation / amenity / open space	High – area identified as strategic countryside recreational location as part of Green Infrastructure and Heathland
Employment	Impact Mitigation measures for subregion
Transport	Medium/Low
	Medium/Low
8. Requirements / potential for major new capital investment:	
Public transport	Improved frequency. Opportunity for improved links into

Poole. Potential P&R off A31 Priority bus lanes / Junctions etc
Access to rail / trip making significant distance likely car borne

Roads
Upgrade to A31 and A350 and junctions. 'Improvement' of local network of lanes. Development is close to already congested corridors / Close proximity but poor access to facilities. Opportunity Link to Bournemouth / Poole / Wimborne Priority Bus lanes / Dedicated Links as part of wider strategy Opportunity P&R?

Community facilities / schools / health etc
Drainage

all for sustainable community
New pumping station would be required to pump flows direct to Corfe Mullen STW or possibly to upsized sewers at Cogdean Elms. Expansion works would be required at Corfe Mullen or new sewerage systems may be necessary if both sites G & H are developed.

Probable need for attenuation in Waterloo Valley and other valleys if development were more extensive
Water supply would require additional reservoir storage plus strengthening of existing distribution system.

Water supply

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision

Opportunities to promote public transport / cycling / walking

Opportunities to promote better homes – jobs relationship – mixed uses
Potential for energy efficient development (eg CHP)

Potential to maintain / enhance environmental assets / characteristics within development

Potential to maintain values as open space / recreational area

10. Compliance with underlying policy objectives:

Community strategy objectives
Structure Plan objectives

Comply with PPG3 requirements

Medium Topography would deter cycling and walking.
Opportunity to increase cycle / walking Roman road / Ashington Cut *significant history -problem*

Medium

Medium North slopes would be exposed and receive poor insolation: valleys would be prone to cold air drainage.

Limited – in view of density objectives only minor features such as hedgerows and trees could be retained. There would be problems about protecting SSSIs (see accompanying notes)

Recreational and open space value would be seriously diminished.

Loss of recreation area, loss of Green Belt

RPG
PPGs

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations? Affected
Some

Extent to which land continues to meet PPG2 Green Belt purposes:

- to check the unrestricted sprawl of large built-up areas; Yes
- to prevent neighbouring towns from merging into one another; Yes
- to assist in safeguarding the countryside from encroachment; Yes
- to preserve the setting and special character of historic towns; and Yes
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Yes

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)

Expanded settlements

New settlements

13. Land Type

1. damaged land •
 2. previously used land •
 3. unused allocated land •
 4. previously unused land •
 5. new settlement •
- Yes (if development were limited)**
• Yes (if development were more extensive)

GRANGE ESTATE

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)	Nil
Biodiversity: SSSIs / NNRs etc	SNCIs, SSSI, SAC, SPA
Agricultural land quality / versatility	Nil
Historic environment / archaeology	Nil
Flood risk / surface drainage	Fluvial Floodplain to the East (not in area) Surface water drainage to the Moors River would risk pollution (Moors River is an SSSI). Extensive precautions would be required and do no more than reduce risk
Groundwater resources	High Minor Aquifer Vulnerability
Sewage treatment	Palmersford STW (limited capacity)
Contaminated land	Not Available`
Slopes	Slightly Sloping upwards from South to North 10m
Stability	Bracklesham Beds, Bagshot Beds
Local air quality	May occasionally be poor along A31
Noise pollution – motorways, airports etc	A31

2. Intrinsic functional characteristics of land:

Landscape character	Heathland, Heathland/Scrub Mosaic, Conifer Plantations
Use / accessibility of land as amenity area for urban / other residents	Forestry plantation – Hurn Forest – is extensively used for recreation.
Public open space / common land / covenants ?	Hurn Forest, Avon Heath Country Park
Community Forest status	No
Importance as 'gateway' site for urban area	Yes – part of the approach along the A31
Importance as setting from key viewpoints	No
Mineral reserves	No
Power lines	Power Lines run through site

3. Intrinsic locational characteristics of land

Distance from existing:	4.5km Ferndown; 14km Christchurch; 14km Bournemouth;
City centre	2.8km East Dorset Trade Park; 5km Ferndown & Uddens
Other major sources of employment	Trading Estate; 6.5km BIA; 4.5km Ringwood
Rail station with frequent services	12km Christchurch Station
Frequent bus services	Hourly Bus Service A31

Secondary schools Health facilities	5km Ferndown Upper School 1.5km St Leonards Hospital; 10.6km Royal Bournemouth; 1.1km Christchurch Hospital;
District shopping centres	3km Sainsburys; 2.5 km Pinehurst Road, West Moors; 6km Ringwood
Recreation / leisure facilities	7km Ferndown Leisure Centre (Multi-Sport Facility); 7km Ringwood Leisure Centre (Multi Sport Facility); 6km Ferndown Golf Club; 5km Moors Valley Country Park and Golf Course; 8.75km Dudsbury Golf Club; 0km Avon Heath Country Park;
Waste facilities Hazardous sites (COMAH)	Palmersford (capacity may be limited)

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment	Yes
Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe	No
Potential for regeneration in adjoining urban area	No
Likely trip patterns to work / shops / schools / leisure etc.	Commuting to work: car journeys to middle and upper schools, car journeys to shop. Trip making NS A31 South A338 Proximate to employment BIA Poor relationship to major facilities . Significant severance from St L St Ives to north Likely to be hard to encourage diversion of bus services into the area from the A31: if it is a cul de sac. Doubtful if a through route could be established in view of nature conservation constraints. Opportunity for additional services. Difficult to provide infrastructure SSI constraints etc.
Implications for public transport facilities (viability / potential improvements)	Subject to this same consideration, it is likely all traffic would pass initially onto the A31. Previously a two level junction was seen as essential. Additional traffic would be sent south through Ferndown. Alternatively/additionally (see below) a 2 level junction with the A338 Spur Road might be needed. Potentially significant all immediate junctions have capacity problems. Also potential from dispersed impact Ashley Heath / BA31 /A338 Blackwater
Implications for urban traffic congestion / local highway network	

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity

Implications for public transport facilities (viability / potential improvements)

Limited landscape effect, loss of amenity of forest limited. If the area is developed as a cul de sac off the A31 it may be difficult to encourage buses to enter the area, and such a diversion would add to journey lengths/times. A through connection to the A338 would imply a major reorganisation of routes.

Implications for traffic congestion / local highway network

Previously there was serious concern over the impact of traffic from development here on the Boundary Lane / Matchams Lane route.

Implications of potentially improved local facilities

Potential coalescence with smaller settlements

Potential loss of local character / identity of existing settlements

No

No

No

6. Strategic implications of potential development:

Attractiveness of site/location to potential employers / service providers

Attractiveness of site/location to potential dwelling occupants

Implications on longer-distance travel patterns – inc proximity to motorways / primary network

Yes, depending on infrastructure costs

Yes.

Location likely to generate longer distance commuting to S. Hants.

Direct access to A31 potential for out commuting Ringwood / M27 etc

Questionable as urban extension / not node in transport corridor access

Additional flows into the conurbation either via a connection to A338 or via A31/A347/A348 through Ferndown and Parley, also towards Ringwood which would lead to significant impacts on the junctions on A31 through Ringwood/Ashley Heath

Implications for movement across whole urban area

Implications for drainage across river catchment

Environmental impact of discharges into lower River Stour and Christchurch Harbour will need to be assessed. Comprehensive measures will be required to improve land drainage but must not adversely affect either water quality or hydraulics of Moors River SSSI.

7. Alternative future uses of land / assessment of their relative sustainability benefits:

Agriculture

Recreation / amenity / open space

Employment

Transport

Low intensity + scattered rural housing

Yes – Hurn Forest

No

No

Forestry

Yes

8. Requirements / potential for major new capital investment:

Public transport

Opportunity for improved links into conurbation. Potential P&R off A31. Priority bus lanes / junctions etc
Access to rail / trip making significant distance likely car borne

Roads

A31 – A338 link road? – junctions (2 level?) with A31 and A338?

Development is close to already congested corridors / Close proximity but poor access to facilities. Opportunity Link to Bournemouth / Poole / Wimborne. Priority Bus lanes / dedicated links as part of wider strategy. Opportunity P&R? All for sustainable community

Community facilities / schools / health etc
Drainage

New foul sewerage systems will be required either to Palmersford STW or Ringwood STW. Drainage to Ringwood STW would require extensive uprating. Environmental impact of cumulative discharges into lower River Stour and Christchurch Harbour will need to be assessed.
Surface water does not readily drain from area – comprehensive measures required to improve land drainage but these must not adversely affect either water quality or hydraulics of Moors River SSSI.

Water supply

Nil

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision
Opportunities to promote public transport / cycling / walking

Public transport limited. Internal cycling/walking possible. Short distance opportunity / severance A31 ST Ives - to what? Possible off roads to BIA environmental !! Matchams Improvement

Opportunities to promote better homes – jobs relationship – mixed uses
Potential for energy efficient development (eg CHP)
Potential to maintain / enhance environmental assets / characteristics within development
Potential to maintain values as open space / recreational area

None known

Limited in view of the densities which are sought – only some residual features such as trees/hedges would be retained
No

10. Compliance with underlying policy objectives:

<p>Community strategy objectives Structure Plan objectives RPG PPGs</p> <p>11. Green Belt: Existence of exceptional circumstances to change. Will these vary between strategic locations ? Extent to which land continues to meet PPG2 Green Belt purposes: <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns from 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. </p> <p>12. Alternative (non-extension) options – appraised as part of same exercise: Development in transport corridors (Poole-Weymouth railway corridor; A303) Expanded settlements New settlements</p> <p>13. Land Type 1. damaged land 2. previously used land 3. unused allocated land 4. previously unused land 5. new settlement</p>	<p>Damaging to Green Belt</p> <p>As an outlying settlement does not comply with RPG10 As an outlying settlement does not comply with PPG3</p> <p>Yes No Yes No Yes</p> <p>• • • • • • • New settlement</p>
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THREE LEGGED CROSS

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)
Biodiversity: SSSIs / NNRs etc

Agricultural land quality / versatility
Historic environment / archaeology
Flood risk / surface drainage

Groundwater resources
Sewage treatment
Surface water drainage

Contaminated land
Slopes
Stability
Local air quality
Noise pollution – motorways, airports etc
Other

Nil
SSSI, SAC, SPA, Ramsar, SNCI Land along Mannington Brook believed important as feeding territory for birds on Holt Heath
Sturts Farm Community specialist organic growers
Nil
Fluvial Flood Plain (100yr - small part) However, believed to be high water table
Groundwater High Risk Minor
Palmersford Suggest trunk main sewer to Palmersford could need replacing
Surface water drainage to Crane / Moors SSSI and Manning ton Brook (tributary). - Attenuation almost certainly required.
Pollution control required but likely to diminish, not remove risk.
N/a
Reasonably Flat
Bracklesham Beds/Bagshot Beds and Gravels
Good
No
Part of area is occupied by Mannington Substation
Land along Mannington Brook is traversed by line of proposed West Moors Bypass
Part of the Area near Woolsbridge is already developed for industry. Housing may not be possible in the immediate vicinity.

2. Intrinsic functional characteristics of land:

Landscape character

Use / accessibility of land as amenity area for urban / other residents
Public open space / common land / covenants ?
Community Forest status
Importance as 'gateway' site for urban area

Heathland & Scrub Mosaic Lower Common flat and relatively featureless
Land used for riding / horse keep
Commons CL 122

Nil
No

Importance as setting from key viewpoints
Mineral reserves
Power lines

No
No
Power Lines Running Through Site You also have the sub-station at Mannington (which occupies part of the identified site) and a concentration of ETLs focusing on it

3. Intrinsic locational characteristics of land

Distance from existing:

City centre

Other major sources of employment

6km Ferndown; 14km Bournemouth; 16km Poole
4km Ebblake Ind Estate; 1.5km Woolsbridge Ind Estate; 9km Ferndown & Uddens Industrial Estate; 9km BIA
18km Christchurch Station; 14km Bournemouth Station
Hourly Service via X36

Rail station with frequent services

Frequent bus services

Secondary schools

Health facilities

District shopping centres

6km Ferndown Upper School
5.5km St Leonards Hospital; 14km Wimborne Hospital
3km West Moors;-7km Ferndown; 3km Verwood; 6km Ringwood

Recreation / leisure facilities

4km Verwood Leisure Centre; 4km Moors Valley Country Park; 8km Ferndown Leisure Centre
Palmersford

Waste facilities

Hazardous sites (COMAH)

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment

Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe

Potential for regeneration in adjoining urban area

Likely trip patterns to work / shops / schools / leisure etc.

No
You might encourage some additional facilities at Three Cross, but it is not likely.

No
Would generate commuting and car journeys.

South - relatively proximate to employment opportunity .
NS links poor in absence of identified WM bypass 3X improvements

Implications for public transport facilities (viability / potential improvements)

Possible. Opportunity for additional services.

WM etc longer services into conurbation

Implications for urban traffic congestion / local highway network

Significant congestion. Would add to traffic passing through West Moors, Ferndown and Ashley Heath.

Significant in absence of identified infrastructure improvements + other

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity Implications for public transport facilities (viability / potential improvements) Implications for traffic congestion / local highway network	Little, north of C2. Some along Mannington Brook Might assist the viability of the X36 Would need to contribute towards the provision of the West Moors Bypass – but 'buildability' of that road is not proven. Existing high levels of concern over traffic on the C2 road through Ashley Heath. Industrial traffic in particular would raise strong concern
Implications of potentially improved local facilities Potential coalescence with smaller settlements	Possible Danger of coalescence of West Moors and Three Legged Cross
Potential loss of local character / identity of existing settlements	Yes. Three Legged Cross
6. Strategic implications of potential development: Attractiveness of site/location to potential employers / service providers Attractiveness of site/location to potential dwelling occupants Implications on longer-distance travel patterns – inc proximity to motorways / primary network	Yes Limited Likely commuting - accessible to Hampshire destinations Close proximity but poor relationship to A31, opportunity for road based WE trips / out commuting Likely to encourage lengthy commuting journeys. Increase in level of traffic on Ashley Heath junction and through West Moors and Ferndown . Comprehensive measures required to improve land drainage but these must not adversely affect either water quality or hydraulics of Moors River SSSI.
Implications for movement across whole urban area	
Implications for drainage across river catchment	
7. Alternative future uses of land / assessment of their relative sustainability benefits: Agriculture Recreation / amenity / open space Employment Transport	Medium No No No
8. Requirements / potential for major new capital investment: Public transport Roads	Yes Yes, particularly West Moors Bypass, A31 to Poole link and solutions to Ashley Heath problems. Development is close to already congested corridors / Close proximity but poor access to facilities. Opportunity Link to Bournemouth / Poole / Wimborne Priority Bus lanes / Dedicated Links as part of wider strategy

<p>Community facilities / schools / health etc</p> <p>Drainage</p> <p>Water supply</p>	<p>Some reliance may be possible on existing First school and Verwood Middle Schools. Upper School at Verwood? Other facilities as for new community.</p> <p>Uprating of present sewerage system to accommodate development. Comprehensive measures required to improve land drainage but these must not adversely affect either water quality or hydraulics of Moors River SSSI.</p> <p>Nil</p>
<p>9. Internal characteristics of proposed development:</p> <p>Potential scale of development on site – implications for scale of requirements / improvements to provision</p> <p>Opportunities to promote public transport / cycling / walking</p> <p>Opportunities to promote better homes – jobs relationship – mixed uses</p> <p>Potential for energy efficient development (eg CHP)</p> <p>Potential to maintain / enhance environmental assets / characteristics within development</p> <p>Potential to maintain values as open space / recreational area</p>	<p>The Broad Area of Search is unsuitable in shape to create a compact community.</p> <p>Level site may aid cycling/walking.</p> <p>Short distance opportunity links to countryside ./ Moors Valley</p> <p>Post WM bypass potential ? C2 difficult</p> <p>Limited</p> <p>None known</p> <p>Limited. Problem of protection of heathland SSSIs.</p> <p>Not if developed.</p>
<p>10. Compliance with underlying policy objectives:</p> <p>Community strategy objectives</p> <p>Structure Plan objectives</p> <p>RPG</p> <p>PPGs</p>	<p>Not if developed.</p>
<p>11. Green Belt:</p> <p>Existence of exceptional circumstances to change. Will these vary between strategic locations ?</p> <p>Extent to which land continues to meet PPG2 Green Belt purposes:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns from 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. 	<p>Not if developed.</p>

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)
Expanded settlements
New settlements

-
-
-
-
-
-
-

13. Land Type

1. damaged land
2. previously used land
3. unused allocated land
4. previously unused land
5. new settlement

VERWOOD

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)

Biodiversity: SSSIs / NNRs etc

Agricultural land quality / versatility

Historic environment / archaeology

Flood risk / surface drainage

Groundwater resources

Sewage treatment

Contaminated land

Slopes

Stability

Local air quality

Noise pollution – motorways, airports etc

Other

Area of Great Landscape Value defined in recently adopted EDLP. Land east of Burrows Lane is prominent.

SNCI (Ancient Woodland) Ramsar; SAC; SSSI; SNCI

Nil

Nil

Surface drainage to Crane/ Moors SSSI. Attenuation and pollution control would be required and would be likely to diminish, not overcome pollution risks.

Higher Minor Aquifer Vulnerability

Palmersford Trunk Sewer – may need to be replaced or upgraded

One pottery works on Burrows Lane

Slopes upwards from south to North 1:50 Also eastern edge (east of Burrows Lane) slopes up steeply to Pistle Down

Bracklesham Beds, Bagshot Beds, London Clay Reading Beds

Good

No

Parts of the area are already developed (schools campus at Margards Lane, housing and schools at Eastworth Farm / Coopers Lane) Other parts are allocated (Margards Lane as playing fields, part of Coopers Lane reserved for Middle School).

2. Intrinsic functional characteristics of land:

Landscape character

Use / accessibility of land as amenity area for urban / other residents

Public open space / common land / covenants ?

Community Forest status

Importance as 'gateway' site for urban area

Importance as setting from key viewpoints

Mineral reserves

Power lines

East Dorset Woods & Farmlands; Heathland Scrub Mosaic

Limited

CL 177; Forest Enterprises. The southern area of land (south of Margards Lane) is schools, playing fields and allocated open space. What's left adjoins the SSSI Dewlands Common.

No

Important as the rural approach to Verwood from the north
Any development on the slopes of Pistle Down would be prominent in long views.

No

Power Lines just enter the East of the (northern) site.
Substation at Westworth Farm

3. Intrinsic locational characteristics of land

Distance from existing:

City centre

Other major sources of employment

19km Bournemouth; 21km Poole

3.5km Ebblake Ind. Estate; 5.5km Woolsbridge; 9km

Ferndown and Uddens Industrial Estates; 7.5km Ringwood;
12km BIA

25km Poole Station; 21km Christchurch Station

3 buses per day on B3072. Hourly service on the B3072 and
B3081

14km Ferndown Upper

11.5km St Leonards Hospital; 19km 12km Wimborne Hospital
(limited facilities); 16km Royal Bournemouth Hospital

0.5km Verwood Shopping Centre; 7.5km Ringwood; 23km
Bournemouth

2km Verwood Leisure Centre; 4km Crane Valley Golf Club

2.75km to Potterne Park

Palmersford

Waste facilities

Hazardous sites (COMAH)

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment

Potential for assisting 'retrofitting' major employment / retail development
areas in adjoining urban fringe

Potential for regeneration in adjoining urban area

No

Not urban fringe, but possible support for commercial centre
of Verwood

No

Likely trip patterns to work / shops / schools / leisure etc.

Commuting to work. Some local trips for school, shop and leisure. Secondary school and other major facilities – all likely to be car-based.

Proximate to employment opportunity . NS links poor

Significant out / in commute problem

May be difficult to extend public transport routes to serve new areas – additional route mileage.

Opportunity for additional services

There would be serious impacts on the Verwood road network and 'downstream' on the West Moors traffic problem – development here would need to contribute to the West Moors Bypass, but the buildability of this is uncertain, plus additional burden on Ferndown and Ashley Heath junction. Industrial development on either the northern or southern parts of broad area of search would produce unacceptable traffic impacts within Verwood itself.

The roads north to Edmondsham and Alderholt are wholly unsuited to additional traffic.

Implications for public transport facilities (viability / potential improvements)

Implications for urban traffic congestion / local highway network

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity

Yes. High quality landscape and prominent slopes in the east. Unlikely to attract further routes to settlements beyond Verwood. Might help to support X36 route, but may also cause operational difficulties

Implications for traffic congestion / local highway network

Traffic from this northern area would immediately throw stress onto the routes through Alderholt and Edmondsham (Conservation Area). It is unlikely these roads could be improved without serious environmental damage

Implications of potentially improved local facilities

Such a scale of development could encourage the provision of a second middle school and possibly an upper school in Verwood

Potential coalescence with smaller settlements

No

Potential loss of local character / identity of existing settlements

Concern over damage to Edmondsham

6. Strategic implications of potential development:

Attractiveness of site/location to potential employers / service providers

Attractiveness for housing has been proved; employment development at Verwood has been less successful

Attractiveness of site/location to potential dwelling occupants

Reduced attractiveness consequent upon expansion of settlement.

Implications on longer-distance travel patterns – inc proximity to motorways / primary network	Relatively well placed for commuting to South Hampshire Close proximity but poor relationship to A31, opportunity for road based WE trips / out commuting Questionable as urban extension / not node in transport corridor access
Implications for movement across whole urban area	Lengthy southward commuter trips: -Effects on roads within Verwood with traffic seeking the south and east, with the additional burden on routes through West Moors (Bypass), Ferndown and Ashley Heath junction; -the effect on roads north to Edmondsham and Alderholt which are wholly unsuited to additional traffic. Danger of flooding and pollution
Implications for drainage across river catchment	
7. Alternative future uses of land / assessment of their relative sustainability benefits:	
Agriculture	Some, limited
Recreation / amenity / open space	Some, limited
Employment	No
Transport	No
8. Requirements / potential for major new capital investment:	
Public transport	Yes
Roads	Investment in West Moors Bypass, A31 to Poole link. Development is close to already congested corridors / Close proximity but poor access to facilities.
Community facilities / schools / health etc	Yes: schools, community hall, sports centre/pool, open space required
Drainage	Environmental impact of cumulative discharges into lower Stour and Christchurch harbour will need to be assessed. Comprehensive measures will be required to improve land drainage but this must not adversely affect either water quality or hydraulics of Moors River SSSI.
Water supply	Nil
9. Internal characteristics of proposed development:	
Potential scale of development on site – implications for scale of requirements / improvements to provision	
Opportunities to promote public transport / cycling / walking	Cycling and walking possible to Verwood Town Centre Short distance opportunity links to countryside
Opportunities to promote better homes – jobs relationship – mixed uses	Not good. Traffic constraints would limit employment/mixed

<p>Potential for energy efficient development (eg CHP)</p> <p>Potential to maintain / enhance environmental assets / characteristics within development</p> <p>Potential to maintain values as open space / recreational area</p>	<p>use</p> <p>Not known</p> <p>Limited in view of the densities which are sought – only some residual features such as trees/hedges would be retained</p> <p>No</p>
<p>10. Compliance with underlying policy objectives:</p> <p>Community strategy objectives</p> <p>Structure Plan objectives</p> <p>RPG</p> <p>PPGs</p> <p>11. Green Belt:</p> <p>Existence of exceptional circumstances to change. Will these vary between strategic locations ?</p> <p>Extent to which land continues to meet PPG2 Green Belt purposes:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns from 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. 	<p>Loss of landscape, biodiversity, Green Belt</p> <p>-</p> <p>No</p> <p>Yes</p> <p>No</p> <p>Yes</p>
<p>12. Alternative (non-extension) options – appraised as part of same exercise:</p> <p>Development in transport corridors (Poole-Weymouth railway corridor; A303)</p> <p>Expanded settlements</p> <p>New settlements</p> <p>13. Land Type</p> <ol style="list-style-type: none"> 1. damaged land 2. previously used land 3. unused allocated land 4. previously unused land 5. new settlement 	<p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p>

WIMBORNE NORTH AND SOUTH

Criteria for Rigorous Testing of Options	
<p>1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):</p> <p>Intrinsic landscape quality / status (eg AONB) Biodiversity: SSSIs / NNRs etc</p> <p>Agricultural land quality / versatility Historic environment / archaeology</p> <p>Flood risk / surface drainage</p> <p>Groundwater resources</p> <p>Sewage treatment</p> <p>Contaminated land</p> <p>Slopes</p> <p>Stability</p> <p>Local air quality Noise pollution – motorways, airports etc</p> <p>Other</p>	<p>Western part of North Wimborne covered by AONB North Wimborne adjoining SNCIs. Colehill South has part SNCI, which also local nature reserve Agricultural Grade 1&2 Stone Park House and Farris House – listed buildings in North Wimborne. 'By-the-Way' listed building in Colehill South Fluvial Floodplain. Land in northern Wimborne drains to River Allen which then flows through Town Centre (vulnerable and prone to flooding) High Minor Aquifer Vulnerability. Majority falls within Groundwater Source Protection Area Zones 1-3. Wimborne STW (limited capacity), Hayes Lane pumping station</p> <p>Several small sand, gravel and clay brick and tile pits/works which may have been subject to filling. Former military land at Hillbutts.</p> <p>Western part of North Wimborne site – hill rising 30 m between Stour and Allen valleys. Eastern part of site - low ridges running northward from Colehill ridge. 40m rise from lowest point to Colehill ridge 1;10 in places;- Southern Colehill - part relatively flat gently slopes to the north (25m rise from Stour valley terraces to Colehill ridge).</p> <p>Northern Wimborne area composed mainly of London Clay and Reading Beds. South mainly gravels; London Clay and Reading Beds; Brickslesham Beds and Bagshot Beds</p> <p>Good</p> <p>Northern Wimborne little affected. South Wimborne and Colehill affected by traffic noise from A31 Wimborne Bypass and Wimborne Road West</p> <p>Northern area already developed in part: QE School and Sports Centre and pitches: Beaucroft, St Michael's Middle and Dumpton Schools</p>
<p>2. Intrinsic functional characteristics of land:</p>	

Landscape character	East Dorset Woods & Farmlands. Prominent ridges running east-west on either side of gap through which Allen passes south to join the Stour. Slopes of the ridges are prominent to both north and south aspects. South Colehill area is part of open landscape of Stour Valley
Use / accessibility of land as amenity area for urban / other residents Public open space / common land / covenants ?	Pamphill area is major recreational site. Leigh Common & Part of Pamphill Village Green The land at By the Way is zoned as PoS and has been bought for that purpose.
Community Forest status	No
Importance as 'gateway' site for urban area	Yes: the northern site forms the approach to Wimborne from the north; southern site forms approach to Wimborne from east
Importance as setting from key viewpoints	Yes. Northern site especially important for view of Wimborne and Minster from the north. South site important for views to and from Canford Manor and the Minster across the meadows
Mineral reserves	Nil
Power lines	Power Lines skirt the edge of the easterly site and run through the site to the south
3. Intrinsic locational characteristics of land	
Distance from existing: City centre	Wimborne not city centre (10km Poole; 17km Bournemouth). Search areas to Wimborne, about 1.2 km (from North) and 2.1 km (from South)
Other major sources of employment	The northern site: 2.1 km from Brook Road; 4.6 km from Ferndown Industrial Estate; 7.7 km from Nuffield (Poole) and 10.5 km from Bournemouth Airport. Southern area: 0.8 km from Brook Road; 3.4 km Ferndown; 6.1 km Nuffield; 8.2 km Airport.
Rail station with frequent services	Poole Station 14 km (from northern Wimborne); 12 km (southern Wimborne)
Frequent bus services	Hourly bus service (B3073) serves south Wimborne. Services north of Wimborne are quite sparse
Secondary schools	Queen Elizabeth's School: 2 km (from Northern area); 4 km (from Southern)
Health facilities	Wimborne Hospital: 2.5km/4km (northern/southern); Poole General: 14km/12km (northern/southern); Royal

District shopping centres	Bournemouth; 17km/15km (northern/southern) Wimborne: 1.2km/2.1km (northern/southern); Ferndown; 9km/7km (northern/southern); Poole 14km/12km (northern/southern); Bournemouth; 19km/17km (northern/southern)
Recreation / leisure facilities	Queen Elizabeth's Leisure Centre; 2km/4km (northern/southern); Ferndown Leisure Centre: 8.5km/6.5km (northern/southern) Wimborne Treatment Works
Waste facilities	-
Hazardous sites (COMAH)	-
4. Implications of potential development for adjoining urban areas:	
Potential for improving urban fringe environment	The reverse!
Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe	No.
Potential for regeneration in adjoining urban area	No.
Likely trip patterns to work / shops / schools / leisure etc.	Northern area close to town facilities / employment / schools. Potential cross town commute via minor roads to A31 and then Poole etc. Southern area not close to town centre but close to Brook Road employment site. Traffic pressure on Canford Bottom junction.
Implications for public transport facilities (viability / potential improvements)	Opportunity extension town centre services/ circular / Poole
Implications for urban traffic congestion / local highway network	Critical issues would be the additional traffic in Wimborne town centre, on the two Stour bridges (Canford and Julians) and on Middlehill Road / Canford Bottom. Scope for new road building in this area is very limited. Town centre typically congested / opportunity trip making on 'minor' routes. Potential impacts A31 Canford Bottom - potential A31 Poole Link Additional traffic will also have an environmental impact on town centre. Both Canford and St Julian's Bridges have limited capacity and additional road building would be virtually impossible.
5. Implications of potential development for adjoining rural areas:	
Loss of landscape / amenity	Significant
Implications for public transport facilities (viability / potential improvements)	No (unlikely to draw more services north of Wimborne into the rural area)
Implications for traffic congestion / local highway network	Additional traffic on local lanes
Implications of potentially improved local facilities	Not significant.

Potential coalescence with smaller settlements
Potential loss of local character / identity of existing settlements

High (see below)
Coalescence of Furzehill with Wimborne (northern area).
Coalescence of Wimborne and Colehill (southern area)

6. Strategic implications of potential development:

Attractiveness of site/location to potential employers / service providers

Attractiveness of site/location to potential dwelling occupants

Implications on longer-distance travel patterns – inc proximity to motorways / primary network

Implications for movement across whole urban area

Medium/High (only southern area suitable)

High

Close proximity but poor relationship to A31, opportunity for road based S & WE trips / out commuting Poole

Impacts of traffic southwards on A349 Gravel Hill and Merley Junction, and traffic south and east on A31 Canford Bottom Junction .

Implications for drainage across river catchment

Northern Wimborne: surface water drainage to Allen – pollution issues and potential exacerbation of flooding downstream through centre of Wimborne. Full hydrological study needed to offset this impact and impact on groundwater source. Southern Wimborne/Colehill: surface drainage to River Stour, with potential for downstream flooding. Hydrological survey required.

7. Alternative future uses of land / assessment of their relative sustainability benefits:

Agriculture

Recreation / amenity / open space

Employment

Transport

High

High

No

No

8. Requirements / potential for major new capital investment:

Public transport

Roads

Community facilities / schools / health etc

Drainage

Yes

Services - Priority bus lanes / Junctions etc town links
Unclear what road solutions would be feasible.

Potential for local junction improvements

Some reliance may be placed on existing Middle and Upper Schools, the community facilities of Wimborne

Uprating of Furzehill and Hayes Lane pumping stations required. Wimborne STW would require expansion or uprating. Environmental impact assessment required on discharge from Wimborne STW into River Stour.

Water supply

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision
Opportunities to promote public transport / cycling / walking

Both northern and southern areas would be largely dependent on existing town centre and facilities
Opportunity to increase cycle / pedestrian links to town centre

Opportunities to promote better homes – jobs relationship – mixed uses
Potential for energy efficient development (eg CHP)
Potential to maintain / enhance environmental assets / characteristics within development
Potential to maintain values as open space / recreational area

Northern slopes not conducive to energy efficient housing
No

No

10. Compliance with underlying policy objectives:

Community strategy objectives
Structure Plan objectives
RPG
PPGs

As an outlying settlement, does not comply with RPG10
As an outlying settlement, does not comply with PPG3

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations ?

Extent to which land continues to meet PPG2 Green Belt purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from 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.

Yes
Yes (Wimborne and Colehill)
Yes
Yes
Yes

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)
Expanded settlements
New settlements

13. Land Type

1. damaged land
2. previously used land
3. unused allocated land
4. previously unused land

Northern and southern search areas both previously unused land

WORGRET/WAREHAM

Criteria for Rigorous Testing of Options

1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations):

Intrinsic landscape quality / status (eg AONB)	AONB in the southern section of the site
Biodiversity: SSSIs / NNRs etc	SSSI to the north of the site
Agricultural land quality / versatility	Agriculture Grade 3a
Historic environment / archaeology	Schedule Ancient Monument to the north of the site
Flood risk / surface drainage	Fluvial floodplain to the north and south of the site
Groundwater resources	Groundwater High Risk Minor Aquifer
Sewage treatment	Nearest sewage treatment - Wareham (Keysworth) 4km from site
Contaminated land	Potential contamination
Slopes	N/A
Stability	Alluvium, Plateau Gravels, Valley Gravels & Head
Local air quality	N/A
Noise pollution – motorways, airports etc	Adjacent Conservation Area

2. Intrinsic functional characteristics of land:

Landscape character	Valley Pastures
Use / accessibility of land as amenity area for urban / other residents	-
Public open space / common land / covenants ?	Common Land in the north of the site
Community Forest status	-
Importance as 'gateway' site for urban area	-
Importance as setting from key viewpoints	Visually prominent
Mineral reserves	Ball Clay Consultation Area
Power lines	Power Line Runs through the site

3. Intrinsic locational characteristics of land

Distance from existing:	
City centre	1km Wareham
Other major sources of employment	2km Sandford Lane East Ind Estate; Westminster Rd Ind Estate
Rail station with frequent services	2km Wareham Rail Station
Frequent bus services	Three Times or more daily Bus Service on the A352
Secondary schools	0km Purbeck Secondary School

Health facilities
 District shopping centres
 Recreation / leisure facilities
 Waste facilities
 Hazardous sites (COMAH)

1km Wareham Hospital
 1km Wareham Shopping Centre; 1km Worgret
 0km Purbeck Leisure Centre
 1.5km north of the site Tatchells Waste Site

4. Implications of potential development for adjoining urban areas:

Potential for improving urban fringe environment
 Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe
 Potential for regeneration in adjoining urban area
 Likely trip patterns to work / shops / schools / leisure etc.
 Implications for public transport facilities (viability / potential improvements)
 Implications for urban traffic congestion / local highway network

Limited
 Limited
 Limited
 Increased - likely to be by private car.
 Questionable as urban extension / not node in transport corridor access / opportunity for new station??
 Limited - improved frequency
 Increase in traffic movement, road network is already congested

5. Implications of potential development for adjoining rural areas:

Loss of landscape / amenity
 Implications for public transport facilities (viability / potential improvements)
 Implications for traffic congestion / local highway network
 Implications of potentially improved local facilities
 Potential coalescence with smaller settlements
 Potential loss of local character / identity of existing settlements

Yes
 Limited
 Increase in traffic movement
 Limited
 N/A
 Yes, lose identity of Wareham

6. Strategic implications of potential development:

Attractiveness of site/location to potential employers / service providers
 Attractiveness of site/location to potential dwelling occupants
 Implications on longer-distance travel patterns – inc proximity to motorways / primary network
 Implications for movement across whole urban area
 Implications for drainage across river catchment

Low
 Medium/High
 Commuting into conurbation
 Limited. Severance from Wareham.
 Insufficient draw likely out commute.
 Distance from employment opportunity

7. Alternative future uses of land / assessment of their relative sustainability benefits:

Agriculture
 Recreation / amenity / open space

High
 Medium

Employment Transport	Low Low	Increase in bus frequency and better connections required to the Wareham railway station. Close proximity but congested corridors to facilities. Little Opportunity Link to Bourne mouth / Poole / Priority Bus lanes / Dedicated Links as part of wider strategy A351 issue A351 requires significant improvements. Likely to be increased traffic on Wrogrret Road/West Street. Development extension extends congested corridors Any addition development will affect routes to the conurbation - opportunity for self containment trip reduction but still requirement for significant highway infrastructure improvement
8. Requirements / potential for major new capital investment: Public transport		
Roads		
Community facilities / schools / health etc Drainage		No existing sewerage systems – a new sewerage system to pump foul drainage from development area to Wareham STW would be required. Extensions to Wareham STW would also be required. Will require phased off-site reinforcement of existing water supply distribution system back to Corfe hills reservoir.
Water supply		
9. Internal characteristics of proposed development: Potential scale of development on site – implications for scale of requirements / improvements to provision Opportunities to promote public transport / cycling / walking Opportunities to promote better homes – jobs relationship – mixed uses Potential for energy efficient development (eg CHP) Potential to maintain / enhance environmental assets / characteristics within development Potential to maintain values as open space / recreational area	Comply with PPG3 requirements Medium Low High Medium High	
10. Compliance with underlying policy objectives: Community strategy objectives Structure Plan objectives RPG PPGs		Purbeck Community Strategy currently being prepared

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations ?

Extent to which land continues to meet PPG2 Green Belt purposes:

- to check the unrestricted sprawl of large built-up areas; Yes
- to prevent neighbouring towns from merging into one another; Yes
- to assist in safeguarding the countryside from encroachment; Yes
- to preserve the setting and special character of historic towns; and Yes
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Yes

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)

Expanded settlements

New settlements

-
-
-
-
-
- Yes
-

13. Land Type

1. damaged land
2. previously used land
3. unused allocated land
4. previously unused land
5. new settlement

BOURNEMOUTH AIRPORT

Criteria for Rigorous Testing of Options	
<p>1. Intrinsic environmental characteristics of land and valuation of those characteristics (international/national/other designations): Intrinsic landscape quality / status (eg AONB) Biodiversity: SSSIs / NNRs etc Agricultural land quality / versatility Historic environment / archaeology Flood risk / surface drainage Groundwater resources Sewage treatment Contaminated land Slopes Stability Local air quality Noise pollution – motorways, airports etc</p>	<p>Nil SSSI, SPA, SAC, SNCI (Adjacent to SPA, SSSI, SAC) Agriculture 1 & 2 Nil Fluvial flood plain to the east (Avon) and south (Stour) High Minor Aquifer Vulnerability Airport's own private sewage treatment works not available negligible Stable LA EQ57 for BIA</p>
<p>2. Intrinsic functional characteristics of land: Landscape character Use / accessibility of land as amenity area for urban / other residents Public open space / common land / covenants ? Community Forest status Importance as 'gateway' site for urban area Importance as setting from key viewpoints Mineral reserves Power lines</p>	<p>Heathland/Scrub Mosaic; East Dorset Woods and Farmland High amenity area Nil Nil No No Nil 1-1.5km from power lines</p>
<p>3. Intrinsic locational characteristics of land Distance from existing: City centre Other major sources of employment Rail station with frequent services Frequent bus services</p>	<p>4km Ferndown; 4km Castle Road; 9km Bournemouth; 6km Christchurch 5km Uddens/Ferndown Industrial Est.; 8km Knighton Heath Industrial Est.; 14km Poole 5km Pokesdown 3 bus per day to BIA</p>

Secondary schools	6km Ferndown; 6km Summerbee/Bournemouth School & Bournemouth School for Girls
Health facilities	4.5km Christchurch; 4km Bournemouth
District shopping centres	4km Ferndown; 4km Castle Road; 9km Bournemouth; 6km Christchurch
Recreation / leisure facilities	0.5km sports centre; 3km ski slope; 2.5km golf; 6km multi-sport
Waste facilities	Includes County Waste Transfer Depot
Hazardous sites (COMAH)	
4. Implications of potential development for adjoining urban areas:	
Potential for improving urban fringe environment	No
Potential for assisting 'retrofitting' major employment / retail development areas in adjoining urban fringe	No
Potential for regeneration in adjoining urban area	No
Likely trip patterns to work / shops / schools / leisure etc.	Commuting to site
Implications for public transport facilities (viability / potential improvements)	Employment - Significant employment draw. Poorly located in relation to link opportunities Improved frequency of bus Requirement for integrated transport hub. Links to rail interchanges. Infrastructure requirements dependent upon Masterplan revised quantum. Requirement for off site highway infrastructure. Opportunity: Link to Priority Bus lanes / Dedicated Links as part of wider strategy / expansion into conurbation / links to North Bournemouth. Potential P&R @ A338 / Link road bus link
Implications for urban traffic congestion / local highway network	Increase in congestion, particularly along B3073/A338. Significant - B3073 close to capacity from Lingham - A338 - Some improvements identified unlikely to be sufficient in likely development scenario.
5. Implications of potential development for adjoining rural areas:	
Loss of landscape / amenity	Yes
Implications for public transport facilities (viability / potential improvements)	N/A
Implications for traffic congestion / local highway network	Increase in congestion
Implications of potentially improved local facilities	Increase in employment opportunities
Potential coalescence with smaller settlements	Nil

Potential loss of local character / identity of existing settlements

N/A

6. Strategic implications of potential development:

Attractiveness of site/location to potential employers / service providers

High

Attractiveness of site/location to potential dwelling occupants

Low

Implications on longer-distance travel patterns – inc proximity to motorways / primary network

Increase in congestion on major highways linking to BIA
Potential for wider impacts. Proximate to A338 . Potential
draw - could result in difficulties in A338 corridor.

Implications for movement across whole urban area

Better linkages between seaport and airport

Implications for drainage across river catchment

Runoff has impact on adjacent Moors River SSSI

7. Alternative future uses of land / assessment of their relative sustainability benefits:

Agriculture

Medium/High

Recreation / amenity / open space

High

Employment

Medium/High

Transport

Medium/Low

•

8. Requirements / potential for major new capital investment:

Public transport

Improved frequency
Close proximity but congested corridors to facilities.
Opportunity Link to Bournemouth / Poole / Priority Bus
lanes / Dedicated Links as part of wider strategy Opportunity
P&R? DARTS??

Roads

Improve connection to A338

Requirement for off site highway infrastructure B3073

Possible link Chapel Gate - A338. Link to Tricketts Cross?

Community facilities / schools / health etc

Nil

Drainage

Airport's own private sewage treatment works insufficient to
accommodate proposed development of airport site. Will
need new sewerage systems to connect the area to mains
drainage: options include new sewerage to Holdenhurst STW.
Further development at Throop together with BIA would
provide opportunity to design a comprehensive new system.
No public surface water sewers available: water table is high
and soakaways are not expected to be satisfactory for
surface water disposal.

New surface water sewers discharging to Moors River will be required but must not adversely affect either water quality or its hydraulics.
 Nil

Water supply

9. Internal characteristics of proposed development:

Potential scale of development on site – implications for scale of requirements / improvements to provision
 Opportunities to promote public transport / cycling / walking

Medium
 Possible links Throop - Chapel lane - Matchams into Christchurch (planned)

Opportunities to promote better homes – jobs relationship – mixed uses
 Potential for energy efficient development (eg CHP)

Low
 Medium/High
 High

Potential to maintain / enhance environmental assets / characteristics within development

Potential to maintain values as open space / recreational area

High

10. Compliance with underlying policy objectives:

Community strategy objectives
 Structure Plan objectives
 RPG
 PPGs

Christchurch Community Partnership establishing priorities
 Complies
 Strategic Employment allocation, need for link road

11. Green Belt:

Existence of exceptional circumstances to change. Will these vary between strategic locations ?

Affected
 Yes

Extent to which land continues to meet PPG2 Green Belt purposes:

- to check the unrestricted sprawl of large built-up areas; Yes
- to prevent neighbouring towns from merging into one another; No
- to assist in safeguarding the countryside from encroachment; No
- to preserve the setting and special character of historic towns; and No
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. No

12. Alternative (non-extension) options – appraised as part of same exercise:

Development in transport corridors (Poole-Weymouth railway corridor; A303)

Expanded settlements
New settlements

13. Land Type

- 1. damaged land
- 2. previously used land
- 3. unused allocated land
- 4. previously unused land
- 5. new settlement

-
-
-
- Yes
-
-
-

APPENDIX D BROAD AREAS OF SEARCH – SUMMARY OF MAIN CONSTRAINTS

Area	Absolute constraints	Discretionary constraints	Additional factors
Burton	Eastern boundary marked by Flood Zone (FZ) 3	Grade 2 agricultural land covers entire site FZ 2 in eastern part of site	Very poor transport assessment
East Parley/ West Hurn	Partially within and abutted by SSSI (Parley Common); SPA, SAC and RAMSAR (Dorset Heathlands). Addition of 400m buffer cuts into and fragments site. Area to south, around Parley Green, Merritown and West Hurn largely unconstrained in same way	SNCIs (Ferndown Golf Course; et al) FZ 2 covers parts southern area Airport NNI zone Grade 2 agricultural land	Plethora of constraints results in considerable fragmentation of area
Stapehill/West Ferndown	Abutted by SSSI (Ferndown Common) - buffer extends into site. Impact on SPA and SAC (Dorset Heathlands) Ancient Monuments	SNCIs (little Canford Ponds, Big Copse, Stapehill; et al) Ancient woodlands Groundwater Source Protection Zones (GSPZ) 2 and 3	Fragmentation of site
Canford	Impact on SSSI (Canford Heath), SPA and SAC (Dorset Heathlands) Ancient Monuments FZ 3 on part of western area, north of A341	SNCIs (Arrowsmith Coppice' Old Wood and Meadows, Moortown Coppice; et al) Ancient Woodlands Minerals consultation zone	Transport difficulties. Site viable but in much reduced form.

Area	Absolute constraints	Discretionary constraints	Additional factors
Sleight	Abutted (to south) by SSSI (Corfe and Barrow Hills); SPA, SAC and RAMSAR. Addition of buffer covers southern part of site	SNCIs (Dirty Lane Coppice, Merley Park, Livetts Hill Coppice; et al) Ancient Woodlands GWSPZs 1, 2 and 3	Buffer zone to STW. Small part may be viable – further investigation needed
West Corfe Mullen	SSSI (Corfe Mullen Pastures), SAC and RAMSAR. Southern part bounded by Upton Heath (SPA, SSSI, SAC, RAMSAR)	SNCIs (Chalk Pit Copse; et al) Ancient Woodlands RIGS (Knoll Manor Pit) Minerals consultation zone	Henbury Pit. Constraints result in fragmentation.
Grange Estate	Impact on surrounding SSSI (St Leonards and St Ives Heaths), SPA and SAC and RAMSAR. Buffers would extend into site, fragmenting it. Small incursion FZ 3	SNCIs (St Leonard's Hospital, et al) FZs 2 and 3	
Three Legged Cross	Impact on surrounding SSSI (Holy and West Moors Heaths), SPA and SAC. Buffers would extend into site. FZ 3 in south west part	SNCIs (Mannington Sub-station; Crab Orchard, et al) FZ 2	

Area	Absolute constraints	Discretionary constraints	Additional factors
Verwood	<p>Southern part would impact on SSSIs (Moors River System and Verwood Heaths); SPA and SAC. Addition of buffer virtually covers site.</p> <p>Northern area: SSSI (Verwood Heaths), SPA and SAC. Buffer extends into site</p>	<p>Southern part unconstrained</p> <p>Northern part: SNCI (Ironmongers Copse) Ancient woodlands</p>	
Wimborne North	<p>Western part (Hillbutts) has AONB (Cranborne Chase)</p>	<p>GWSPZs 1, 2 and 3</p>	<p>Transport issues - traffic/access/commuting problems. Site viable by at reduced scale</p>
Wimborne South	<p>Area between Colehill and Wimborne – no absolute constraints</p>	<p>SNCI (Leigh Common)</p>	<p>Transport issues. Buffer zone round SWT Site reduced</p>
Worgret Manor Farm	<p>AONB to south of A352</p>	<p>Minerals consultation area (south of A352)</p>	<p>Integration of town centre; impact on A351; commuting to Bournemouth/Poolle</p>

Area	Absolute constraints	Discretionary constraints	Additional factors
Holton Heath	<p>Bounded to south by AONB and Heritage Coast</p> <p>Impact on SSSI (Holton and Sandford Heaths); SPA, SAC, RAMSAR. NNR (Holton Heath) to east.</p> <p>Inclusion of buffers removes virtually all of sites.</p>	SNCIs (DRA; Sandford; et al)	Contribution to traffic congestion

APPENDIX E

STUDY INTO THE FEASIBILITY OF UNDERTAKING A MAJOR URBAN EXTENSION TO THE WEST OF THE BOURNEMOUTH / POOLE PRINCIPAL URBAN AREA

BRIEF FOR CONSULTANTS

BACKGROUND

The South West Regional Assembly are preparing a Regional Spatial Strategy (RSS) for the South West to replace Regional Planning Guidance (RPG10) which was issued in 2000. As part of this process, the Assembly has asked the strategic planning authorities in Dorset – Bournemouth Borough Council, Dorset County Council and Borough of Poole - to undertake a sub-regional study for South East Dorset to inform RSS.

RPG10 requires that the majority of development be accommodated within Principal Urban Areas (in this part of the Region, the Bournemouth / Poole PUA) or, where this is not possible, in planned urban extensions to the PUAs. In preparing the replacement Bournemouth, Dorset and Poole Structure Plan (placed on deposit in July 2004), the strategic authorities examined urban extensions to the PUA but, because sufficient urban potential was identified for the Plan period in the PUA and in urban centres beyond the direct influence of the PUA to satisfy RPG development requirements, the urban extension work was not progressed. The most significant extension identified through this preliminary work was an area to the west of the PUA, which has been termed the 'Western Sector'.

In the context of the present South East Dorset Sub-Regional Study and preparation of RSS, a consultant study is being commissioned into the feasibility of developing the Western Sector as a major extension to the Bournemouth / Poole PUA.

REQUIREMENT

The study will:

- (i) investigate whether or not the Western Sector is acceptable as an extension to the PUA in sustainability terms, including reference to the environmental considerations.**
- (ii) advise on the potential scale and mix of development at the Western Sector and how that would deliver a balanced, self-contained and sustainable community.**

- (iii) investigate the general extent of the area for development and advise on the relationship between substantial new development and the future of existing settlements in the immediate area, such as Lytchett Matravers, Lytchett Minster, Morden and East Morden**
- (iv) advise on the infrastructure and transport requirements of developing this area, with particular reference to impact on existing facilities (including roads) in the wider area and transportation links to the Bournemouth / Poole Conurbation.**
- (v) make recommendations on alternative delivery mechanisms available to bring forward the development of this area**

STRUCTURE OF THE STUDY

It is proposed that the Study be based primarily on existing information sources, and bring to bear visionary thinking. The existing sources will include related technical work on urban extensions and urban potential undertaken as part of the Review of the Structure Plan and a range of further published and unpublished studies produced in support of this work. New primary survey work should only be considered if the consultant thinks that such work is essential and that it can be undertaken within budget and to meet the deadline for the conclusion of the study.

APPENDIX F

EXTENSIONS AT NORTH BOURNEMOUTH AND KINSON MANOR FARM

1. Green Belt considerations

1.1 Although the area of green belt in north Bournemouth (between Holdenhurst and Throop and in the vicinity of Kinson) is not, in the main, covered by non discretionary constraints to development (flood plains national and above levels of nature conservation) it does meet a number of the criteria for inclusion of land within green belts these being: -

- 1- to check the unrestricted sprawl of large built-up areas;
- 2- to prevent neighbouring towns from merging into one another;
- 3- to assist in safeguarding the countryside from encroachment;
- 4- to preserve the setting and special character of historic towns; and
- 5- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

1.2 It is considered that the land to the north of Bournemouth fulfils a role in meeting a number of these criteria. For the land between Throop and Holdenhurst, the largest area of land identified as having some potential for future development, the land meets criteria's 1, 3, 4 and 5 whilst for Kinson Manor Farm, the only other area to emerge from the study as having some potential for future development, criteria 1 and 5 are met with some implications for 3 and 4.

1.3 Criteria 1

Bournemouth currently has well defined boundaries between its developed area and the green belt. This 'line' is currently formed by a reservation within the adopted Local Plan for a relief road. A relaxation of this boundary would lead, therefore, to the 'sprawl' of the existing built up area outwards. Clearly, however, with the natural boundary of the floodplain and the expectation that any greenfield land release would be through the Local Development Framework this would not be in the form of 'unrestricted sprawl'.

1.4 Criteria 3

With regard to safeguarding the countryside from encroachment the area of north Bournemouth does include a discretionary constraint to future development in the form of good quality agricultural land. Although not wholly remaining within agricultural use areas are in use as market gardens (a reflection of the quality of agricultural land in the area) and a dairy farm. The development of land in this area, either by removing land from this use or adjacent to it, is likely to have an adverse effect on its continued use for this purpose. In Kinson Manor Farm the development of housing would require the cessation of agricultural use as the remaining farmland, a large proportion of which is floodplain would leave an unviably small unit.

1.5 Criteria 4

With regard to the preservation of the safeguarding and special character of historic towns, north Bournemouth has two historic settlements Throop and Holdenhurst. Both areas predate the formation of Bournemouth as a town and in fact Holdenhurst is often called the 'Mother of Bournemouth'. The proposals for north Bournemouth would require development in the area between the two settlements currently primarily remaining as open land allowing views of the settlements and maintaining their historic setting. The situation in Kinson is slightly different as the proposal for additional development here is on the periphery of an existing historic settlement rather than between existing settlements. Any development of this land would, however, affect the setting of existing listed buildings in and on the edge of the settlement.

2. SE Dorset Vision

2.1 Turning to other issues the SE Dorset JSA proposes development levels of 18,000 new dwellings in Bournemouth between 2001 – 2026. This represents an increase of 25% in the number of dwellings in the next 25-year, and numerically would represent the fastest development rate in the town's recent history. It is expected that, in line with recent development trends, 100% of this development can, and is likely to, come forward on brownfield sites within the existing built up area. With this level of anticipated growth it is considered that the remaining areas of open space both within the built up area and on its fringe should be retained.

2.2 However, rather than just leaving the green belt allocation area within the LDF purely as an area where development would not normally be permitted, it is considered that the area currently allocated as green belt should be 'actively managed' for future recreational and nature conservation use. In order to deliver this level of growth within the Borough it is necessary to create an environment that is attractive for people to live in. With the urban intensification that will be the by-product of the levels of growth anticipated it is vital to create a sustainably located area of open space that can be used for informal and formal recreational purposes. It is felt that this can best be achieved through intensive Green Belt protection policies linked with improved access and management arrangements. The positive use of the area currently designated as Green Belt should, therefore, be seen as a vital element in the creation of a sustainable community in this area. This would bring the use of the Green Belt in line with the vision for the SE Dorset JSA which indicates that 'a network of strategic open spaces, natural and maintained green spaces/corridors in urban and urban fringe areas will provide better access and recreational facilities for people and enhance existing biodiversity through establishing new habitats in key areas'. The outcome of this aspect of the vision currently is to provide more opportunity for public recreation and enjoyment and a reduction of recreational pressure on existing heathland. This would give a positive future for this area by creating a recreational resource in close proximity to the town which would also support the proposal within the SE Dorset JSA to create a new 'recreational and green corridor' along the Stour Valley.