

Core Strategy

11 East Dorset Employment Land Key Issue Paper

Options for Consideration Consultation
4th October – 24th December 2010



Prepared by Christchurch Borough Council and
East Dorset District Council as part of the Local Development Framework

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1 Introduction

1.1 The East Dorset Employment Land Key Issue Paper has been prepared as part of the Local Development Framework to inform the development of a spatial employment strategy for Christchurch and East Dorset. This paper is one of a number of thematic background papers which address distinct spatial issues affecting Christchurch and East Dorset. These issues have been identified from National, regional and local policy documents, stakeholder and local community engagement, local development framework evidence base and the Community Plans of Christchurch and East Dorset. This document sets out the process of identifying sites within East Dorset for employment land that can be refined toward the development of a preferred strategy following Issues and Options work undertaken for the Core Strategy in spring 2008. This paper primarily sets out the available sites for employment development, whilst addressing some of the critical issues, problems and challenges to be considered in identifying them. The development of a preferred spatial strategy to address these issues has been informed by the following:

- National, regional and local policy.
- Objectives of other relevant plans and programmes (National to local).
- Sustainability Appraisal.
- Core Strategy Issues and Options Stakeholder Engagement.
- Evidence studies undertaken by the Council and key stakeholders.

1.2 As part of the draft Regional Spatial Strategy's proposals for the Bournemouth and Poole Housing Market Area, an area of search was identified for a proposed 20ha urban extension for employment land currently within the Green Belt. This has now been abandoned, so the issue of delivering employment land needs to be considered within a wider context.

1.3 The formulation of a preferred spatial strategy provides the context for the preparation of specific policies to inform decisions about the future of the Christchurch and East Dorset employment land provision. There is also a very significant 'action planning' element to the strategy which includes an implementation framework for the delivery of infrastructure and realisation of strategic objectives. Detail of the proposed implementation framework for sites are included within this paper.

2 Baseline

2.1 This baseline section sets the context through the identification of critical spatial planning issues relating to the economy that will be addressed through the Core Strategy and Airport Supplementary Planning Document (SPD). Spatial issues are identified from the Sustainability Appraisal Scoping Report (informed by the LDF evidence base and the policy background).

2.2 The Sustainable Economic Growth Key Issue Paper addresses the main baseline issues relating to the economy and employment land, so to avoid duplication, this section focuses specifically on the baseline situation relating to the provision of new employment land in East Dorset. This section should therefore be read in conjunction with the Sustainable Economic Growth Key Issue Paper.

Sustainability Appraisal Baseline Information

2.3 The Christchurch and East Dorset Sustainability Appraisal (SA) Scoping Report assesses broad environmental, social and economic characteristics of the plan area and how these are changing. This baseline information forms a part of the identification of key issues to be addressed by the Local Development Framework. Key sustainability issues of relevance to this background paper are as follows:

Climate Change / Biodiversity

2.4 Climate change will increase hazards from fluvial and coastal flooding which will have an impact upon future employment development and the specific sites affected are discussed below. Increases in harmful emissions as a result of new commercial development also have implications for the integrity of priority habitats and protected species.

Air Quality

2.5 Future development of new employment sites will need to consider the impact on air quality from any increase in road traffic.

Designated sites for nature conservation

2.6 East Dorset is constrained by a series of identified sensitive habitats, for which any sites proposed for future development must avoid harming, whether directly or indirectly. Work undertaken for the Habitats Regulations Assessment will look at the impacts for the internally designated sites.

Floodrisk

2.7 East Dorset is affected by fluvial flood risk as shown on Environment Agency flood risk maps. Sites proposed for employment development must look to avoid flood zones 3 or 2, otherwise will have satisfy the sequential and exceptions test set out in PPS25.

Countryside

2.8 The Scoping Report identifies key sustainability issues concerning the impact of urban influences on the countryside and maintaining the separate identity of settlements. In promoting sustainable development the priority is toward accommodating new employment development on Brownfield sites to minimise the impact on the countryside and encroachment into the green belt. The consideration of sites in the green belt is undertaken through a strategic review of the green belt boundaries undertaken across SE Dorset.

Landscape

2.9 There are significant areas of landscape importance within the plan area which include Cranborne Chase and West Wiltshire Downs AONB, River Avon SSSI, Areas of Great Landscape Value, Special Character Areas and areas of historic value. Additionally and in more general terms, new employment development should seek to avoid adverse impacts on landscape character.

2.10 The scale of employment development within the plan area and more specifically the area of search must also consider the impact on the landscape character of the New Forest National Park. This is particularly in consideration of potential impacts of any increase in road traffic from new employment development.

Pollution

2.11 The core strategy must consider the location of future employment land in terms of its polluting nature. This considers pollutants created from on site activity and off site in respect of traffic generation.

Air, noise and light pollution

2.12 This issue concerns how new employment development should minimise harm in relation to air, noise and light pollution. (Levels of air pollutants are particularly affected by increased traffic generation. The Core Strategy will need to consider this in respect of the accessibility of employment sites.

Water pollution

2.13 Future employment development will need to ensure that water pollution levels do not cause harm to natural systems.

Tranquillity

2.14 Tranquillity is a significant issue affecting the plan area in respect of development in proximity to the New Forest National Park by increased traffic generation.

Economic Baseline and Considerations

Existing Employment Land Supply

2.15 Current employment land supply for Bournemouth, Christchurch and East Dorset combined is 65.6ha. The Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply of 11.5ha for the Bournemouth Travel to Work Area (TTWA) to 2011 and a 4.9ha shortfall to 2016. This is due to the shortage of employment land available in the short to medium term.

2.16 In East Dorset employment land supply totals 29ha. This includes the proposed 20ha employment extension to the 'west of Ferndown' that was previously identified in the draft Regional Spatial Strategy (proposed changes). There are issues with the capacity of the A31 and associated junctions which have been identified by the Highways Agency and East Dorset District Council. The proportion of development that can come forward within the proposed employment extension is uncertain. The impact on the highway network will be determined by the outputs of the South East Dorset Multi Modal Study currently being undertaken by Atkins which can be translated into the level of development that can come forward during the plan period. This paper's current assessment identifies this site as available in the long term.

2.17 Employment land supply in Bournemouth totals 16ha. However, the Workspace Strategy identifies Riverside Avenue (6ha) in Bournemouth as highly constrained due to uncertainty in the delivery of a grade separated junction to the A338 (para, 6.18).

2.18 In Poole's adopted Core Strategy they have identified the strategic function of employment land located at Bournemouth Airport for the sub region. In this respect the Airport business park forms part of employment land supply for the wider sub region which places additional demand on top of the projected requirement for the Bournemouth TTWA identified in the Workspace Strategy. Within Poole TTWA there is a projected demand for 45.9ha and supply of 67.5ha over a period up until 2026.

Business Sector Spatial Requirements

2.19 The locational / site requirements need to be met for those businesses currently located in the Borough and for those that can be attracted to the plan area to 2026. In promoting sustainable economic growth consideration needs to be given to accommodating growth sectors that provide high quality employment opportunities and make a significant contribution to raising productivity (increased GVA output). Relevant policy interventions include providing the appropriate mix of employment sites in the right locations with the types of premises and locational attributes that meet the needs of business sectors which can be attracted to the plan area.

Transport

2.20 Improvements to transport infrastructure required to support employment development are considered in conjunction with demand management measures which aim to reduce the need to travel and encourage the use of more sustainable modes of transport. In supporting projected employment growth there are specific highways improvements that are necessary to enable development to come forward.

2.21 Capacity issues are identified in the following areas:

- In the vicinity of the airport the existing capacity of the B3073 (and associated junctions) acts as a restraint on significant development coming forward.
- The capacity of the A338 is affected by Regional Spatial Strategy housing growth across South East Dorset and in combination with growth of the operational airport and associated employment land.
- The A31 runs east – west across East Dorset and suffers significant amounts of congestion. New employment development within East Dorset is significantly constrained by the capacity of the A31 particularly sites in Wimborne and Ferndown.

Core Strategic Messages

- Future employment development will result in increased road traffic which can have potentially adverse impacts on sensitive habitats in the area such as Special Protection Areas (SPA), Special Areas of Conservation (SAC) and RAMSAR sites.
- Transport infrastructure improvements required to support employment growth will need to consider potential impacts on sensitive habitats.
- Employment development should be concentrated on Brownfield land wherever possible.
- Employment development should not have an adverse impact on conservation areas and the setting of listed buildings.
- Some forms of business activity emit pollutants which can contribute to climate change and have adverse impacts on sensitive habitats. The Core Strategy needs to consider this in terms of the range of business activity to be accommodated on sites within the plan area.
- The Core Strategy must consider potential impacts upon the ‘tranquillity’ of the New Forest National Park through increases in road traffic from employment related development.
- The spatial / locational requirements of businesses within the area and those that can be attracted to the plan area need to be met on the portfolio of sites in Christchurch and East Dorset.
- New employment development must be accompanied by necessary improvements in transport infrastructure and public transport.

Policy Background

2.22 The following section sets out the current planning policy context from a national to local level which provides the context for the formulation of policies in the Core Strategy and other LDDs related to the economy.

Planning Policy Statement 1: Delivering Sustainable Development (January 2005) /

Planning and Climate Change (Supplement to Planning Policy Statement 1(Dec 2007))

Analysis

PPS1 Sets out the Government’s overarching vision for planning and the key policies and principles that underpin the planning system. The Core strategy must be consistent with the principles of sustainable development set out in this PPS

- The Core Strategy must consider the promotion of sustainable patterns of employment development, which protect the natural and historic environment and ensure high quality development through good design and the efficient use of land.

- Key considerations for the Core Strategy to achieving outcomes in which environmental, social and economic objectives are achieved together over time.
- Employment development must consider climate change in reducing energy use, reducing emissions, promoting renewable energy and the location and design of development.
- Appropriate infrastructure and services must be provided to support new and existing economic development.
- The Core Strategy should contribute to achieving zero carbon development, reducing emissions and stabilising climate change and take into account unavoidable consequences
- New development should secure the fullest possible use of sustainable transport which reduce the need to travel by car
- Biodiversity should be conserved and enhanced, recognising the distribution of habitats and species and how they will be affected by climate change.
- The proposed provision for new development, and its spatial distribution, location and design should be planned to limit carbon dioxide emissions.
- Targets should be set for the percentage of energy used in new development to come from decentralised and renewable or low carbon energy sources where it is viable.

Core Strategic Messages

Key considerations for the Core Strategy are to achieve a sustainable pattern of employment development which works to fulfil environmental and economic objectives. Future employment development has potential impacts for climate change and suitable measures need to be put in place to minimise / reduce adverse impacts such as standards of sustainable construction, provision of renewable energy, provision of public transport services and avoiding direct adverse impacts on sensitive habitats and species.

Table 2.1

PPS4 Planning for Sustainable Economic Growth (December 2009)

Analysis

PPS4 places emphasis on the role of 'economic development' in the plan making process which includes development within B use classes, public and community uses and main town centre uses. PPS4 also applies to other forms of development which achieves one of the following objectives:

- provides employment opportunities
- generates wealth or
- produces or generates an economic output or product

The Government's overarching objective is sustainable economic growth. To achieve sustainable economic growth the Government's objectives are to:

- Build prosperous communities by improving the economic performance of cities, towns, regions, sub regions and local areas, both urban and rural
- Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation
- Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change

- Promote the vitality and viability of town and other centres as important places for communities
- Raise the quality of life and environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst protecting the open countryside for the benefit of all.

Local Authorities should:

1. Assess the overall need for land and floorspace for 'economic development' including main town centre uses over the plan period. Evidence on the overall need for main town centres uses should focus on comparison retail, leisure and office development for 5 year periods.
2. Deficiencies in the provision of local convenience shopping and other facilities which serve people's day to day needs should be identified.
3. The existing and future supply of land available for economic development should be assessed, ensuring that existing site allocations are reassessed against the policies in PPS4.
4. Assess the capacity of existing centres to accommodate new town centre development taking into account the role of centres in the hierarchy and identify centres in decline where change needs to be managed.
5. Take account of the quantitative and qualitative need for additional floorspace for different types of retail and leisure developments
6. In deprived areas which lack access to a range of services and facilities, give additional weight to meeting these qualitative deficiencies.

Local authorities should ensure that the development plan:

1. Sets out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth identifying priority areas with high level of deprivation that should be prioritised for regeneration investment.
2. Support existing business sectors and new or emerging sectors likely to locate in the area
3. Promotes the expansion of clusters or networks of knowledge driven or high technology industries.
4. Makes the most efficient and effective use of land, prioritising previously developed land and which reflects the locational requirements of businesses.
5. Identifies, protects and promotes key distribution networks, and locates or co-locates developments which generate substantial traffic movements in sustainable locations.
6. Plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary provides advice on phasing and programming of development
7. Identify a range of sites to facilitate a broad range of economic development, including mixed use. Existing site allocations should not be carried forward from one version of the development plan to the next without evidence of need and reasonable prospect of a site being used for the allocated economic use.
8. Encourage new uses for vacant or derelict buildings, including historic buildings
9. Consider how sites for different business types can be delivered

Core Strategic Messages

With regards to employment the Core Strategy should plan effectively for the needs of 'economic development' which takes into consideration projected floorspace requirements for B use classes, comparison and convenience retail and leisure. In this respect suitable land should be made available in sustainable locations to meet this need. In meeting land and floorspace requirements suitable, sustainable sites should be provided to meet the needs of businesses in the plan area and for those that can be attracted during the plan period. A range of sites should be provided to facilitate a broad range of economic development which will include B and non B use classes.

In addition to identifying land supply the Core Strategy will need to ensure that sufficient land is delivered during the plan period to meet the needs of economic development. Additionally, future employment development should be achieved within environmental limits which avoids or minimises factors which contribute to climate change and adverse impacts on sensitive habitats.

Table 2.2

PPS23 Planning and Pollution Control (2004)

Analysis

PPS23 states that any consideration of the quality of land, air and water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration. This is a key issue in terms of sensitive habitats in close proximity to sites in the plan area and for the promotion of sustainable commuting patterns and any issues of public amenity for employment sites located in urban areas.

Core Strategic Messages

The Core Strategy must consider the potential polluting nature of employment development which has implications for sensitive habitats and the health and amenity considerations of sites in urban areas close to residential development.

Table 2.3

PPG24 Planning and Noise (1994)

Analysis

PPG24 sets out the considerations to be taken into account in determining planning applications both for noise sensitive developments and for those activities that generate noise.

Core Strategic Messages

The Core Strategy should consider the range of business activities appropriate for sites within the Christchurch and East Dorset employment land portfolio. The policy planning process and the consideration of individual planning applications will assess the potential adverse impacts of different forms of business activity on noise pollution.

Table 2.4

PPS25 Development and Flood Risk (2006)

Analysis

PPS25 requires the flood risk implications of economic development proposals to be assessed through the development plan process. A sequential approach must be adopted for new employment development within the plan area. Where possible effective flood risk mitigation packages should be assembled to help to ensure key sites are brought forward for development.

Core Strategic Messages

Site selection for East Dorset must ensure it follows the sequential approach, if a particular location is identified as being in a flood risk zone.

Table 2.5

East Dorset Local Plan (2002)

Analysis

Policy INDEV1 of the East Dorset Local Plan (adopted Jan 2002) relates to industrial development and states:

'industrial development will be permitted within the limits of the established industrial estates at Ebblake; Brook Road (Wimborne); Ferndown; Riverside (Wimborne); Stone Lane (Wimborne); Baillie Gate (Sturminster Marshall); Uddens; Gundrymoor and Woolsbridge, as defined on the proposals map, development and redevelopment for the same uses within established sites for business (Use class B1), general industry (B2), and warehousing (B8) will likewise be permitted.'

The relocation of existing industrial uses will be sought under policy INDEV2 where they generate amenity impacts inappropriate to the character or amenity of the local area.

Policy FWP2 allocates 8.48 Ha of land to the east of Cobham Road at Ferndown Industrial Estate to be developed for B1, B2 and B8 uses, subject to the creation of a water drainage system (policy FWP3) to avoid accidental pollution of Uddens Water.

Core Strategic Messages

The Core Strategy will need to determine the broad location of future employment development within the East Dorset employment land portfolio. This will also need to consider the range of employment uses which will be permitted on these sites and whether this will extend to Non B employment uses.

Table 2.6

East Dorset Community Strategy (2008)

Analysis

The East Dorset Community Strategy sets out a vision for 2015 in which the district will be:

- A healthy place to live and work;
- A place where enterprise is valued and encouraged where we invest in the future through skills and training;
- A safe community where residents do not fear crime;
- A strong community with a thriving and well supported voluntary sector;
- An enjoyable place to live and visit where culture and leisure is valued;
- A district that supports and enhances its environment, and;
- A community in which all development is sustainable and carbon emissions are reduced.

The strategy identifies 10 strategic objectives to deliver the vision. The following objectives are relevant to sustainable economic development:

- Support to sustain and grow the economy
- Promote learning for all
- Protect and enhance the environment
- Develop sustainable communities and decent homes.

The following overarching strategic issue relevant to the economy has been identified as part of a package of measures to address the strategic objectives.

- Poor access to urban areas and large settlements

The decline in local facilities in rural areas increases the need for good transport links to access larger settlements where services, employment, cultural, learning and leisure opportunities are available.

Support to sustain and grow the economy –

Under this objective the following issues have been identified:

- The East Dorset economy is characterised by low productivity
- Household income is above average but those of the local workforce are much lower.
- Most jobs are in very small firms with an under representation in knowledge based businesses
- A lack of a suitably skilled workforce to meet the economic challenges faced by East Dorset.
- A lack of adult education and lifelong learning opportunities in rural parts of East Dorset.
- The capacity of the A31, particularly at Canford Bottom roundabout is a very significant constraint on journey times.
- The development of Bournemouth Airport may enhance the transport connections and open up further international possibilities.
- Local community concerns about any increased noise, pollution and congestion that may arise from airport development.

The community strategy identifies the Multi Area Agreement for Bournemouth, Dorset and Poole as a key mechanism for delivering the economic aspirations of the community plan.

Traffic and Transport

Under this objective the following issues relevant to the economy have been identified:

- Concerns about the volumes of traffic increasing across the District.
- A lack of cycle ways and routes, along with improved footpaths and pavements.
- The need to cut carbon emissions and reduce the number of car journeys.
- The need for further improvements to public transport services.

Protecting and enhancing the environment

The following issues are relevant to the economy –

- The need to protect the Cranborne Chase and West Wiltshire Downs AONB, Sites of Special Scientific Interest (SSSI), Nature Reserves, Heathland and Woodland.
- The Strategy identifies a concern about climate change and the need to act locally to reduce factors which contribute to climate change.
- The need to increase the use of renewable energy and the promotion of energy efficiency.
- The Parish Plans have identified a need to improve recycling facilities in the district and reduce waste.

Core Strategic Messages

The Core Strategy can assist in identifying sufficient employment land on sites with the necessary locational attributes to attract business activity which contributes to raising levels of productivity and the creation of high quality employment opportunities. This should be undertaken in partnership with other South East Dorset authorities that will collectively meet requirements for employment land and premises.

The Core Strategy will seek to ensure that future employment development is accompanied by the necessary improvements in transport infrastructure and public transport services and that standards of sustainable construction and renewable energy are adopted for commercial development to minimise the impact of new development upon climate change.

There are a number of sensitive habitats in East Dorset and areas of landscape value such as the Cranborne Chase and West Wiltshire Downs AONB which should not be adversely affected by further employment development in the district.

Table 2.7

East Dorset Corporate Plan 2010-2016

Analysis

The plan sets a priority area as promoting a successful economy, with the objectives that look to ensure that:

- Businesses are providing higher value employment opportunities
- Employment land is being developed
- More businesses are starting and survival rates have improved

Core Strategic Messages

The Core Strategy can assist in identifying sufficient employment land on sites with the necessary locational attributes to attract business activity which contributes to raising levels of productivity and the creation of high quality employment opportunities. This should be undertaken in partnership with other South East Dorset authorities that will collectively meet requirements for employment land and premises.

Factors the Core Strategy will need to take in to account when addressing this objective include the fact that 20% of the workforce is employed in the manufacturing sector. There are the weaknesses to consider of national earnings being below regional and national averages, and earnings to house price ratio of 1:6. Much of the economy also relies on small and medium enterprises, which can be at greater risk in periods of economic recession.

Table 2.8

SEDMMTS

Analysis

Forthcoming.

Core Strategic Messages

The outcomes of the study will highlight critical capacity issues both currently and as a result of new development, and how they may be overcome.

Table 2.9

2.23 Core Strategic Messages

- The Core Strategy should ensure a sustainable pattern of employment development which fulfils environmental and economic objectives.
- Employment development should avoid / minimise its impact upon climate change through sustainable construction, provision of renewable energy and increased accessibility to employment sites by sustainable modes other than the car.
- Employment sites should be well connected by public transport and where possible be accessed by walking and cycling in order to provide a range of transport choices.

- There are number of sensitive habitats in Christchurch and East Dorset and future employment development should avoid / minimise any adverse impacts.
- The Core Strategy must consider the potential polluting nature of economic development and associated impact on sensitive habitats and health for development in areas close to housing.
- In relation to flood risk a sequential approach must be applied to development proposals for 'economic development'. Where possible flood risk mitigation packages should be assembled to help ensure key sites are brought forward for development.
- Sufficient land should be provided in sustainable locations with the appropriate locational attributes to meet the needs of businesses in the plan area and those that can be attracted during the plan period.
- Employment land supply in Christchurch and East Dorset will contribute to projected requirements for South East Dorset.
- The Core Strategy needs to ensure that the necessary infrastructure is put in place to ensure that land can come forward for economic development.
- The development of these strategic sites has implications for the capacity of the A31 and the A338 / B3073 and suitable transport infrastructure needs to be put in place to mitigate this impact.
- The connectivity of strategic employment sites needs be improved to provide good trade links outside the plan area.

3 Identification of Issues and Sites

3.1 This section considers the validity of the issues raised in the Issues and Options consultation, and how appropriate they were, based on responses received and other issues identified by stakeholders and members of the public. In addition, this section will set out any issues that have been identified from new evidence arising since the Issues and Options engagement. This will then form a consolidated list of issues for the development of preferred options.

Issues and Options Engagement

Issue EG3: Apart from the area 'West of Ferndown', are there any places where you think employment land should be provided in East Dorset?

3.2 The validity of this issue was not questioned by respondents to Issues and Options. Whilst the demise of the Regional Spatial Strategy has removed the policy to identify 20ha in an area of search to the West of Ferndown, there is still an identified need for employment land in East Dorset, which can now be considered across the whole district. This issue is addressed by 'Issue: Where should employment land be provided in East Dorset?'

Key Issue UE13: Where should the development be west of Ferndown?

3.3 The validity of this issue was not questioned by respondents to Issues and Options. Whilst the demise of the Regional Spatial Strategy has removed the policy to identify 20ha in an area of search to the West of Ferndown, there is still an identified need for employment land in East Dorset, which can now be considered across the whole district. This issue is addressed by 'Issue: Where should employment land be provided in East Dorset?'

Issue UE14: What transport improvements should be made as part of this development?

3.4 The validity of this issue was not questioned by respondents to Issues and Options. This issue will be fully addressed in future site specific Local Development Framework (LDF) documents, where more details on individual sites will be provided and considered.

Issue UE15: Should there be additional facilities to support the employment development?

3.5 The validity of this issue was not questioned by respondents to Issues and Options. This issue will be fully addressed in future site specific LDF documents, where more details on individual sites will be provided and considered.

Issues raised through evidence studies

Christchurch and East Dorset Employment Land Review 2007 - 2010

Employment Land Supply

3.6 Employment land supply is sufficient to meet the needs of projected demand for B1, B2 and B8 uses over the plan period 2006 – 2026. However, according to the projections set out in the Workspace Strategy there is an under supply of employment land in the short to medium term. For Christchurch employment land supply is concentrated at Bournemouth Airport Northern Development Zone. Employment land requirements for non B uses have not been quantified and will require a proportion of land on established employment sites and town centre locations. 31% of businesses located in the urban area have stated that the existing supply of land and premises is sufficient to meet future requirements. 25% of businesses stated that land and premises requirements will not be met by existing supply. Of the businesses located at the airport 21% of businesses have stated that existing supply is unlikely to meet their requirements and 47% are satisfied with existing supply.

3.7 In East Dorset employment land supply totals 29ha. This includes the proposed 20ha employment extension identified in the draft RSS to the 'west of Ferndown'. There are significant issues with the capacity of the A31 and associated junctions which have been identified by the Highways Agency and East Dorset District Council. The proportion of development that can come forward within the proposed employment extension is uncertain. The impact on the highway network will be determined by the outputs of the South East Dorset Multi Modal Study currently being undertaken by Atkins which can be translated into the level of development that can come forward during the plan period. East Dorset District Council's current assessment identifies this site as available in the long term.

Employment Land Demand

3.8 The Bournemouth, Dorset and Poole Workspace Strategy 2008 has informed the employment land requirements for the employment land review process and has calculated requirements on a Travel to Work Area basis (TTWA) and for individual districts. For the Bournemouth Travel to Work Area there is a requirement for 66.8ha of land for B1, B2 and B8 uses to 2026. The employment land requirement for the Poole Travel to Work Area is 45.9ha. This provides a combined requirement for the Poole and Bournemouth TTWAs of 112.7ha.

3.9 On a district level basis the combined requirement for Bournemouth, East Dorset and Christchurch is 65.3ha to 2026. For the Borough of Poole the Workspace Strategy concludes that there is a demand for 36.9ha to 2026.

3.10 For the purpose of strategic planning in the LDF the emerging Christchurch and East Dorset Core Strategy is planning toward providing sufficient employment land to enable the combined district level requirement for Bournemouth, Christchurch and East Dorset to be met. There are issues in using the Bournemouth Travel to Work Area projection as a significant proportion of the Bournemouth Travel To Work Area falls within the south east, which causes difficulties regarding certainty in the delivery of employment land.

3.11 In meeting the combined district requirement for Bournemouth, Christchurch and East Dorset there are issues with sufficient employment land availability in the short and medium term and a sufficient level of employment land supply overall. Should the former South West Regional Spatial Strategy figure of 152ha be adopted for the Bournemouth and Poole TTWA, shortages in employment land supply will be even more significant.

Locational Requirements

3.12 The key locational requirements influencing business movement in East Dorset include:

- Availability of land or premises
- Ability to retain existing workforce
- Good access to the strategic highway network
- Proximity to customers

Summary of Key Issues

How can we provide sufficient land and the right type of sites to meet the needs of business activity that can be attracted to the plan area?

- This issue is addressed by 'Issue: Where should employment land be provided in East Dorset?'

Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan October 2008 / Bournemouth Airport Economic Study (October 2008)

3.13 The Workspace Strategy was undertaken to ensure there is delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure the sustainable growth of the sub regional economy.

3.14 The strategy comprises two parts:

- The strategy provides a baseline review and assessment of the sub region and establishes demand and supply patterns and provides strategic recommendations.
- The Delivery Plan identifies in general terms possible interventions to improve the employment land supply situation in the sub region and assesses key sites and makes site specific recommendations.

Employment Land Demand

- Demand for 184ha of employment land for B class uses in Dorset.
- Demand in the Bournemouth Travel To Work Area 66.8ha
- Demand in the Poole Travel To Work Area 45.9ha
- Demand in Christchurch 20+ha
- Demand in East Dorset 21.5ha
- Demand mainly for office and warehousing accommodation.

- Office demand is concentrated in the Poole and Bournemouth Travel To Work Areas.
- Aviation related demand in East Dorset and Christchurch

Employment Land Supply

- Employment land supply in Bournemouth Travel To Work Area: Bournemouth 16ha, Christchurch 20.6ha, East Dorset 8.9ha (the report does not include the proposed 20ha from the draft RSS Area of Search 7G – west of Ferndown, which is only considered as deliverable in the long term).
- There is a shortage of employment land supply in the short to medium term but adequate supply in the long term.
- Significant infrastructure investment required to bring forward 58ha at the Airport.
- Limited amount of land available for development in the short term without Bournemouth Airport.

Long term planning for regional infrastructure

- A holistic / cross border approach is required in planning for infrastructure to support projected housing and employment growth.

Summary of Key Issues

How can we ensure the delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure the sustainable growth of the sub regional economy?

- This issue is addressed by 'Issue: Where should employment land be provided in East Dorset?'

Summary of Identified Critical Issues

3.15 The following issue is the consolidated issues identified from the stakeholder engagement undertaken at 'Issues and Options' and from the baseline information, evidence, and other plans and strategies. Sub issues are set out below the highlighted consolidated issues.

Issue: Where should employment land be provided in East Dorset?

- How can we provide sufficient land and the right type of sites to meet the needs of business activity that can be attracted to the plan area?
- How can we ensure the delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure sustainable growth of the sub regional economy?

Identification of sites for employment development

Issue EG3: Apart from the area 'West of Ferndown', are there any places where you think employment land should be provided in East Dorset?

Issues and Options Consultation Response

3.16 Responses to the issues and options engagement discussed the following areas of East Dorset for further employment development and for the uses set out in the table.

D Area	Uses proposed
A Ebblake	Starter and small workshop units
B Woolsbridge	B1, B2 and B8, Potential residential mix
C Longham	B1, B2 and B8 Potential residential mix
D West Parley	Not specified
E Verwood	Light industry, service industry
F Wimborne	Full range of employment uses, light industrial
G Gundrymoor	B1 and high tech
H St Leonards Hospital	Not specified
I Ferndown	High quality business / education campus.
J 3 Legged Cross	Not specified
K West Moors	Starter units
L Leigh Area	Not specified

MCorfe Mullen	Small units and workshops
NBailie Gate	Not specified

Table 3.1

3.17 <Insert SMALL SCALE map for above sites>

Consideration of Evidence and Policy

3.18 Several of the suggestions made refer to individual employment sites outside of currently allocated areas (Longham, Three Legged Cross, West Moors & Leigh Area), rather than representing larger strategic allocations for which the Core Strategy will look towards providing. However suggestions made for Corfe Mullen, Verwood, West Parley and Wimborne could be considered as part of the residential urban extensions that had been proposed in the draft Regional Spatial Strategy.,

3.19 Although infilling on existing allocated employment sites would be in principle allowable, any extension to the sites at Bailie Gate, Ebblake, Woolsbridge and Gundrymoor would involve Green Belt land, and therefore contravene policy set out in PPG2. However with the removal of the 'Regional Spatial Strategy West of Ferndown' area of search, if demand for employment land can be fully proven and also the impact on the openness of the green belt can be proven as being exceptional circumstances as set out in PPG2, then the sites could be progressed.

3.20 Through discussions with officers, it is considered there is potential for deliverable sites as extensions to Bailie Gate Industrial Estate and Woolsbridge Industrial Estate. This is primarily based on the promotion of sites for future development and there being no significant environmental or accessibility constraints, whilst at the same time acknowledging they are in the green belt.

3.21 1.5ha of land at St Leonard's Hospital is subject to a current approval for a Care Home Village, and so has the potential for care sector employment uses.

3.22 8.48ha of land east of Cobham Road on Ferndown Industrial Estate have received an current outline planing permission, subject to the signing of legal agreements for a range of B uses.

3.23 The Christchurch and East Dorset Employment Land Review 2007 / Bournemouth Dorset and Poole Workspace Strategy 2008 identify across the Bournemouth Travel To Work Area a quantitative demand for 66.8ha of employment land which can be met by the existing employment land portfolio within this defined inclusive of the 20 ha that was to be found to the west of Ferndown. Within Poole Travel To Work Area there is a projected demand for 45.9ha, with a short term under supply but with a long term supply of 67.5ha.

Issues and Options Sustainability Appraisal

3.24 The Sustainability Appraisal of issues and options for this question was not possible as locations and uses were identified though responses to the issues and options engagement process.

Conclusions and Implications for Preferred Options

3.25 Across the Bournemouth Travel To Work Area the supply of employment land that is deliverable to 2026 totals 54.2ha. There is potential for a further 20ha to come forward if the Ferndown employment extension remains a target for the district to provide, giving a total of 74.2ha. Projected employment land demand determined in the Bournemouth, Dorset and Poole Workspace Strategy is 66.8ha. However, due to issues with the A31(T) it is likely that development in this location would come forward in the long term leaving a short fall in employment land supply for the Bournemouth Travel To Work Area in the short to medium term. Within Poole Travel To Work Area the supply is 45.9ha, with a short term under supply but with a long term supply of 67.5ha. Therefore, there is a strong land supply case for maximising the development potential of sites within the East Dorset employment land portfolio. Future employment development will need to consider issues of accessibility and the need for travel planning and improvements to public transport to ensure no net increase in harmful emissions that can adversely affect sensitive habitats / species and contribute to climate change. With this in mind, sites at Bailie Gate Industrial Estate, Woolsbridge Industrial Estate, land east of Cobham Road and St Leonard's Hospital should be investigated further.

3.26 Opportunities for limited employment development on the options for new development at Corfe Mullen, West Parley, Verwood and Wimborne will be dependent on the outcomes of public consultation, so at this stage will not be considered further in this paper.

3.27 Options relating to this issue and option are set out later in this section and in section 4.

Key Issue UE13: Where should the development be west of Ferndown?

Issues and Options Consultation Response

Option	Location	Count
A	At Blunt's Farm	85
B	South of the Wimborne Road near Stapehill Abbey, Award Road and Knoll Gardens	4
C	Both	14
D	Another place in the area of search	32

Table 3.2

3.28 Responses Option D has set out the following areas of East Dorset for further employment development, listed below.

- Three Legged Cross and Verwood
- Longham
- St Leonard's
- Flight refuelling and north of the airport

- Cobham Gate
- Boundary Lane
- East of Golf Links Road
- North of Uddens Industrial Estate
- Nearer Canford Bottom Roundabout
- Land adjacent the Police Headquarters, Ameysford Road
- Stapehill Farm / land west of Uddens Drive
- Land east of Ferndown Industrial Estate
- More intensive use of existing industrial estates

3.29 There is an overwhelming support for the site at Blunts Farm over the other options in the question asked (63%).

Consideration of Evidence and Policy

3.30 The removal of the west of Ferndown area of search means that some of the suggestions received for Option D can now be considered further.

3.31 Informal discussions with officers have highlighted the Blunt's Farm site as being promoted for future employment land.

3.32 In reviewing the sites proposed for Option D, several of the suggestions made refer to individual employment sites unrelated to areas currently allocated for employment (Longham, Three Legged Cross), rather than representing larger strategic allocations for which the Core Strategy will look towards providing.

3.33 1.5ha of land at St Leonard's Hospital is subject to a current approval for a Care Home Village, and so has the potential to be considered for employment uses if this approval is not pursued.

3.34 8.48ha of land east of Cobham Road on Ferndown Industrial Estate has received an outline planning permission, subject to the signing of legal agreements for a range of B uses.

3.35 Sites have been promoted closer to Canford Bottom Roundabout at Manor Farm, Stourbank Nurseries and Little Canford.

3.36 North of Uddens Industrial Estate is being promoted as part of the Blunt's Farm proposal.

3.37 Those that can be discounted includes Flight Refuelling, as this is already employment land and north of the airport for being outside East Dorset (it will be considered by Christchurch instead); East of Golf Links Road and land adjacent the Police Headquarters are both international and nationally protected heathland; Stapehill Farm / land west of Uddens Drive is not sufficiently defined; Land east of Ferndown Industrial Estate would encroach in to the proposed open space buffer that separates the Industrial Estate from the residential areas of Ferndown.

3.38 More intensive use of existing industrial estates may be beneficial for some sectors of employment, but not provide sufficient opportunities for all. There may also be issues with bringing land forward for development in the short and medium term due to landowner negotiations.

3.39 The Christchurch and East Dorset Employment Land Review 2007 / Bournemouth Dorset and Poole Workspace Strategy 2008 identify across the Bournemouth Travel To Work Area a quantitative demand for 66.8ha of employment land which can be met by the existing employment land portfolio within this defined inclusive of the 20 ha that was to be found to the west of Ferndown. Within Poole Travel To Work Area there is a projected demand for 45.9ha, with a short term under supply but with a long term supply of 67.5ha.

Issues and Options Sustainability Appraisal

3.40 Whilst both Blunt's Farm and south of Wimborne Road West locations scored similarly - significant positive benefits for sustainable economy (Objective 24), and negative impacts for protection of habitats (objective 1), wise use of land (objective 2) and need to travel (objective 7), the identified negative impacts were considered of much greater significance for south of Wimborne Road West for all three.

3.41 The Sustainability Appraisal of option D for this question was not possible as locations were identified though responses to the issues and options engagement process.

Conclusions and Implications for Preferred Options

3.42 Across the Bournemouth Travel To Work Area the supply of employment land that is deliverable to 2026 totals 54.2ha. There is potential for a further 20ha to come forward if the Ferndown employment extension remains a target for the district to provide, giving a total of 74.2ha. Projected employment land demand determined in the Bournemouth, Dorset and Poole Workspace Strategy is 66.8ha. However, due to issues with the A31(T) it is likely that development in this location would come forward in the long term leaving a short fall in employment land supply for the Bournemouth Travel To Work Area in the short to medium term. Additionally, there are a number of other sites that could prove difficult to deliver. Within Poole Travel To Work Area the supply is 45.9ha, with a short term under supply but with a long term supply of 67.5ha. Therefore, there is a strong land supply case for maximising the development potential of sites within the East Dorset employment land portfolio. Future employment development will need to consider issues of accessibility and the need for travel planning and improvements to public transport to ensure no net increase in harmful emissions that can adversely affect sensitive habitats / species and contribute to climate change. With this in mind, sites at Blunts Farm, land at Manor Farm, Stourbank Nurseries, land east of Cobham Road and St Leonard's Hospital should be investigated further.

3.43 Preferred options relating to this issue and option are set out later in this section and in section 4.

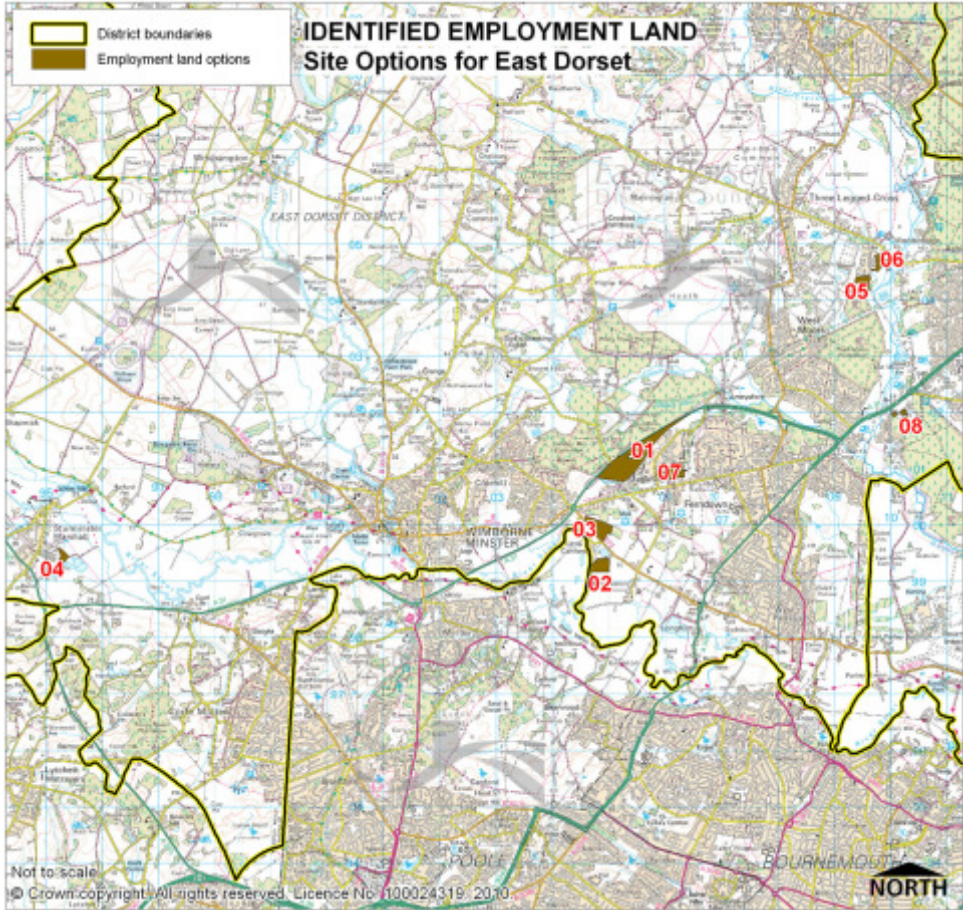
Summary of sites to take forward as Options

3.44 The following sites have been identified for consideration as options for future employment land. Ahead of providing them in a preferred option, an additional stage has been undertaken that systematically assesses all the sites to ensure they are suitable to be considered further. This is presented in section 4 of this paper.

3 Identification of Issues and Sites

Site Number	Site Location
01	Blunts Farm
02	Stourbank Nurseries and Little Canford Depot, Hampreston
03	Land at Manor Farm
04	Land to SE of Bailie Gate Industrial Estate
05	Land to south of Woolsbridge Industrial Estate
06	Land to east of Woolsbridge Industrial Estate
07	Land east of Cobham Road, Ferndown
08	St Leonard's Hospital

Table 3.3



Map 3.1

3.45 <Update map with revised St Leonards Hospital site area>

4 Site Analysis and Formation of Options

4.1 This section takes the sites identified through in section 3 of this paper from land owner promotion, consultation responses and officer recommendations and systematically assesses them using desk based analysis of constraints and accessibility data, as well as planning history searches. Site visits are also undertaken to add to this information.

4.2 Each section of information is summarised with a positive, negative or uncertain view, based on the site's suitability for employment uses and bringing it forward for development. This is a relative and subjective score, used to identify what the key benefits or 'show-stopping' constraints may be for each site.

Symbol	Impact of Issue
+	Positive
-	Negative
?	Uncertain

Table 4.1

4.3 It should be noted that the overall site areas that are assessed represent the area of land ownership.

Site 1 Blunts Farm, Ferndown

Site Information	Details	Positive or Negative Issue
Site ID	01	
Site name	Blunts Farm	
Site description	The site is bounded by the A31(T) 'Ferndown by-pass' to the north west, and a former railway line which adjoins Ferndown and Uddens Industrial Estates to the south east. The southern boundary is defined by Uddens Drive. The land is a mixture of conifer plantations and a now vacant small holding that includes grazing paddocks. It is a greenfield site.	
Overall site area	31.2 ha(Size of existing Ferndown and Uddens Industrial Estates: 57ha)	

Site Information	Details	Positive or Negative Issue
Travel to Work Area	Bournemouth	
Ownership	Single ownership - Forestry Commission	+
Source of site	Promoted by agent for employment land	+
Intention to develop	Yes. Correspondence with agent confirming interest of site owners to promote land as an extension to Ferndown Industrial Estate	+
Planning History	Other than works relating to the existing dwelling on Blunts Farm itself, there have been no planning applications on this site. Part of the site was previously promoted for a Mechanical Biological Treatment and Refuse Derived Fuel (MBT/RDF) plant in the Bournemouth, Dorset and Poole Waste Local Plan. The plan itself was adopted in June 2006, but the Blunt's Farm site was deleted in the preceding Inspector's Report received May 2006. Whilst the Report found no significant issues with traffic or environmental impacts that could not be dealt with by legal agreements, there was a concern with the impact on the openness of the Green Belt, and a lack of alternative sites investigated where the harm arising may have been judged materially less.	?
Current planning policy designations	The site lies wholly within the south east Dorset Green Belt, and therefore employment development in this location would currently be inappropriate. Previous analysis ⁽¹⁾ consider the impact on the key Green Belt gap which exists between Ferndown and Colehill as negligible. The northern tip of the site is designated as a Site of Nature Conservation Interest (SNCI), and is also within 400 metres of the internationally designated Slop Bog & Uddens Heath.	-
Legal issues (inc adjoining land ownerships)	Access on to the site would need to be agreed with East Dorset District Council as adjacent landowners.	+
Summary of constraints mapping	The site does not sit within identified flood or groundwater protection zones. The site adjoins the internationally designated Slop Bog & Uddens Heath SSSI, and includes an SNCI within the site boundary. A public footpath also cuts through the site.	+?
Summary of accessibility mapping	The site is closely linked to the primary road network, the A31 trunk road, accessed through the existing Ferndown Industrial Estate. A small part of the southern tip of the site is within 400 metres of an hourly serviced bus route. The southern half of the site is also within 800 metres of a selection of local services. Additional employment development could support a further increase in public transport to serve the Ferndown and Uddens estates. Development would also offer the opportunity to provide local services such as small shops and eating establishments that could serve the estates as a whole.	+

4 Site Analysis and Formation of Options

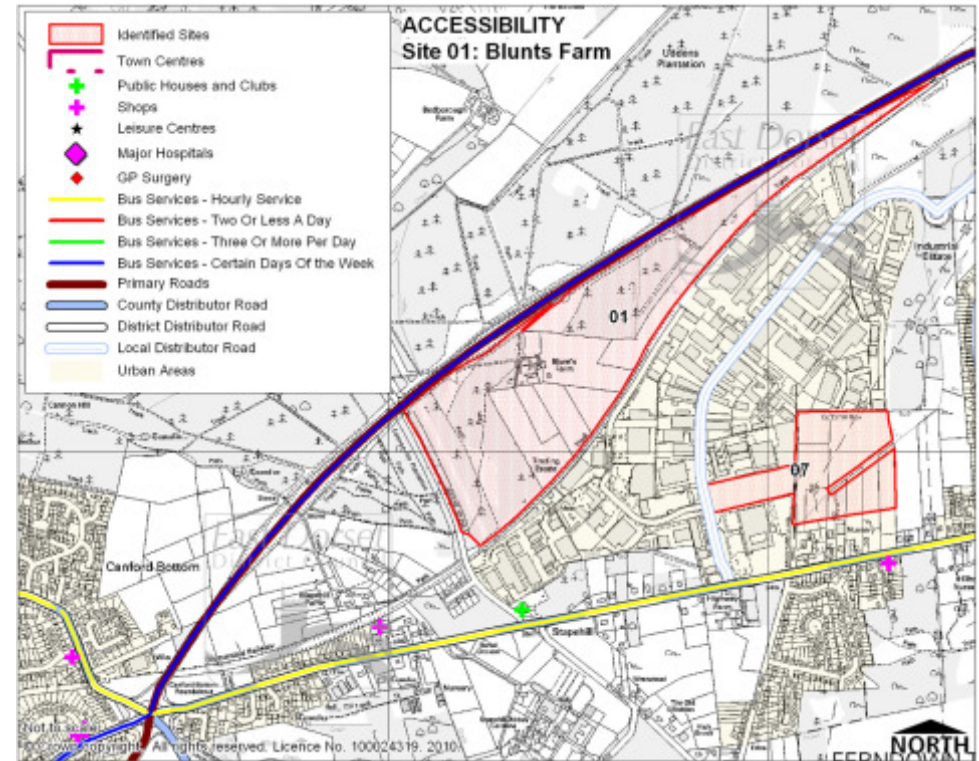
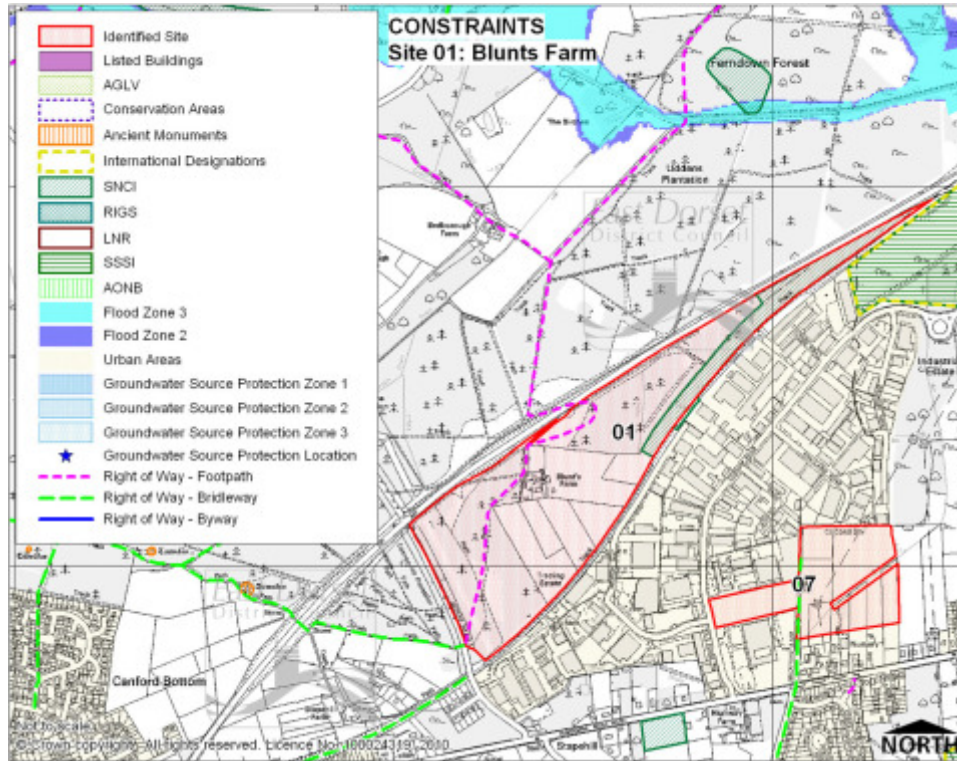
Site Information	Details	Positive or Negative Issue
Closest urban areas (site centre to urban area centre)	Colehill - 2.4km, Ferndown and West Parley Urban Area - 3.2km, West Moors 3.2km and Wimborne Minster 4.2km. The edge of the Ferndown urban area is within 1km of the site, and also abuts the existing Ferndown and Uddens Industrial Estates.	+
Closest town centres	Ferndown - 2km, West Moors - 2.7km and Wimborne Minster - 4.8km	+
Site topography and tree constraints (Tree Preservation Orders)	The site gently rises in all directions from the site of the Blunts Farm buildings and is covered by conifer plantations and grazing paddocks. There is some waterlogged ground towards the western boundary of the site. The A31(T) as it runs in a shallow cutting along its northern boundary, and combined with some dense vegetation in places, the site is reasonably well screened.	+
Environmental conditions on and around site	There are noise issues with traffic on the A31 trunk road, and from the existing industrial uses on Ferndown and Uddens Industrial Estates, which are not considered issues for employment uses. The noise impacts on properties on Uddens Drive and the western edge of Ferndown of any new development on this site would have to be considered.	?
Contamination or pollution hazards	No known hazards on the site. Any future development on the site would need to ensure there is no potential for the pollution of the adjacent internationally designated Slop Bog and Uddens Heath, and for the Moors River System SSSI for which part of the site would ultimately drain in to.	?
Site access and highway constraints	Access options are identified by the site promoter at two points along Nimrod Way (both reasonably densely vegetated), one point on Telford Road and the potential for an emergency access off Uddens Drive if required. There is good access on to the local and strategic road networks through Ferndown Industrial Estate. There is no in principle objection from the Highways Agency for development close to the A31 trunk road.	+
Other constraints	A large water main follows the alignment of the disused railway line.	?
Summary	<p>The site lies within the Green Belt and development should only be allowed if exceptional circumstances are proven. Analysis of need and supply suggest that some land in the Green Belt will be required for new employment.</p> <p>The site has good access to the strategic and local road networks, and is close to some local services and the main settlements of Ferndown, West Moors, Wimborne Minster and Colehill. The site is reasonably well screened from adjoining land. Other than the SNCI located within the site boundary, none of the physical constraints identified are considered insurmountable in principle.</p>	+

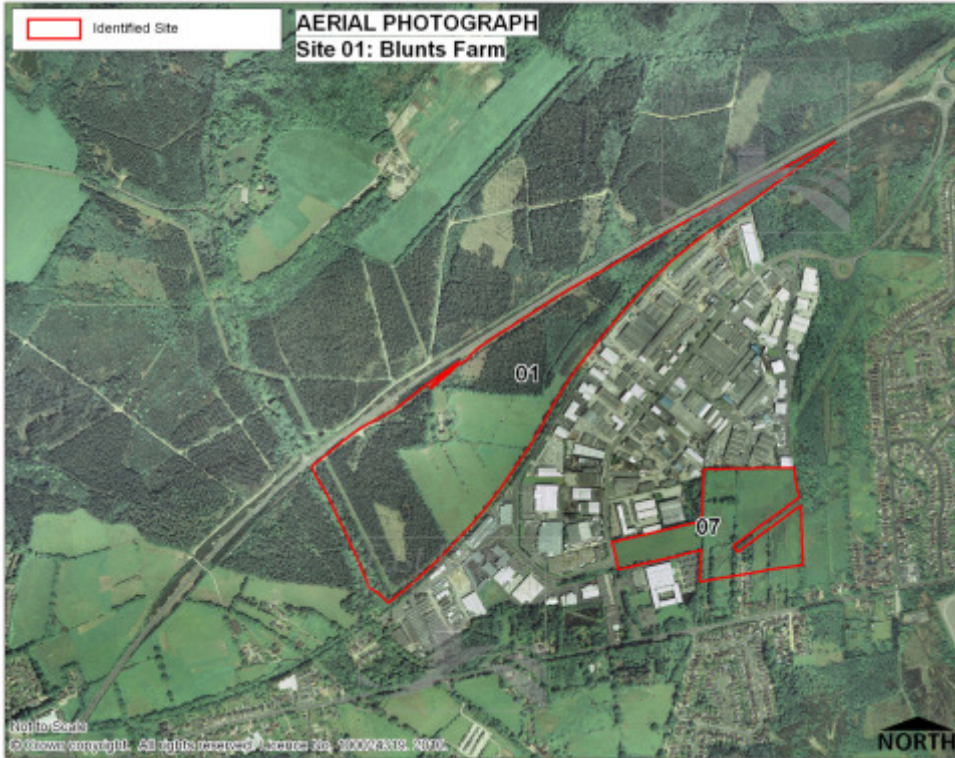
Site Information	Details	Positive or Negative Issue
Include site as an option in Core Strategy	Yes	

Table 4.2

1. SE Dorset Strategy SED 04: Development Options, November 2005

4 Site Analysis and Formation of Options





4 Site Analysis and Formation of Options



Site 2 Stourbank Nurseries and Little Canford Depot

Site Information	Details	Positive or Negative Issue
Site ID	02	
Site name	Stourbank Nurseries and Little Canford Depot	
Site description	The southern half of the site comprises a series of actively used glasshouses and associated outbuildings that are used for horticultural purposes, as well as an associated agricultural dwelling. The northern half is an actively used Wessex Water Depot. The site is accessed off Ham Lane and is bounded to the west by the River Stour.	
Overall site area	11.8 ha	
Travel to Work Area	Bournemouth	
Ownership	Private ownership, separate for nurseries and depot.	+

Site Information	Details	Positive or Negative Issue
Source of site	Stourbank Nurseries was promoted by agent for employment led development. Little Canford Depot was by owners through the Strategic Housing Land Availability Assessment.	+
Intention to develop	Yes. Correspondence with agent confirming interest to pursue promotion of Stourbank Nurseries primarily for employment use on 5 hectares of the site. A short planning brief has also been submitted summarising their intentions that also advises the glasshouses are approaching the end of their working life and not viable to replace. Further discussions would be required with the owners of the Little Canford Depot to ascertain greater detail for their aspirations for development.	?
Planning history	Applications from the late 1970s to the early 1990s relating to the site's operation as a nursery including the erection of glasshouses. There are also applications relating to the addition of an agricultural dwelling and garages which sit within the site boundary to the south west.<Update with planning history for Little Canford Depot>	+
Current planning policy designations	The site lies wholly within the south east Dorset green belt, and therefore employment development in this location would currently be inappropriate. The site is located within a key green belt gap between the Bournemouth and Poole conurbation to the south and Wimborne to Ferndown in the north. As the land is isolated from the existing urban areas it would have a significant effect on the openness of the area. The Green Belt in this location also provides the historic setting to the village of Hampreston ⁽¹⁾ . Part of the site's current use is horticulture/agriculture which is considered an appropriate use in the Green Belt. B use employment is not considered appropriate. Immediately to the east of the site is a Road Safeguarding Area for the A31(T) to Poole Link Road. This route is currently being reviewed as part of revisions to the Local Transport Plans for SE Dorset.	-
Legal issues (inc adjoining land ownerships)	No known issues other than s106 from 1995 relating to the agricultural dwelling for Stourbank Nurseries. <Update with planning history for Little Canford Depot>	+
Summary of constraints mapping	The extreme western edge of the site boundary extends in to flood zone 3 and on in to the River Stour itself, and so is expected could not form part of the developable area of the site. In addition to this, any development that is proposed within 20 metres of the edge of the river bank will also require consultation with the Environment Agency. At its closest point, Hampreston Conservation area which contains several listed buildings is 400 metres from the south eastern corner of the site and is separated by relatively flat and open fields with the occasional mature tree. Little Canford Ponds SNCI is surrounded by the site.	+

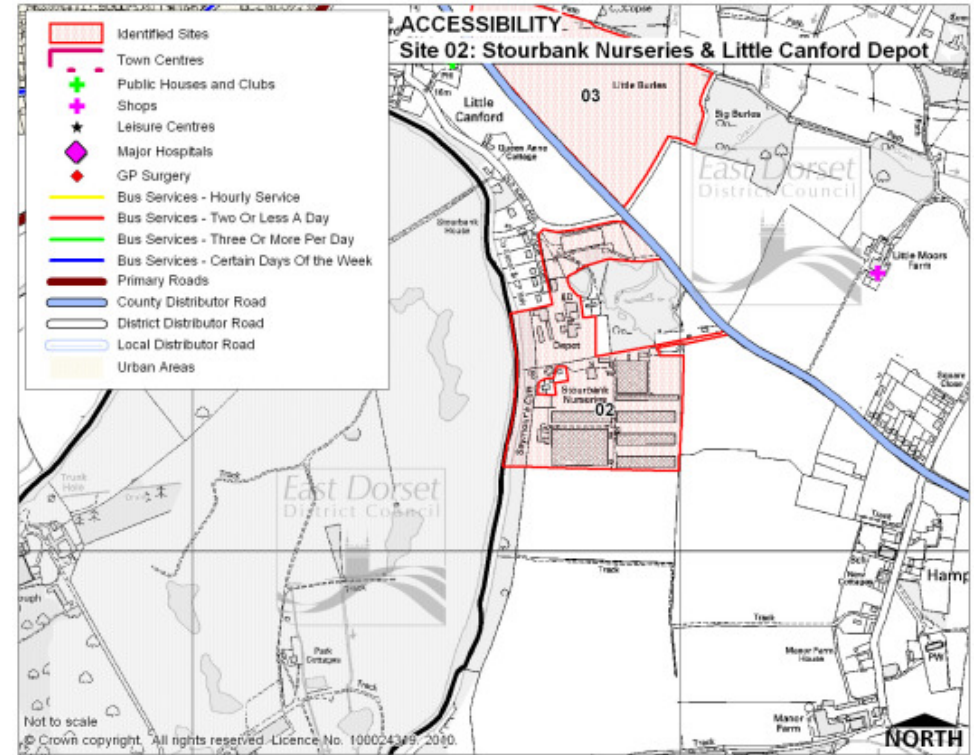
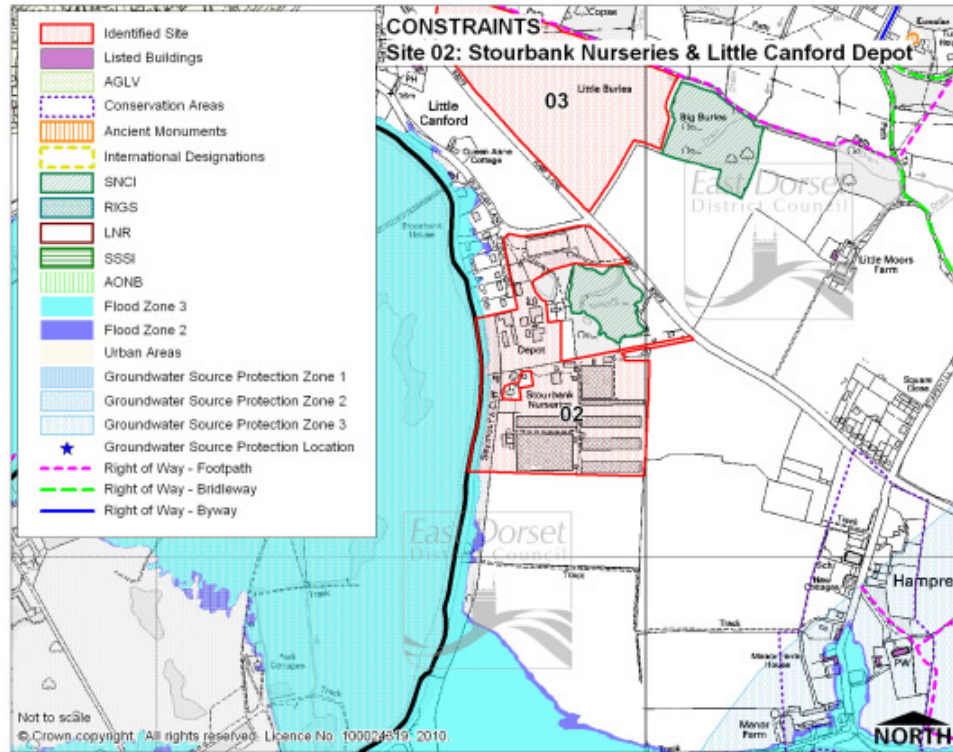
4 Site Analysis and Formation of Options

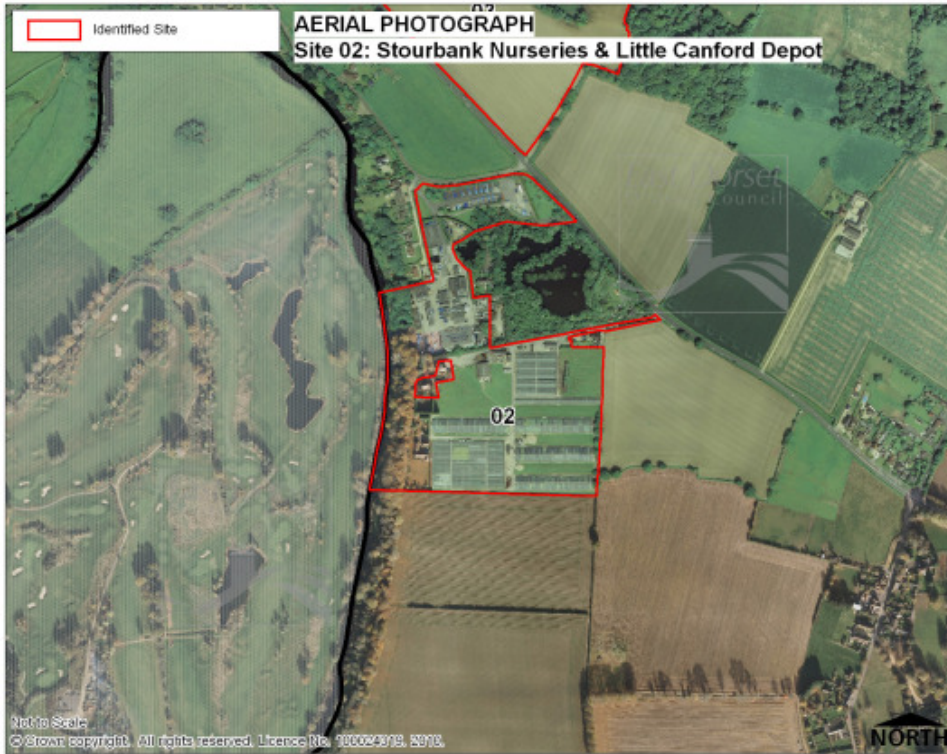
Site Information	Details	Positive or Negative Issue
Summary of accessibility mapping	The site joins the road network via a county distributor road, the A31 trunk road is 1km to the north at Canford Bottom Roundabout although it is noted that this point of the highways network suffers from congestion. There are no bus routes within 400 metres of the site. The site would not be large enough to support additional bus services. There is a public house within 800 metres, but the only shop within the same distance at Little Moors Farm is noted as recently shutting.	-
Closest urban areas (site centre to urban area centre)	Colehill - 2.3km, Ferndown and West Parley Urban Area - 3.2km and Wimborne Minster 3.4km. The edge of the Wimborne and Colehill urban area is within 1km from the site. In addition to this, Ferndown and Uddens Industrial Estates are 2km from the site.	+
Closest town centres	Ferndown - 3km and Wimborne Minster - 3.9km.	+?
Site topography and tree constraints (Tree Preservation Orders)	The site is flat and relatively open around the glasshouse structures, with sections of hedgerow and occasional mature trees on 3 sides of the site's boundary. The western boundary adjoining the River Stour is a wooded strip containing a low river cliff which is subject to an area Tree Preservation Order. This tree belt screens the site from the west, but there are some views in to the site from the Hampreston Conservation Area, as well as Ham Lane. The northern half of the site abuts former gravel working, which are now lakes	-
Environmental conditions on and around site	If this site were developed for employment uses, consideration will be needed for noise impacts on the residential dwellings on site and immediately adjoining at Little Canford.	?
Contamination or pollution hazards	Should the site come forward for development, the glasshouses would need to be appropriately dismantled to avoid contamination of the surrounding land. Little Canford depot is the site of former sand, clay and gravel pits, and is now operating as a Wessex Water depot. Any future development on the site would need to ensure there is no potential for the pollution of the adjacent River Stour.	?
Site access and highway constraints	The only access on to the site is off the county distributor Ham Lane. A cycleway does exist along part of Ham Lane between Longham and Hampreston, but falls short of the site entrance. There is no in principle objection from the Highways Agency for development close to the A31 trunk road.	+
Other constraints	Site envelopes a series of existing dwellings to the north east and north west corners and also includes an agricultural dwelling within the site itself. There could be a conflict between these and employment uses.	-

Site Information	Details	Positive or Negative Issue
Summary	<p>The site lies within the Green Belt and development should only be allowed if exceptional circumstances are proven. Analysis of need and supply suggest that some land in the Green Belt will be required for new employment. The site does not adjoin an existing urban area and lies within an important Green Belt gap. Its development would compromise this gap. The land does have substantial structures on it, although being for agricultural/horticultural purposes makes them appropriate in the Green Belt. None of the physical constraints identified are considered insurmountable in principle. There is some screening of the site, but it can be viewed from the nearby conservation area so appropriate landscaping would be required if the site were to be developed. The key negative aspect of this site is a lack of accessibility to nearby services and public transport. The site is not large enough to support these.</p>	?
Include site as an option in Core Strategy	Yes, but not preferred.	

Table 4.3

1. SE Dorset Strategy SED 04: Development Options, November 2005





4 Site Analysis and Formation of Options



Site 3 Land at Manor Farm, Stapehill

Site Information	Details	Positive or Negative Issue
Site ID	03	
Site name	Land at Manor Farm	
Site description	The site lies to the south east of Canford Bottom Roundabout adjoining Ham Lane and consists of arable fields with a series of mature trees within and on the site boundaries.	
Overall site area	11.06 ha	
Travel to Work Area	Bournemouth	
Ownership	Single private ownership	+

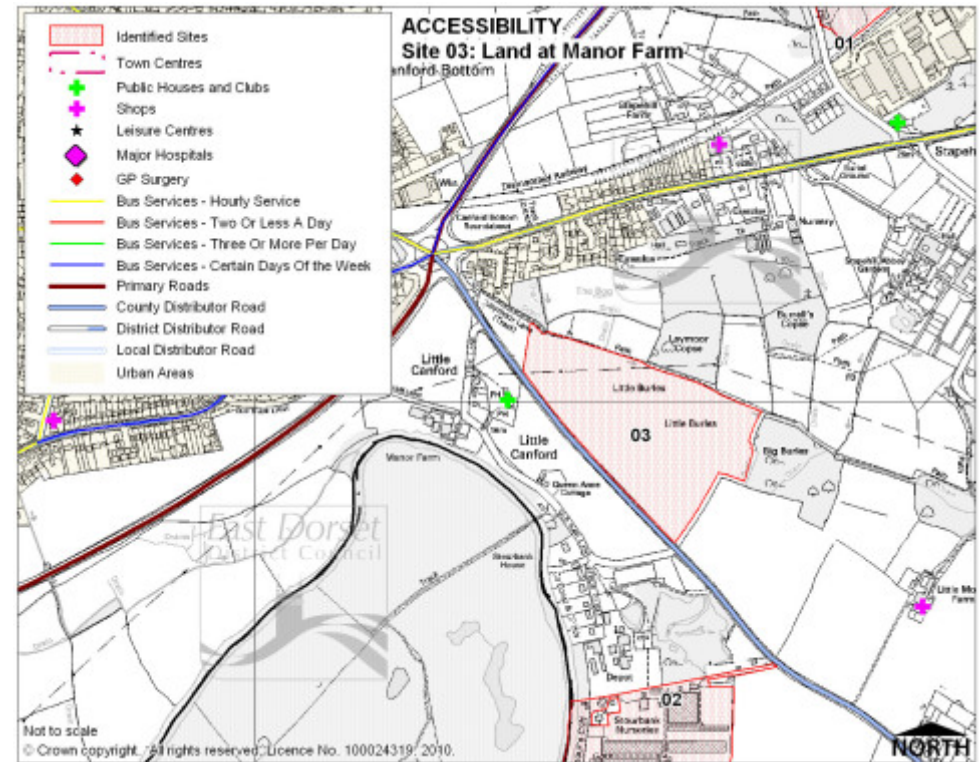
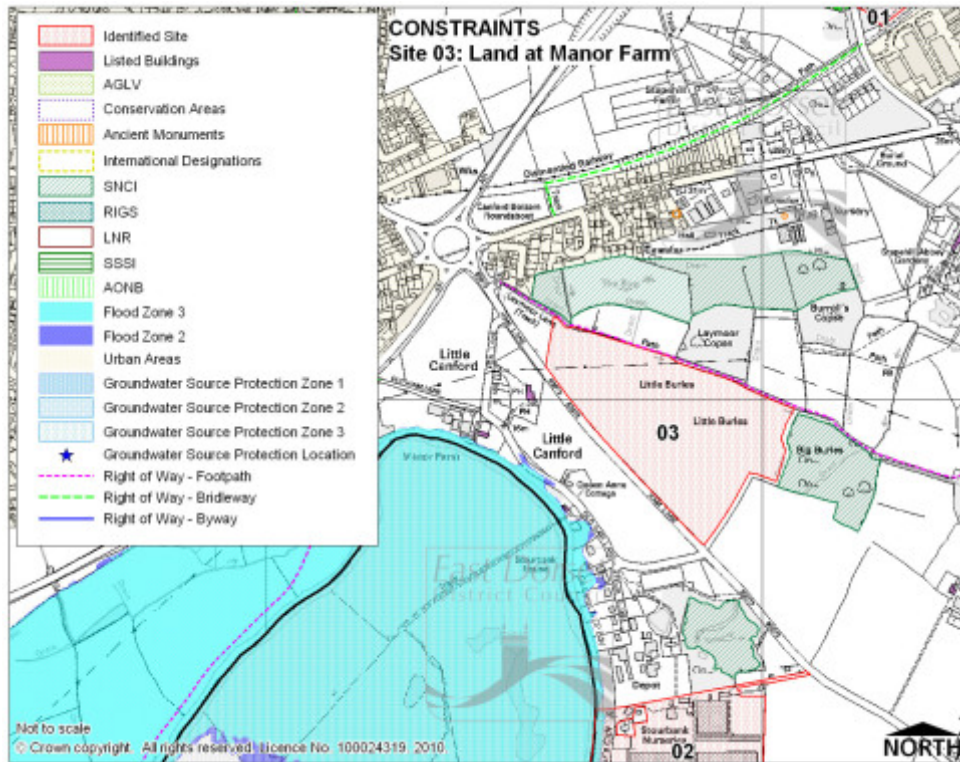
Site Information	Details	Positive or Negative Issue
Source of site	Promoted through the Strategic Housing Land Availability Assessment as part of a wider mixed use scheme of Green Belt development around the south eastern edge of Colehill / Stapehill. The site being assessed here is identified as employment land in an accompanying concept plan with the Strategic Housing Land Availability Assessment submission and is being considered on its own merits and in isolation to the wider proposals.	+
Intention to develop	Yes. Submissions through the Strategic Housing Land Availability Assessment confirm interest of site owners to pursue promotion of land for future development, part of which was identified as potential employment land.	?
Planning history	None relating to the site area being assessed.	+
Current planning policy designations	The site lies wholly within the south east Dorset Green Belt, and therefore employment development in this location would currently be inappropriate, unless exceptional circumstances could be proven. The site is located within a key gap in the Green Belt between the Bournemouth and Poole conurbation to the south and Wimborne to Ferndown in the north ⁽¹⁾ . As the land is isolated from the existing urban areas it would have a significant effect on the openness of the area. Due to its position within this gap, it is likely to have a significant effect on the openness of the area. A Road Safeguarding Area for the A31(T) to Poole Link Road cuts through the centre of the site. This route is currently being reviewed as part of revisions to the Local Transport Plan for Bournemouth, Dorset and Poole.	-
Legal issues (inc adjoining land ownerships)	No known issues.	+
Summary of constraints mapping	No significant constraints exist on site. Two woodland SNCIs adjoin the site at Stapehill and Big Burles. The setting of the listed buildings at Little Canford, to the south of the site would need to be taken into account.	+
Summary of accessibility mapping	The site is close to the primary road network at Canford Bottom and is adjacent to a county distributor road, although it is noted that this point of the highways network suffers from congestion. The site lies within 800 metres of a limited selection of shops and services. The northern section of the site is within 400 metres of an hourly bus service. The site would not be large enough to support services to cater for the workforce.	+
Closest urban areas (site centre to urban area centre)	Colehill - 2.3km, Wimborne Minster 3km and the Ferndown and West Parley Urban Area - 3.2km . The edge of the Wimborne and Colehill urban area is 0.5km from the site. In addition to this, Ferndown and Uddens Industrial Estates are 1.5km from the site.	+
Closest town centres	Ferndown - 3km, Wimborne Minster - 3.8km	+?

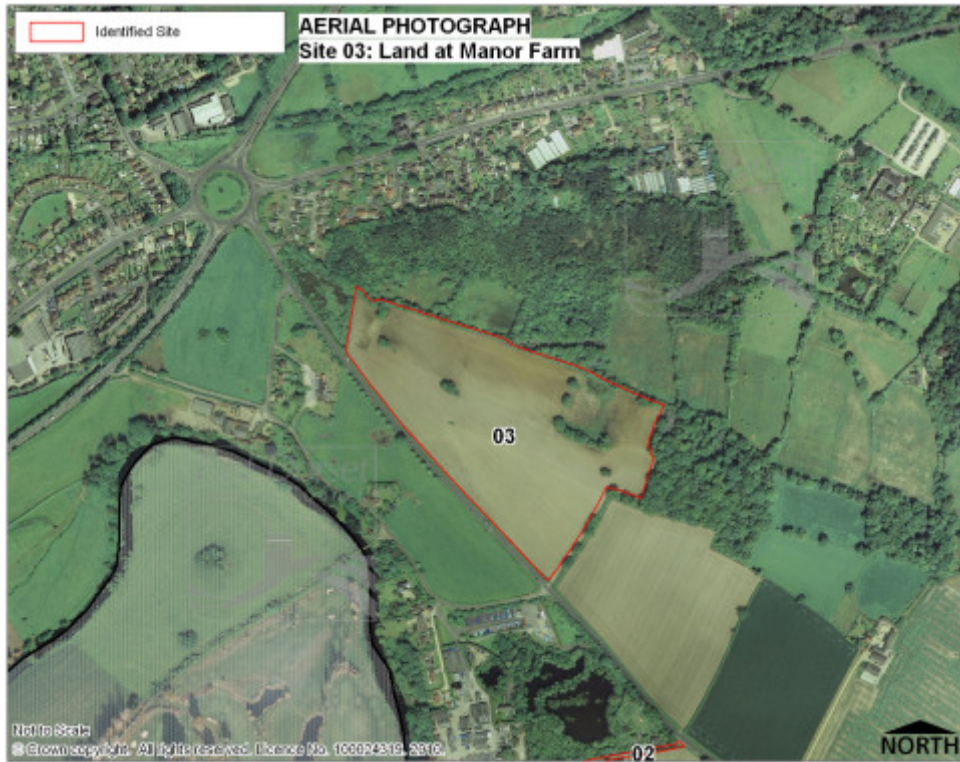
4 Site Analysis and Formation of Options

Site Information	Details	Positive or Negative Issue
Site topography and tree constraints (Tree Preservation Orders)	The site is a flat, arable field containing a series of mature trees. It is bounded by hedgerows, ditches and occasional mature trees on all sides apart from the southern edge which consists of a younger hedgerow. There are views into and out of the site to Ham Lane and the public footpath following the northern boundary, making the site appear relatively open. The current land use for arable crops suggest there are no significant problems with drainage on site.	?
Environmental conditions on and around site	If this site were developed for employment uses, consideration will be needed for noise impacts on the residential dwellings in Little Canford and to the north at Stapehill.	?
Contamination or pollution hazards	No known issues. Any future development on the site would need to ensure there is no potential for the pollution of the nearby River Stour.	+
Site access and highway constraints	New access would have to be created on the the existing county distributor road, Ham Lane and so would need agreement with Dorset County Council. There is the potential for foot access using the Right of Way along Laymoor Lane at the north west corner of the site to link up to the urban area at Stapehill. As part of the Castleman Trailway, a signed cycle way exists on Fox Lane, but this stops short of this site. There is no in principle objection from the Highways Agency for development close to the A31 trunk road.	?
Other constraints	An electricity transmission line cuts through the site.	?
Summary	The site lies within the Green Belt and development should only be allowed if exceptional circumstances are proven. Analysis of need and supply suggest that some land in the Green Belt will be required for new employment. The site does not adjoin an existing urban area and lies within an important Green Belt gap. Its development would compromise this gap. The site itself is relatively free from constraints. Although it has some minor benefits in accessibility terms it would be isolated from local facilities. Key negative impacts relate to the openness of the Green Belt and its position within the countryside in relation to existing employment and urban areas. There is also a need to create a new access on to Ham Lane.	?
Include site as an option in Core Strategy	Yes, but not preferred	

Table 4.4

1. SE Dorset Strategy SED 04: Development Options, November 2005







Site 4 Land to south east of Bailie Gate Industrial Estate, Sturminster Marshall

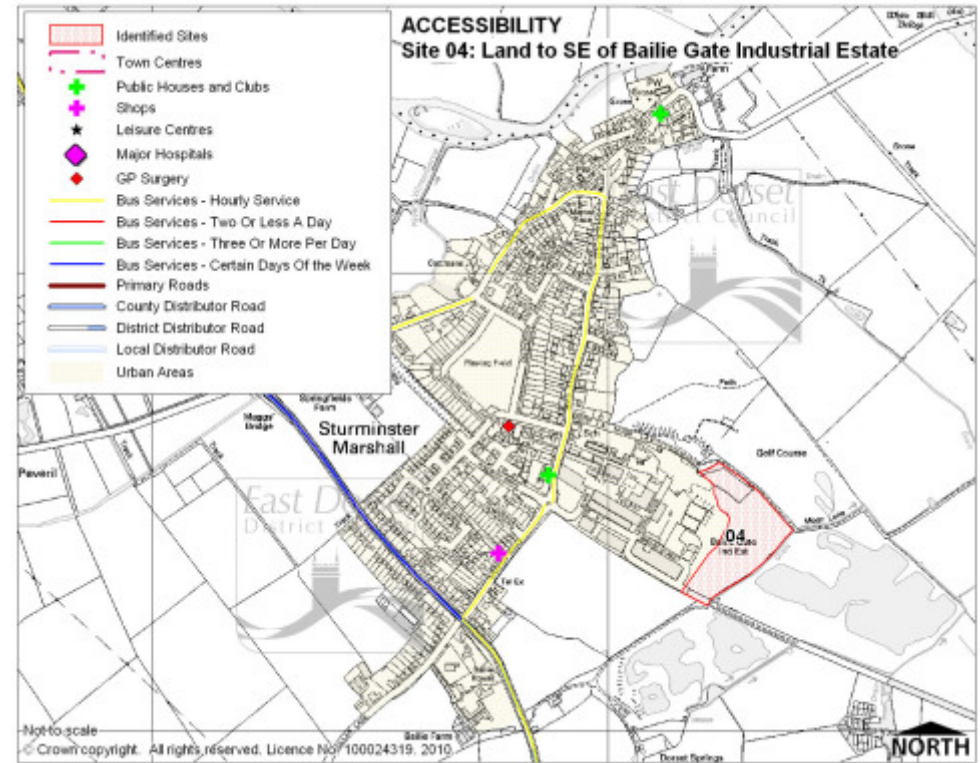
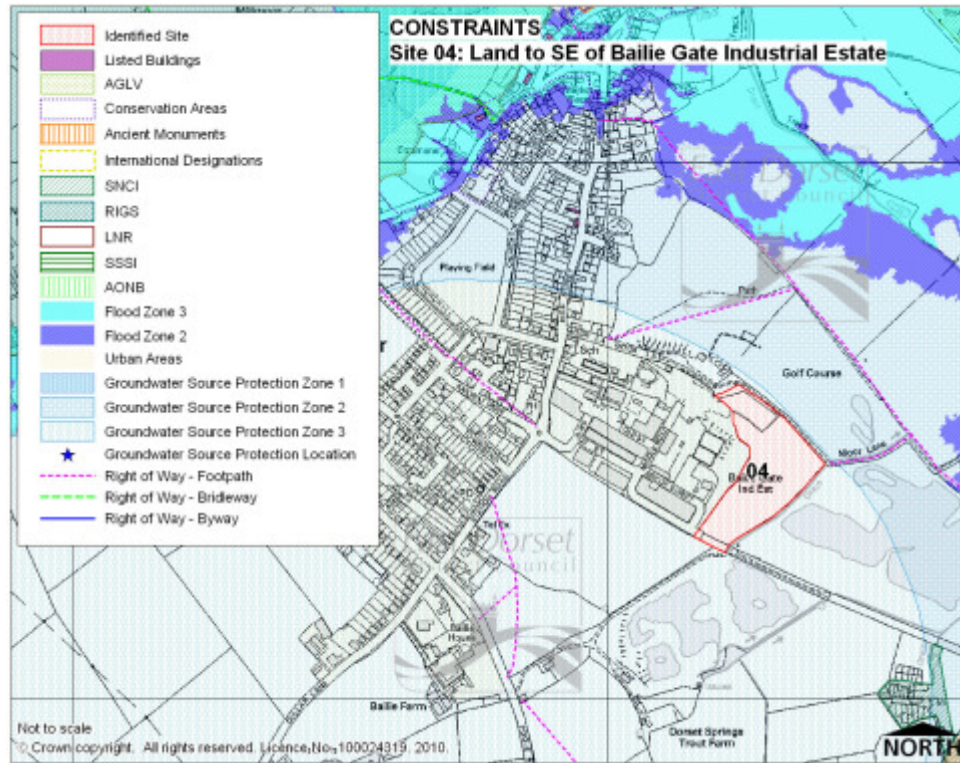
Site Information	Details	Positive or Negative Issue
Site ID	04	
Site name	Land to south east of Bailie Gate Industrial Estate	
Site description	The site is an area of open scrub land to the south east of Bailie Gate Industrial Estate in the village of Sturminster Marshall, and adjoins a series of fishing lakes.	
Overall site area	3.26ha (Size of existing Bailie Gate Industrial Estate: 8ha)	
Travel to Work Area	Poole	
Ownership	Single private ownership.	+

4 Site Analysis and Formation of Options

Site Information	Details	Positive or Negative Issue
Source of site	Discussions with planning officers.	+
Intention to develop	Yes. Based on above.	+
Planning history	Previous application from 1978 looked to develop this area as an extension to the existing site, but was withdrawn. Informal discussions have taken place since then, but not progressed.	?
Current planning policy designations	The site lies wholly within the south east Dorset green belt, and therefore employment development in this location would currently be inappropriate, subject to exceptional circumstances being proven. Bailie Gate Industrial Estate which adjoins the site is an allocated employment site in the Local Plan. A proposal for a trailway following the alignment of the former railway line exists along the southern boundary of the site.	-
Legal issues (inc adjoining land ownerships)	No known issues.	+
Summary of constraints mapping	The site lies wholly within Groundwater Source Protection Zone 2, so any future development would have to be a compatible use agreed in consultation with the Environment Agency.	?
Summary of accessibility mapping	Access to the district and primary road networks is through the village of Sturminster Marshall. The site itself lies within 800 metres of a shop, public house and doctors surgery which are all found in the village of Sturminster Marshall. The western edge of the site is just within 400 metres of an hourly bus service.	+
Closest urban areas (site centre to urban area centre)	Wimborne Minster - 6.7km. The site abuts the urban area of Sturminster Marshall	+?
Closest town centres	Wimborne Minster - 6.2km	-
Site topography and tree constraints (Tree Preservation Orders)	The site is relatively flat with areas of undergrowth and scrub with a relatively dense hedgerow on the northern and eastern edges. There are no tree constraints. There are a few waterlogged patches towards the northern edge of the site, and areas of rubble across the site.	+
Environmental conditions on and around site	There are a series of different uses adjoining the site; the existing industrial estate to the west, with a mixture of B uses operating on it; a golf course to the north; and fishing lakes to the east. There are no nature conservation sites on or near the site.	+
Contamination or pollution hazards	This site and the adjoining industrial estate comprise the location of a former railway station and milk factory, so would need further investigation for contamination or other hazards ahead	-

Site Information	Details	Positive or Negative Issue
	of any future development. There is also the potential risk of pollution to the fishing lakes if the site is developed.	
Site access and highway constraints	The site would be accessed via Bridge Street, through the existing industrial estate. Access on to the primary road network is along a residential street to the A350 and a poor crossroads junction.	-
Other constraints	None identified.	+
Summary	The site lies within the Green Belt and development should only be allowed if exceptional circumstances are proven. Analysis of need and supply suggest that some land in the Green Belt will be required for new employment. The site would form a logical extension of the Bailie Gate Industrial Estate, subject to land contamination issues and risks of pollution to adjoining uses being taken in to account. It would not conflict directly with residential properties. The negative issues relate to access through Sturminster Marshall to reach the primary road network, and remoteness to other settlements in East Dorset and the wider SE Dorset conurbation when comparing it to the other sites in this paper.	+?
Include site as an option in Core Strategy	Yes	

Table 4.5





Sites 5 and 6 Land to south and land to east of Woolsbridge Industrial Estate, St Leonard's

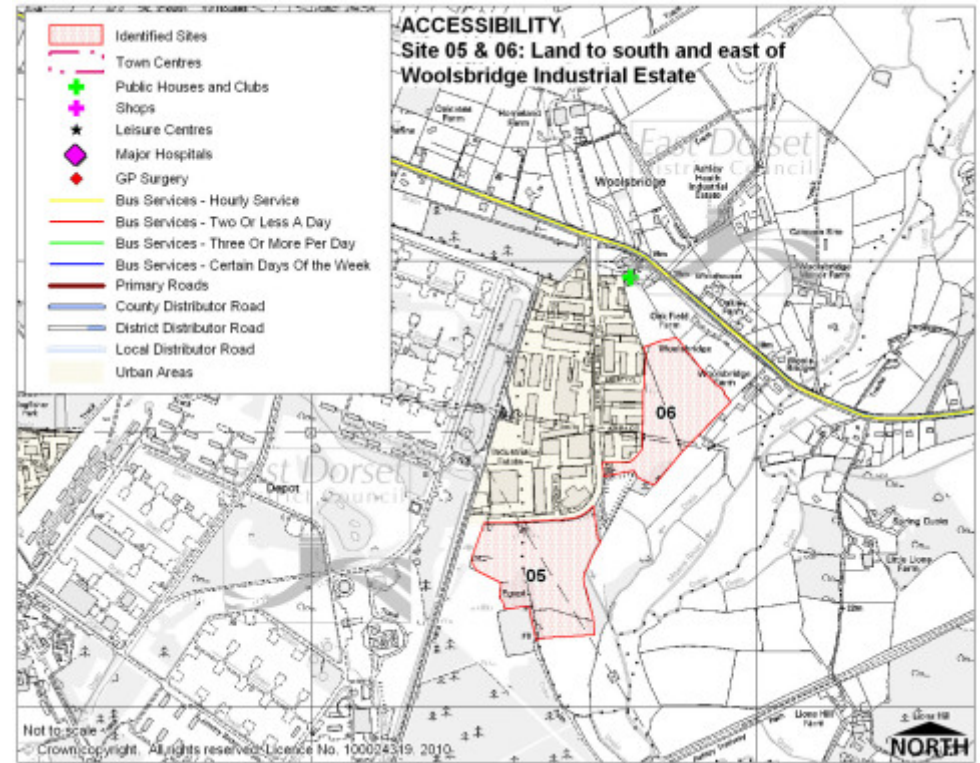
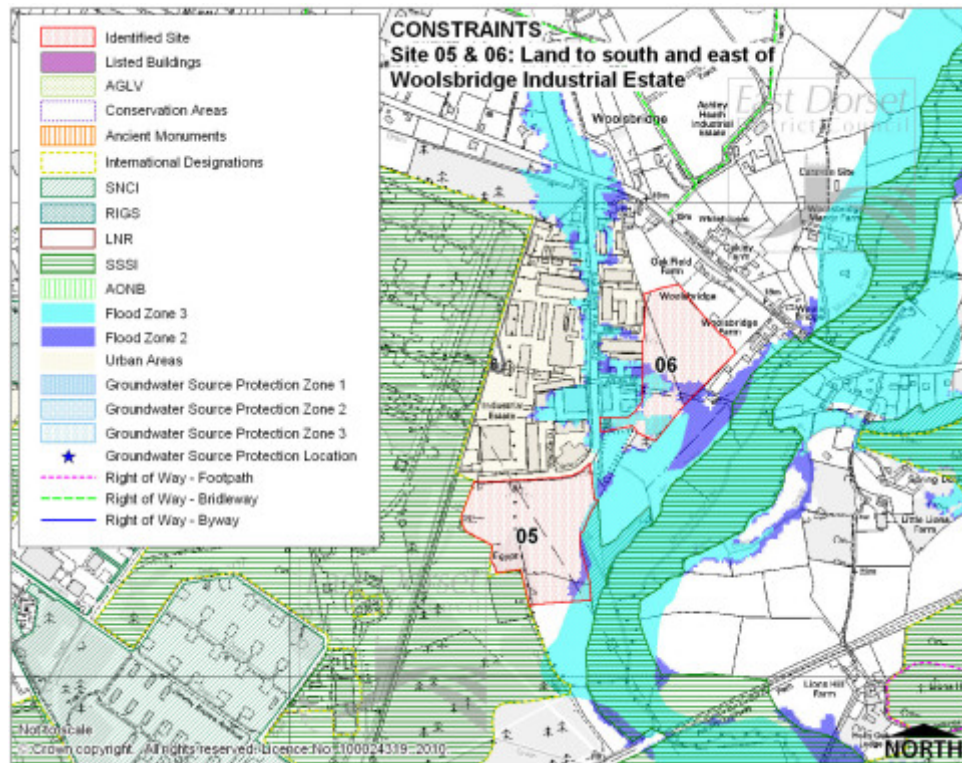
Site Information	Details	Positive or Negative Issue
Site ID	05 & 06	
Site name	Land to south and land to east of Woolsbridge Industrial Estate.	
Site description	Both sites adjoin Old Barn Farm Road - the main access through Woolsbridge Industrial Estate, with site 05, to the south being flat containing a mixture of grass, heathland, scrub and mature trees and evidence of some motorsport use. Site 06, to the east is split between a mixture of grass, heathland, scrub and mature trees, and fields used for pasture.	
Overall site area	9.68 ha (5.54 ha & 4.12 ha respectively) (Size of existing Woolsbridge Industrial Estate: 15 ha)	

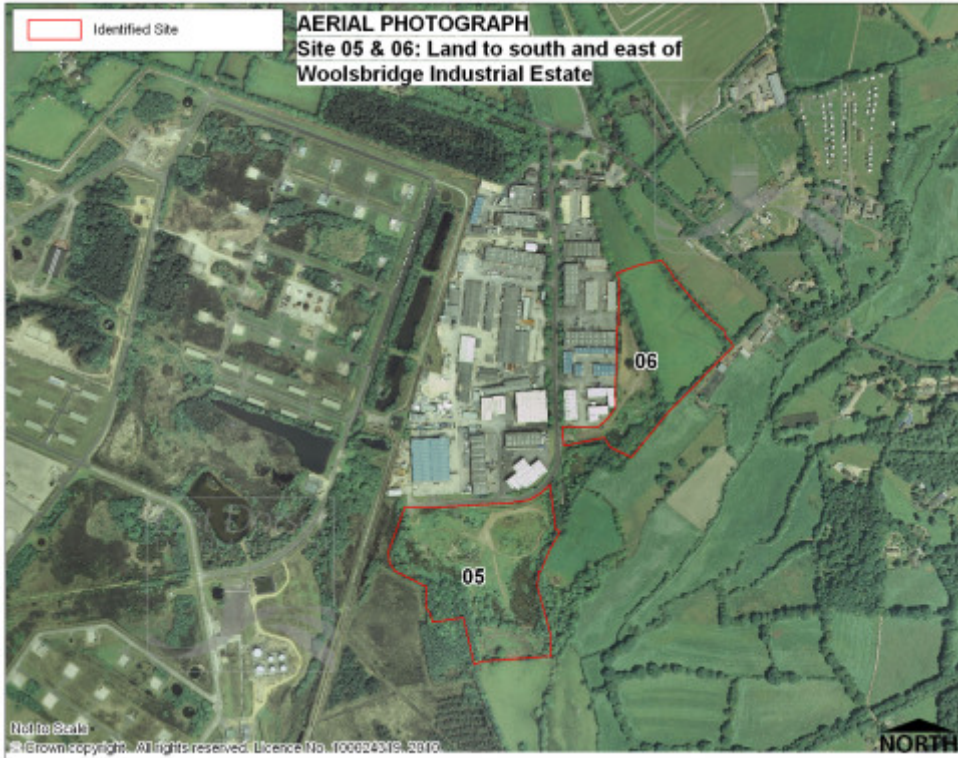
4 Site Analysis and Formation of Options

Site Information	Details	Positive or Negative Issue
Travel to Work Area	Bournemouth	
Ownership	Single private ownership.	+
Source of site	Promoted by agent for employment land.	+
Intention to develop	Yes. Promoted by agent through discussions with officers and from previous planning applications.	+
Planning history	Several applications were refused between 1978 and 1987 that proposed developing either or both these sites for employment land as an extension to Woolsbridge Industrial Estate.	-
Current planning policy designations	The sites lie wholly within the south east Dorset Green Belt, and therefore employment development in this location would currently be inappropriate, subject to exceptional circumstances being proven. The Green Belt at this point also performs the function of a key gap between the settlements of Three Legged Cross and St Leonard's. Site 05 abuts international and SSSI designations for nature conservation importance. Woolsbridge Industrial Estate itself is an allocated employment site in the Local Plan.	-
Legal issues (inc adjoining land ownerships)	An Article 4 Direction from 1954, Land at Lower Common covers site 06 which prohibits development on the land. Investigation will be required to determine whether this has now been rescinded. Expansion of the site may require a second, emergency access which would need to be negotiated across adjoining land.	?
Summary of constraints mapping	Site 05 abuts the international designated Holt & West Moors Heaths to the west and both sites drain in to the Moors River System SSSI to the east. Any future development would need to ensure there are no negative impacts on these sites. Both sites contain areas of flood zone 2 and 3, and so any development in these areas would have to satisfy the exceptions and sequential tests in consultation with the Environment Agency. It is also noted that the only access in to the existing industrial estate is affected by flood zone 3.	-
Summary of accessibility mapping	The only access is through the existing industrial estate on to a district distributor road. The nearest primary road access is at Ashley Heath, 4.5km away through the settlements of St Leonard's and St Ives. Both sites are within 800 metres of a public house, but no other services. Site 06 benefits from being within 400 metres of an hourly bus service. However, the site is not large enough to support additional services.	-
Closest urban areas (site centre to urban area centre)	Three Legged Cross - 2km, West Moors - 2.1km, St Leonard's and St Ives - 2.3km, Verwood - 4km. Both sites adjoin the existing Woolsbridge Industrial Estate	+

Site Information	Details	Positive or Negative Issue
Closest town centres	West Moors - 2.4km, Verwood - 4.4km	+?
Site topography and tree constraints (Tree Preservation Orders)	Site 05, to the south is a flat area containing a mixture of grass, heathland, scrub and mature trees as well as areas of rubble, and there is also evidence of some motorsport use. Site 06, to the east is split between a mixture of grass, heathland, scrub and mature trees, and part of field used for pasture. The SW corner is densely vegetated with some waterlogged patches. There are no tree constraints.	+
Environmental conditions on and around site	The industrial estate adjoins an MOD fuel depot to the west. If this site were developed for employment uses, consideration will be needed for noise impacts of the residential dwellings on the west edge of St Leonards, particularly for Site 06.	?
Contamination or pollution hazards	No known issues on the sites. Future development will need to ensure there is no pollution or contamination of the nearby Moors River SSSI and internationally designated Holt & West Moors Heaths.	?
Site access and highway constraints	Access is shown into both sites from the main route through Woolsbridge Industrial Estate, Old Barn Farm Road. Road junctions are already in place off this road. Expansion of the site may require a second, emergency access. There is some potential for links to the nearby Castleman Trailway to the south, primarily for cycle access, but would be dependent on adjoining land ownership issues.	-?
Other constraints	Electricity transmission lines pass through both sites.	?
Summary	The site lies within the Green Belt and development should only be allowed if exceptional circumstances are proven. Analysis of need and supply suggest that some land in the Green Belt will be required for new employment. The sites would provide extensions to an existing industrial estate, however there are several constraints to overcome if the site were to be developed, with the flood risk being a significant issue to overcome, needing close consultation with the Environment Agency. Accessibility to the larger East Dorset settlements as well as its position in the wider SE Dorset area and hence the potential workforce are a drawback.	+?
Include site as an option in Core Strategy	Yes	

Table 4.6





4 Site Analysis and Formation of Options



Site 7 Land east of Cobham Road

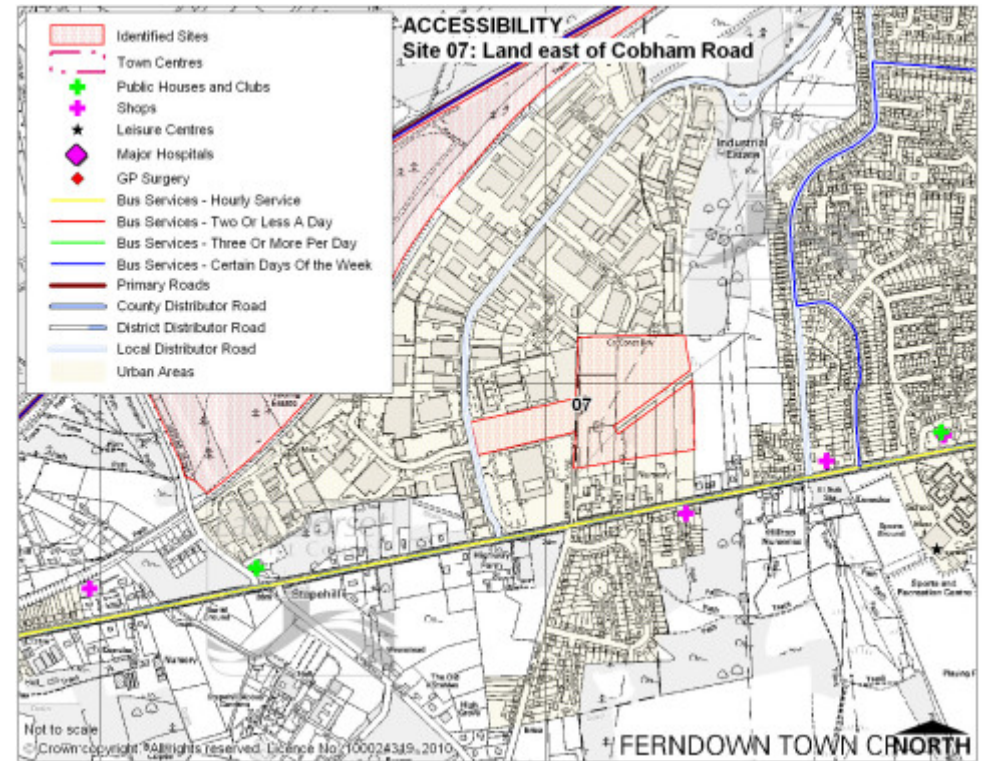
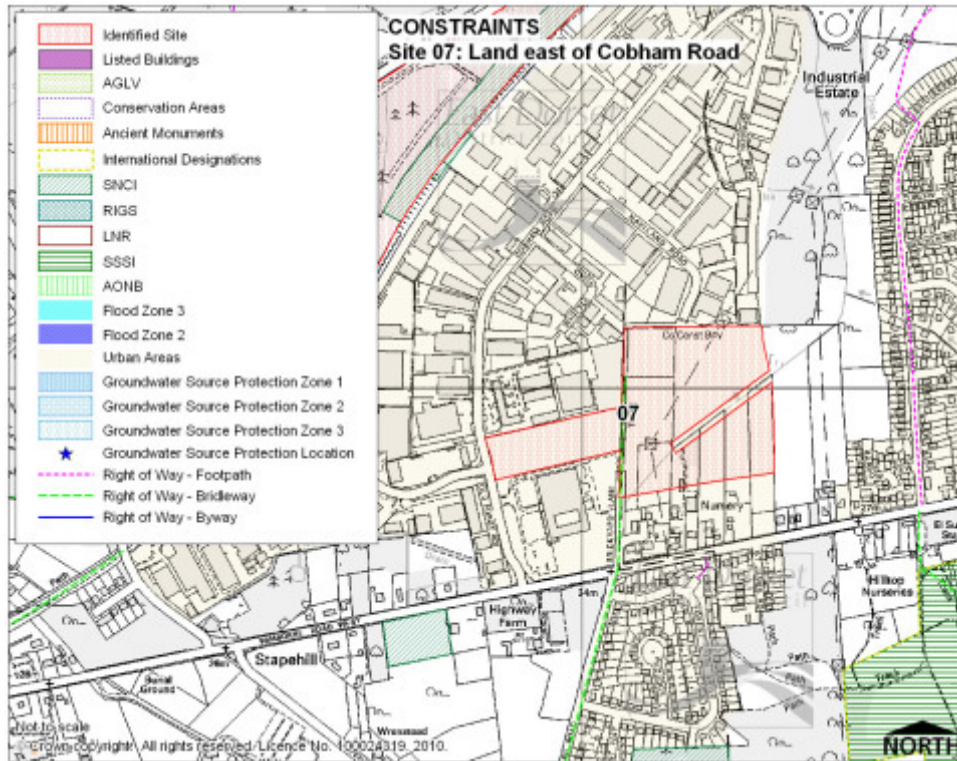
Site Information	Details	Positive or Negative Issue
Site ID	07	
Site name	Land east of Cobham Road	
Site description	Green field site fronting Cobham Road on Ferndown Industrial Estate comprising a series of grazing paddocks.	
Overall site area	8.5 ha(Size of existing Ferndown and Uddens Industrial Estates: 57ha)	
Travel to Work Area	Bournemouth	
Ownership	Multiple private ownership, held under option by developer.	?
Source of site	Existing local plan allocation and current planning application.	+

Site Information	Details	Positive or Negative Issue
Intention to develop	Yes. See above.	+
Planning history	Subject to the signing of legal agreements, there is a current outline planning permission for erection of 40,512m sq of Employment (B1, B2, B8) floorspace, including access, road layout, drainage and strategic landscaping.	+
Current planning policy designations	The site is allocated for employment development (policies FWP2 and FWP3), a site carried forward from the earlier 1989 Local Plan for Ferndown, West Moors and West Parley. The policies include details for development of B1, B2 and B8 uses, plus high quality landscaping to accompany any development, primarily in the form of tree buffers along the southern and eastern edges. There is also the requirement to provide a surface water drainage system for the site.	+
Legal issues (inc adjoining land ownerships)	Problems were faced in signing legal agreements that would allow development in line with the outline permission to progress. This was primarily associated to an issue with adjoining land ownership and highways visibility displays for the main entrance on to the site. The agreements were eventually signed in September 2010	+
Summary of constraints mapping	The site is within the identified urban area. A bridleway passes through part of the site.	+
Summary of accessibility mapping	The site is closely linked to the primary road network, the A31 trunk road, accessed through the existing Ferndown Industrial Estate. The site is within 400 metres of an hourly serviced bus route and is also within 800 metres of a limited selection of local services.	+
Closest urban areas (site centre to urban area centre)	Ferndown and West Parley Urban Area - 2.3km, Colehill - 2.9km, West Moors 3km and Wimborne Minster 4.6km. The edge of the Ferndown urban area is within 200 metres of the site, and also abuts the urban area designated for the existing Ferndown and Uddens Industrial Estates.	+
Closest town centres	Ferndown - 1.8km, West Moors - 2.6km and Wimborne Minster - 5.1km	+
Site topography and tree constraints (Tree Preservation Orders)	The site is green field comprising a series of grazing paddocks with mature trees along field boundaries. Part of the southern edge of the site is covered by an area Tree Preservation Order. The site slopes down towards a small stream running SW - NE, the stream itself being excluded from the site.	+?
Environmental conditions on and around site	If this site were developed for employment uses, consideration will needed for noise impacts on the residential dwellings to the east in Ferndown.	?

4 Site Analysis and Formation of Options

Site Information	Details	Positive or Negative Issue
Contamination or pollution hazards	The site was originally part of a brick works, so these may need further investigation. Pollution or contamination of the stream passing through the site will need to be avoided by use of a surface water drainage system as set out in existing local plan policy, FWP3. One of the issues this is attempting to address is pollution of the downstream, internationally designated for nature conservation importance, Slop Bog.	?
Site access and highway constraints	The site has its sole access off Cobham Road, the details of which are approved in the outline planning permission.	+
Other constraints	Electricity transmission lines pass through the site.	?
Summary	The site lies has been identified as employment allocation in the Local Plan. Many of the impacts and constraints have in principle been satisfactorily avoided or mitigated in order to satisfy the grant of outline planning permission. However, the key issues for this site relates to the finalisation of legal agreements which would release the outline planning permission. For this reason, and the fact that this means the site is yet to be developed, it should continue to remain identified as a site.	+
Include site as an option in Core Strategy	No, planning permission is now confirmed with the signing of the S.106 agreement.	

Table 4.7







Site 8 St Leonard's Hospital

Site Information	Details	Positive or Negative Issue
Site ID	08	
Site name	St Leonard's Hospital	
Site description	A partially disused NHS hospital site located on the southern side of the A31(T) in St Leonard's.	
Overall site area	6 ha (1.5 ha allowable for development as identified in outline planning permission).	
Travel to Work Area	Bournemouth	
Ownership	Homes and Community Agency.	+
Source of site	Existing planning applications and discussions with planning officers.	+

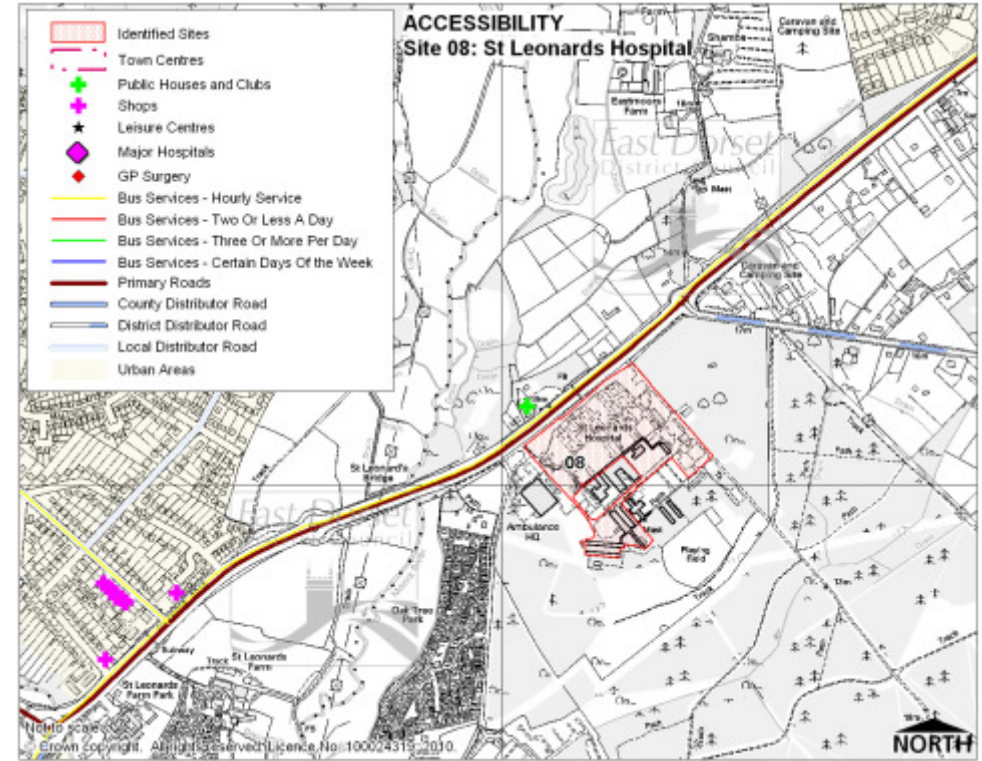
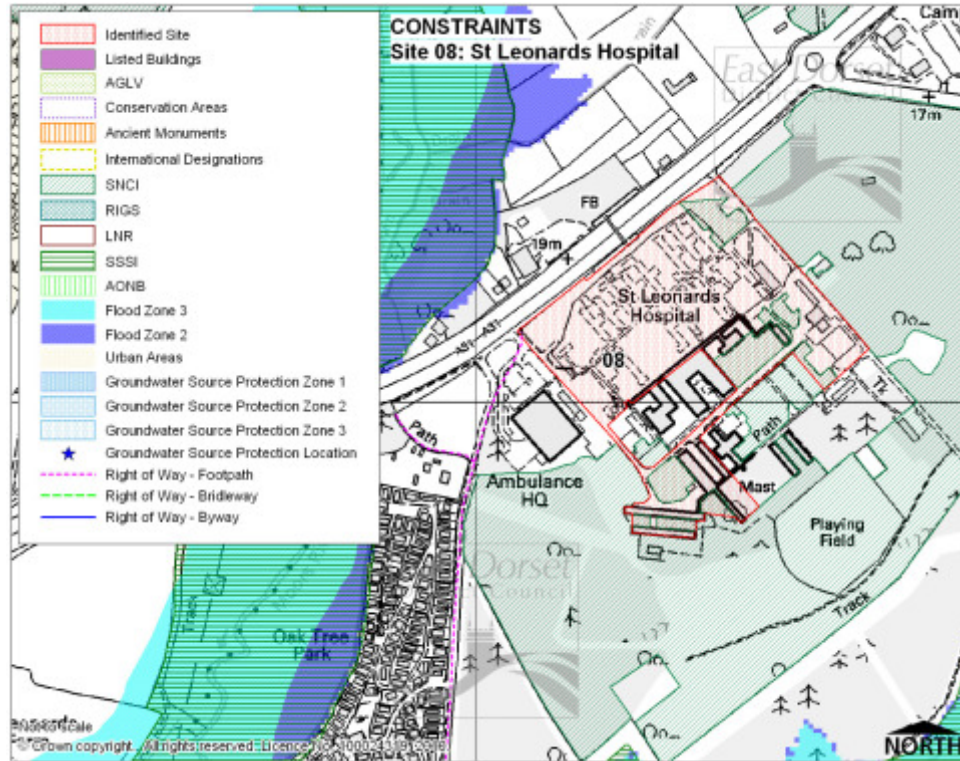
4 Site Analysis and Formation of Options

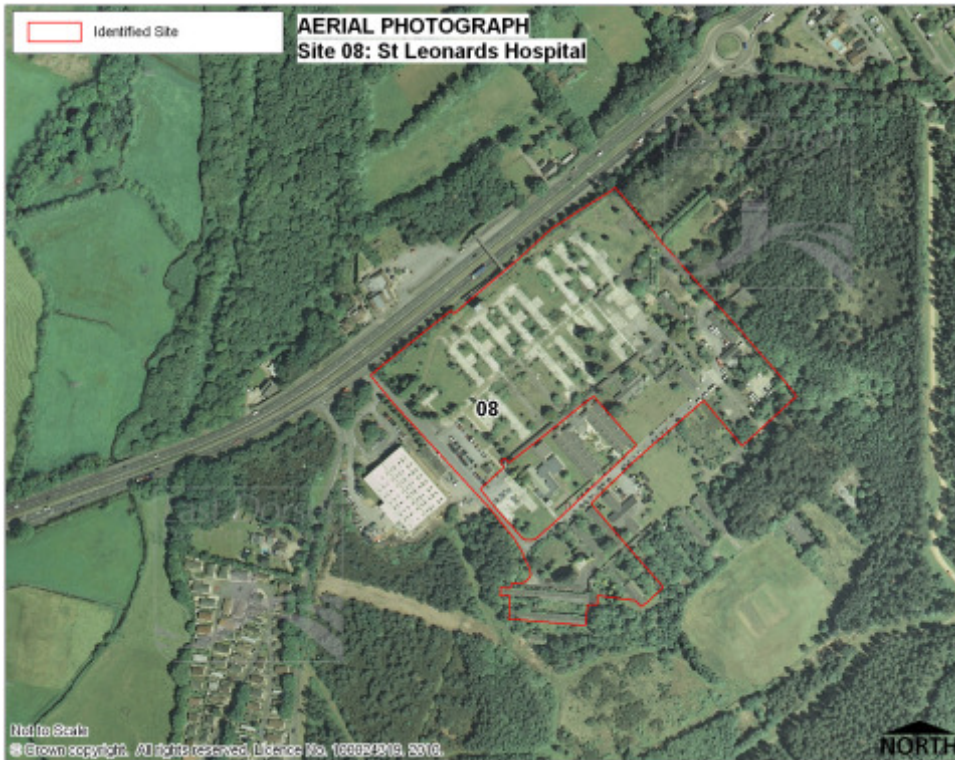
Site Information	Details	Positive or Negative Issue
Intention to develop	Yes. See above.	+
Planning history	The site has a current outline permission to erect a care village with associated community and recreation facilities. A gross floorspace of new buildings not exceeding 15,000 sq m is conditioned within the permission, in order to ensure it does not exceed the gross area of existing buildings on site recently demolished, which will also ensure compliance with existing Local Plan policy SL5 and the principles set put in PPG2: Green Belts. There is an extensive planning history associated to the site's use as a hospital, but relevant to this paper are withdrawn applications from 1990 for residential and B1 employment use for the site.	+
Current planning policy designations	The site lies wholly within the south east Dorset Green Belt, however it is also identified as a Major Developed Site (policy SL5), which allows for redevelopment subject to a series of conditions. The issues to address include ensuring no greater impact on the openness of the Green Belt, protection of the nearby Moors River System, and improved access both on to the A31(T) and through the provision of sustainable travel options. Part of the site contains the St Leonard's Hospital SNCI.	+?
Legal issues (inc adjoining land ownerships)	No known issues.	+
Summary of constraints mapping	A constraint directly affecting the site is an SNCI, designated for grassland and heathland. The site drains into the Moors River System SSSI and is 1.5km from the nationally and internationally designated Hurn Common heathland.	-
Summary of accessibility mapping	The site adjoins the primary road network, the A31 trunk road, and is within 400 metres of an hourly bus service. Other than a public house, it is not within 800 metres of any other local services - the nearest being shops at Pinehurst Road, West Moors at just under 1km distance.	+
Closest urban areas (site centre to urban area centre)	West Moors - 1.8km, St Leonards and St Ives - 2.6km, and Ferndown - 3.2km. The edge of the site is within 700 metres of the West Moors urban area.	+
Closest town centres	West Moors - 2.4km, Ferndown - 2.9km	+
Site topography and tree constraints (Tree Preservation Orders)	The site is essentially flat with areas of grass, mature trees surrounding actively used and demolished hospital buildings and a series of car parks. A Tree Preservation Order exists for the Victory Oak which lies within the site. The site adjoins Forestry Commission land, currently being actively forested.	+

Site Information	Details	Positive or Negative Issue
Environmental conditions on and around site	Future development of this site would need to take in to account noise issues it may have on the nearby residential caravan park.	?
Contamination or pollution hazards	Any contamination and pollution relating to its long term use as a hospital will need further investigation.	?
Site access and highway constraints	Agreed scheme with Highways Authority as part of outline planning permission, with access directly on to the A31(T), but this is for residential development and employment may have different requirements. There are no cycleways linking the site to the main urban areas, but there is pedestrian access, including a footbridge crossing the A31(T).	+?
Other constraints	None identified.	+
Summary	Accessibility is good for direct primary road network access, but less so to local services. Should any change of use from a care village be considered, it would need to satisfy the current requirements of its current status as a Major Developed Site in the Green Belt, and particularly the impact any new development would have on the A31(T) trunk road.	+?
Include site as an option in Core Strategy	Yes	

Table 4.8

4 Site Analysis and Formation of Options





The Options

Issue: Where should employment land be provided in East Dorset?

4.4 The following Options are included in Chapter 14, Creating Prosperous Communities.

Option PC4, Blunt's Farm, Ferndown

4.5 20 hectares of land to the west of Ferndown and Uddens Industrial Estates should be considered as a location for new employment.

4.6 This would involve:

- The provision of B1, B2 and B8 employment uses.
- Ancillary support services, such as cafés.
- Prerequisites for development would include:

- Approval of a detailed development brief, subject to public consultation.
- Improvements to Canford Bottom roundabout.
- Agreement of a comprehensive travel plan including the support of regular bus services.
- Protection of Site of Nature Conservation Interest.
- Retention of significant landscape buffers to the north, and west of the land.

Option PC5, Woolsbridge Industrial Estate

4.7 9.7 hectares of land should be considered as a location for new employment.

4.8 This would involve:

- The provision of B1, B2 and B8 employment uses.
- Prerequisites for development would include:
 - Approval of a detailed development brief, subject to public consultation.
 - Agreement of a comprehensive travel plan including the support of regular bus services.
 - Provision of significant landscape buffers alongside the countryside edges of the site.

Option PC6, Bailie Gate, Sturminster Marshall

4.9 3.3 hectares of land at Bailie Gate, Sturminster Marshall should be considered as a location for new employment.

4.10 This would involve:

- The provision of B1, B2 and B8 employment uses.
- Prerequisites for development would include:
 - Approval of a detailed development brief, subject to public consultation.
 - Agreement of a comprehensive travel plan including the support of regular bus services.
 - Provision of significant landscape buffers alongside the countryside edges of the site.

Option PC7, St Leonard's Hospital

4.11 6 hectares of land at St Leonard's Hospital should be considered as a location for new employment.

4.12 This would involve:

- The provision of B1, B2 and B8 employment uses.
- Prerequisites for development would include:

- Approval of a detailed development brief, subject to public consultation.
- Agreement of a comprehensive travel plan including the support of regular bus services.
- Provision of significant landscape buffers alongside the edges of the site.

Non Preferred Option PC8, Stourbank Nurseries and Little Canford Depot, Hampreston

4.13 12 hectares of land at Stourbank Nurseries and Little Canford Depot, Hampreston should be considered as a location for new employment.

4.14 This would involve:

- The provision of B1, B2 and B8 employment uses.
- Ancillary support services, such as cafés.
- Prerequisites for development would include:
 - Approval of a detailed development brief, subject to public consultation.
 - Improvements to Canford Bottom Roundabout.
 - Agreement of a comprehensive travel plan including the support of regular bus services.
 - Provision of significant landscape buffers alongside the countryside edges of the site.

Non Preferred Option PC9, Manor Farm, Stapehill

4.15 11 hectares of land at Manor Farm, Stapehill should be considered as a location for new employment.

4.16 This would involve:

- The provision of B1, B2 and B8 employment uses.
- Ancillary support services, such as cafés.
- Prerequisites for development would include:
 - Approval of a detailed development brief, subject to public consultation.
 - Improvements to Canford Bottom Roundabout.
 - Agreement of a comprehensive travel plan including the support of regular bus services.
 - Provision of significant landscape buffers alongside the countryside edges of the site.

5 Implementation

5.1 At this stage, there is considerable uncertainty about the mechanisms to bring forward site implementation. However, it is expected that development of these sites would be primarily funded by the developers, although payments made to the current Transport Contributions Scheme and other potential planning contributions would need to be taken in to account.