

Planning Purbeck's Future



Policeman's Lane, Upton Development Brief: A Constraints and Scoping Report

Adopted 13th March 2012



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Important note: this report has been screened for a sustainability appraisal (SA). An SA will not be required.

Context

Purpose of this document

1. Purbeck District Council produced this document to support the Core Strategy, which allocates a settlement extension of approximately 70 new dwellings at Policeman's Lane, Upton.
2. The objectives of this report are:
 - To clarify the planning and design context relating to the site
 - To identify the known constraints and opportunities within the site
 - To identify the known requirements to be delivered through development of the site
 - To identify the high quality urban design and planning aspirations for this site
 - To identify the scope of work to be taken forward by the developers / agents for the site.

The Council's expectation is that developers will produce a final masterplan and/or planning application in consultation with the local community, the Town and District Councils. This will create a high quality place that reflects the aspirations of the local community.

Vision for the site

To create a high quality development of around 70 new homes that is well linked and well related to the existing settlement, whilst maintaining the trees that positively contribute to the setting of this important edge to Upton.

Site description

3. Upton is on the western edge of the Poole/Bournemouth conurbation, adjoining the Poole suburb of Hamworthy. It is the second largest town in Purbeck (population 8,145) and includes a number of schools, an industrial estate, a library, a doctors' surgery, a community centre, and a number of shops.
4. The proposed settlement extension at Policeman's Lane is a triangle of approximately 2.19 hectares of agricultural land and paddocks on the western edge of the town. The site is contained by the A35 dual carriageway to the west and north. To the south are open fields that have not been allocated for development, and to the east is the existing settlement. Access to Policeman's Lane is via Dorchester Road to the north and Watery Lane to the south.

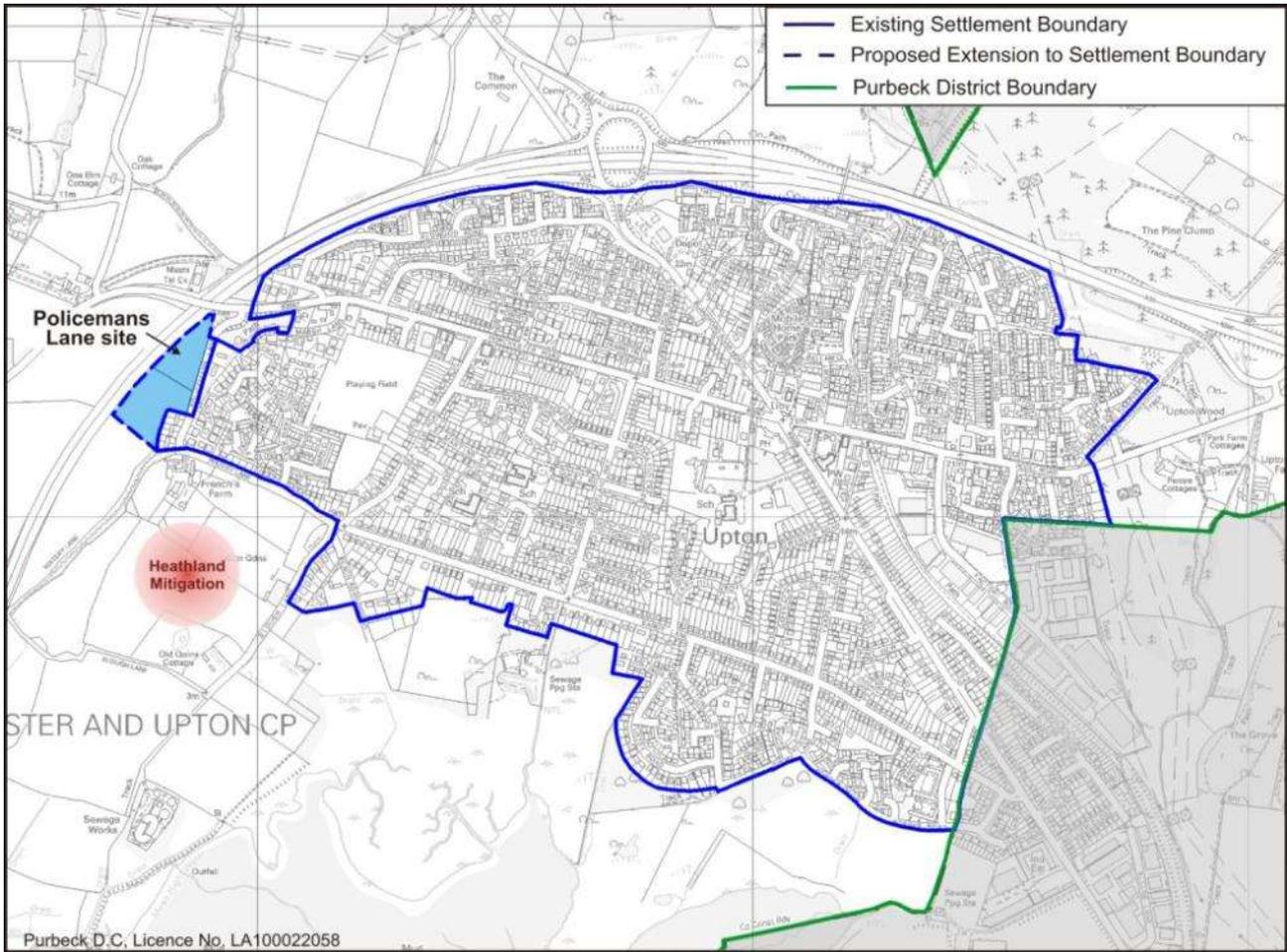


Figure 1: map showing location of the development site at Policeman’s Lane, Upton

5. Policeman’s Lane is a lightly trafficked rural lane with no pavements or street lighting. It has a derestricted national speed limit and is not wide enough for two cars to pass. A drainage ditch runs along the majority of the western side and some of the eastern side of the lane and a grass verge is on the eastern side. There are a number of access points to individual dwellings and to Poppy Close. An effective traffic calming feature exists in the form of narrowing of the road and a sharp bend where Policeman’s Lane joins Watery Lane. From this point, Watery Lane is only single vehicle width (2 vehicles cannot pass each other) for approximately 150m before it widens out to allow for two-way traffic. This section of Watery Lane is a rural lane with a derestricted speed limit and no pavements. Dorchester Road is located to the north of the site and crosses over the bypass. The speed limits on this road change from 40mph to 30mph close to its junction with Policeman’s Lane.
6. There are two bus stops approximately 500m walking distance (just over the normal recommended walking distance of 400m) from the site. This enables travel in an easterly and westerly direction.
7. Dorchester Road has cycle lanes along its length, providing a safe route from the Baker’s Arms roundabout, through Lytchett Minster, to Upton town centre. These cycle lanes provide a good opportunity for the residents of Upton to cycle to Lytchett Minster School.
8. A public right of way (footpath) links Policeman’s Lane with French’s Farm Road and Marsh Lane. The link from Policeman’s Lane to Marsh Lane is recorded as a public bridleway. Another footway from Poppy Close through the French’s Farm residential area links the site with the recreation ground, Watery Lane, and beyond. The nearest shops are a 10 minute walk, schools 10 and 20 minutes, and the nearest pub, 20 minutes.

9. Sporadic rows of hedging and trees are along the boundary of the site with the A35. The height and coverage of these allow extensive views of the road and beyond to Lytchett Manor, a landmark building to the north west. Noise from the dual carriageway is audible across the site, and the limited screening does not significantly limit this noise.
10. A continuous row of mature trees and low level hedgerow along the site's boundary with Policeman's Lane provides a relatively dense visual screen, and gives the lane a rural quality with potential wildlife and conservation value. Four mature oak trees are in the southern half of the site and two others are in the rear gardens of Numbers 3 & 5 Policeman's Lane. A Tree Preservation Order covers the trees and hedgerow trees within the site, its boundary, and the properties along the lane.
11. The site is relatively flat. It appears to be prone to ponding, possibly due to the clay ground and poor percolation rates. In particular, the southernmost tip of the site appears to be prone to waterlogging. Local residents have highlighted that Policeman's Lane can flood. This may be related to periodic blocking and capacity of the watercourse that runs along the western boundary of the lane (see paragraphs 47 - 52).



Figure 2: view of the site taken from the flyover looking south

Planning policy context

National policy and guidance

12. The following list of current national planning policy guidance is considered to be relevant (although not exhaustive) to the development of this site and should be taken into account during the preparation of the master plan and / or planning application:
 - Planning Policy Statement 1: Delivering Sustainable Development (2005)
 - Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2007)
 - Planning Policy Guidance 2: Green Belts (1995)
 - Planning Policy Statement 3: Housing (2010)
 - Planning Policy Statement 4: Planning for Sustainable Economic Growth (2010)
 - Planning Policy Statement 7: Sustainable Development in Rural Areas (2004)

- Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
 - Planning Policy Statement 12: Local Spatial Planning (2008)
 - Planning Policy Guidance 13: Transport (2011)
 - Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002)
 - Planning Policy Guidance 22: Renewable Energy (2004)
 - Planning Policy Guidance 24: Planning and Noise (1994)
 - Planning Policy Statement 25: Development and Flood Risk (2010)
13. The Localism Bill was enacted in November 2011 and will change the way that planning policy is prepared. Local communities will be given the power to prepare their own neighbourhood plan and directly influence new development in their community. The local community and Town Council should be involved throughout the preparation of a masterplan for the development of the site and continued community involvement will be required.
14. In July 2011, the Department for Communities and Local Government (CLG) published a consultation draft National Planning Policy Framework. The Framework (when finalised) will replace current national planning policy guidance, statements and circulars. It sets out the Government's key economic, environmental and social objectives together with the policies to deliver them. The Framework recommends a strong presumption in favour of 'sustainable development' and addresses key issues such as neighbourhood planning, housing provision, the environment, open space and viability of development. It is uncertain when the final version of the National Planning Policy Framework will be in place. However, it is essential that the preparation of a planning application for the development of the Policeman's Lane site has regard to the content of this framework.

Regional policy and guidance

15. The Localism Bill sought to abolish Regional Strategies. However, they cannot be revoked until a Strategic Environmental Assessment has been produced to assess their loss. Therefore, although Regional Planning Guidance 10 (RPG10) and the Regional Spatial Strategy (RSS) for the South West remain material considerations at the current time In future development will need to conform to national and local planning policy and guidance.

Local policy and guidance

16. In October 2010, with the support of Lytchett Minster and Upton Town Council, Purbeck District Council decided to allocate the Policeman's Lane site in the emerging Purbeck Core Strategy, as set out in the following extract of Policy NE: North East Purbeck:

Policy NE: North East Purbeck

The role of Upton will be supported through:...

- Realignment of the settlement boundary to enable the allocation of a settlement extension of approximately 70 dwellings at Policeman's Lane as shown on Map 13 to include:
 - A minimum of 40% dwellings which are affordable for local people;
 - New public open space at French's Farm and screening/signage on the fringe of Poole Harbour to mitigate potential impact upon nearby heathland;
 - Extension to the allotments;
 - Highway improvements;
 - Improvements to walking, cycling and public transport access to the site;
 - A contribution to improving community facilities;
 - Contributions for transport, education and open space/recreation provision;

- Protection of existing trees and hedges.
- Improved links between Upton Woods and Upton Country Park, with a possible extension to the Country Park provided at Upton Park Farm to provide heathland mitigation through the Joint Heathland DPD.
- Investigation of opportunities to enhance Upton centre through:
 - The provision of a town square
 - Improvements to the public realm, including provision of hard and soft landscaping.

17. Policy NE specifies that affordable housing must be for local people. This means an applicant has to have been resident within the District for at least the 12 months prior to application; or have been resident within the District for 4 out of the last 5 years.
18. Policy AH of the Core Strategy notes that in all cases of affordable housing provision the Council will take account of the economic viability of provision. Where viability is questioned, the developer can challenge the level of contribution required through an open book approach. An independent assessment of the open book approach may be required and will be funded in full by the developer.
19. Developers should also be aware of Core Strategy policy DEV (Development Contributions) and the forthcoming CIL (Community Infrastructure Levy), which is scheduled for adoption in April 2014.
20. Other policies in the Core Strategy should also be taken into account.
21. The Core Strategy was submitted to the Planning Inspectorate for examination in January 2012. An Examination in Public is likely to be held in 2012, followed by adoption later in the year. A full copy of the Core Strategy and evidence base can be viewed at: <http://www.dorsetforyou.com/ldf/purbeck>

Design context

National design guidance

22. In addition to the national guidance already listed above, the following guidance should be taken into account in the preparation of the planning application:
 - ACPO, various dates: *Secured By Design*.
 - CABE, 2008: *Building for Life Standards*.
 - DfT, 2007: *Manual for Streets*.
 - DETR, 2000: *By Design, Urban Design in the Planning System: Towards Better Practice*.
 - DCLG, 2008: *Code for Sustainable Homes*.
 - DTLR, 2001: *By Design, Better Places to Live*.
 - ODPM/Home Office, 2003: *Safer Places – the Planning System and Crime Prevention*.
 - ODPM, 2003: *Planning and Access for Disabled People: A Good Practice Guide*.

Local design policy and guidance

23. The Core Strategy includes policy D: Design, which relates to design requirements and any development proposals must take them into account.
24. Additional design guidance and evidence (for example, Townscape Character Appraisals) are available in the Core Strategy evidence base which can be viewed at: <http://www.dorsetforyou.com/ldf/purbeck>

Consultation events

25. On 24th and 28th September 2011, events were held at Upton LUCA and Lytchett Minster Rugby Club to invite comments and views on the proposed development. A consultation statement is included in appendix 1 and includes a full breakdown of the feedback received. A summary of the responses is provided in relevant sections below. The consultation feedback should be taken into account when putting together the planning application for the site.

Site constraints and opportunities

Housing

26. The site needs to deliver 70 houses of which 40% (28) need to be affordable. Of these homes, the likely tenure mix is 90% social rented and/or affordable rented and 10% intermediate housing (e.g. shared equity). The final mix of housing provision will be negotiated with the developer nearer to the time of submission of a planning application, depending on the level of identified need. Affordable housing needs to be predominantly family housing of 2 or 3 bedrooms.

Design

Layout

27. Development should relate well to the Policeman's Lane frontage with fronts of dwellings predominantly facing towards the lane with pedestrian accesses through the hedge and ditch. A deep frontage (set back from the road) is advised, as this will replicate the character along Policeman's Lane.
28. Development along Policeman's Lane frontage should aim to reflect the spacious nature of existing housing at the southern tip of the site and opposite the site. This will have some impact on overall density. Density may be increased away from the frontage.

Height and massing

29. To reflect the local context, dwellings should be two storey units and two storey units with accommodation in the roof space. They should be detached, semi-detached and short terraced units. Any flats would need to be within these styles to replicate the character of adjacent dwellings.

Details and materials

30. Materials that could reflect the local historic character are render with thatch, or brick with tile. However, the use of more modern natural finishes, or innovative use of traditional materials within a more contemporary styling, could create a more distinctive scheme.

Consultation feedback about design

31. People preferred a smaller type of home, such as two-bed properties, preferably semi-detached and single storey. No respondent selected flats. Equal numbers of respondents selected executive style, eco-homes and local style/materials as their first choice. As more respondents chose eco-homes for their second and third choices, this could be considered slightly more favoured over the others, but clearly not by a significant margin. Therefore, whilst feedback in respect of design does not give a clear preference, it does give developers a degree of freedom in terms of the potential appearance of properties.

Transport

Development contributions towards improving transport in Purbeck

32. Financial contributions from the development of the site will be required towards the implementation of the Purbeck Transportation Strategy (PTS). The transport schemes to be implemented within this strategy will mitigate the cumulative negative impact of the additional traffic generated by the development on the transport network. Payment of the contribution is not a replacement for the provision of infrastructure which would normally be paid for by the developer as part of the development. Payments should be made in accordance with the current Interim Guidance 'Development Contributions Towards Transport Improvements in Purbeck' document which can be found on www.dorsetforyou.com/396971
33. Relevant PTS transport schemes in NE Purbeck that the development could contribute towards are:
- Signing strategy to divert traffic from Poole/Bournemouth travelling to the Wool/Lulworth area away from the A351 and on to the A35 (between Poole/Bere Regis) / C6.
 - Traffic management and safety improvements along the A35 (between Poole and Bere Regis).
 - Improve Purbeck Breezer bus service number 40 Poole – Upton Lytchett Minster – Wareham – Corfe Castle – Swanage.
 - Improved sustainable access to Lytchett Matravers.
 - Cycleway Wareham – Lytchett Minster – Upton – Upton Country Park.
 - Improved sustainable access Lytchett Matravers – Lytchett Minster.
 - Junction and online road improvements at the Bakers Arms roundabout and along the A351.
34. Contributions will be collected by Purbeck District Council and passed to Dorset County Council for implementation of the PTS.

Site specific transport requirements

35. In addition to the contributions to transport in Purbeck set out above, the developer will be required to provide a number of transport improvements that are considered essential to make the proposed development at Policeman's Lane acceptable in terms of the provision of sustainable transport opportunities and highway safety. These are set out below and illustrated on Figure 3.

Access, layout and parking

36. Design of the access and layout of the site should be in full accordance with 'Manual for Streets'. All residential development should be designed to allow direct, attractive, safe routes through the site for pedestrians and cyclists. The design of the streets should naturally enforce low vehicle speeds. Provision of car and cycle parking should be provided in accordance with the Dorset residential parking guidance which can be found on www.dorsetforyou.com/397080

Vehicular access to site

37. Vehicular access to the site via the existing field gate and culvert at the northern end of Policeman's Lane is not recommended. This is due to safety reasons because of the close proximity of the bends with poor visibility up the hill towards the junction with Dorchester Road. An access point further to the south of this point would be better.

Improving walking and cycling links

38. The development must provide improvements to the existing footpath through the woods towards Marsh Lane and French's Farm Road. This will provide safe links to the schools, bus stops, recreation ground, community hall and other facilities. The development must also provide a new footway along the western side of Policeman's Lane from the development site entrance northwards to the bridge on Dorchester Road. This will be the main route that schoolchildren will take to walk to Lytchett Minster School. A formal crossing point should be provided on Dorchester Road to help children walk to the school safely.

Improving the local road network

39. Policeman's Lane and Watery Lane must be retained as rural lanes as far as possible. Policeman's Lane needs selective widening to allow vehicles to pass without covering the drainage channel or loss of trees. This widening should be provided where erosion of the verge on the eastern side of the lane has already occurred. The single width section of Watery Lane should be retained and enhanced as a traffic calming feature to dissuade vehicles using Sandy Lane as a route to Poole. A widening should be provided where the current verge erosion exists opposite the French's Farm access. This widening may be extended in length to improve safety.

Public transport infrastructure improvements

40. Raised kerbs must be provided at both bus stops near the site. A new shelter with Real Time Passenger Information (RTI) must be provided at the bus stop on the northern side of Dorchester Road.

Street lighting

41. Provision of street lighting along Policeman's Lane and within the development will be required.

Travel plan and transport assessment

42. A residential travel plan should be prepared to ensure the use of sustainable travel modes to and from the site as much as possible. Alternatives to single occupancy car trips should be encouraged as far as possible. Details should be provided to show how the developer intends to deal with the residual car trips being generated from the development. Contact should be made with the Highway Authority's Travel Plan Coordinator at the earliest opportunity.

Consultation feedback about transport

43. Some useful feedback was provided at the consultation events and the Highway Authority immediately took this on board, advising that they now have additional requirements. These requirements are:
- Coloured surfacing on the bend at the Policeman's Lane/Watery Lane to provide a visual cue for motorists.
 - A 'Welcome to Upton' feature gateway with a further extended footpath and a pedestrian refuge island.
 - 30mph speed limits moved further west along the flyover and along Policeman's Lane.
44. The new and revised 30mph speed limits will be implemented in association with the development provided the authorities are able to obtain the necessary consents. The gateway, footpath and pedestrian refuge are part of the 30mph speed limit extension on Dorchester Road. The Highway Authority would expect the developer to pay for these works under a Section 106 agreement tied to any planning consent.

45. The works in Policeman's Lane will be required to provide adequate access and enhance safety. It will be the responsibility of the developer to carry out these works, with details submitted, agreed and constructed under a Section 38 Highway Agreement.

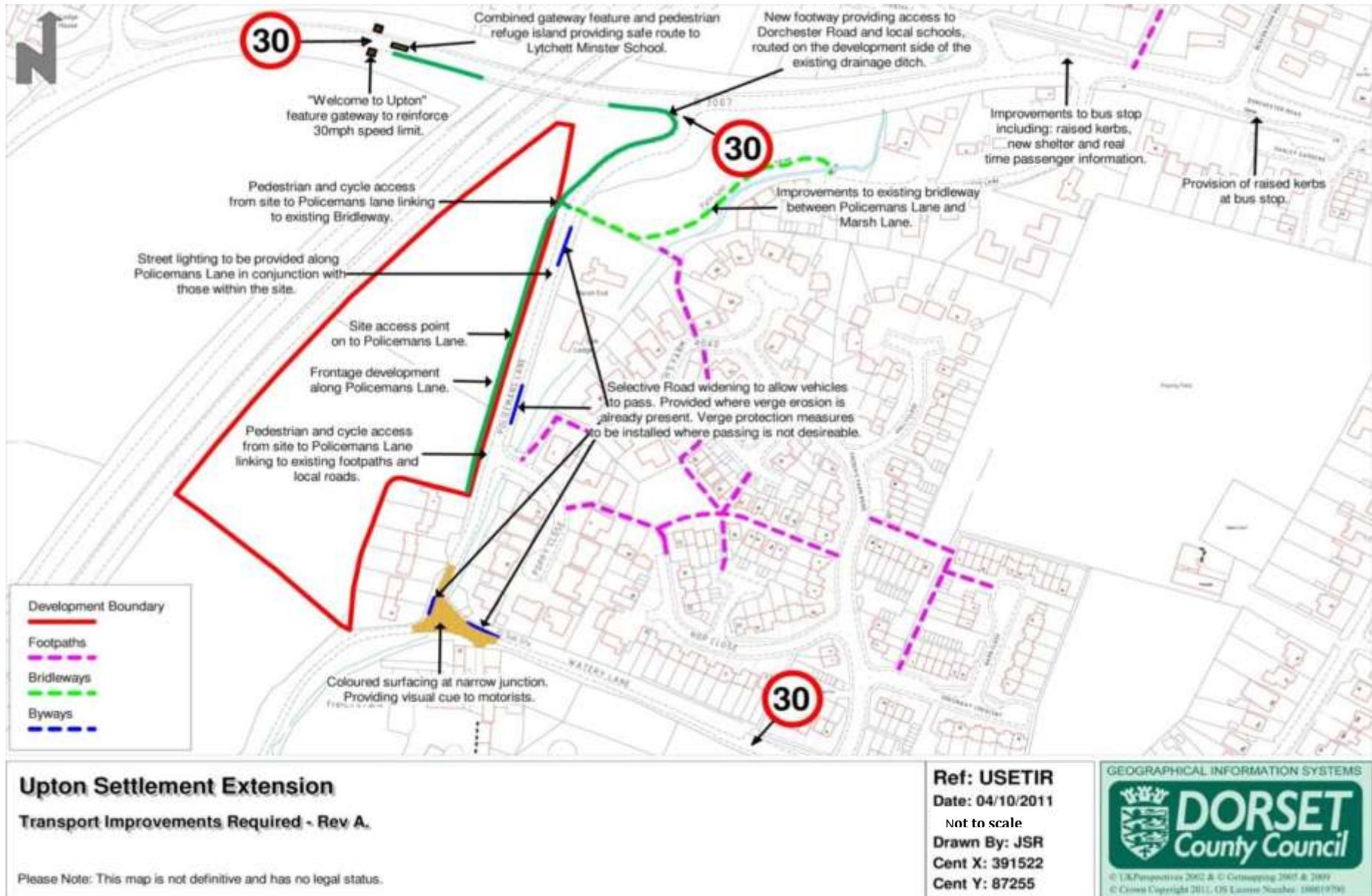


Figure 3: Summary Map Showing Highway Authority Requirements (illustrative only)

Noise

46. Noise from the A35 dual carriageway running along the western edge of the site may have amenity issues for potential residents. The design of the site must therefore take into account noise mitigation. A Noise Impact Assessment must be carried out to ascertain the level of noise and the level of mitigation required. Some form of barrier or bunding is likely to be required as mitigation. For example, an acoustic barrier in living willow may be suitable, and this could be used in conjunction with permanently closed acoustically treated windows along with mechanical ventilation systems. An alternative suggestion may be to design properties with only non-habitable rooms facing the road. Any noise attenuation measures may require monitoring and on-going management arrangements. To ensure consistent management, any bunding should not be in gardens.

Flood management

47. Flooding is a significant concern for local residents. The watercourse/ditch running down the western side of the road becomes blocked with debris and /or capacity from excessive rainfall. This can cause it to overflow, causing the road to flood, particularly by the houses at the southern end of Policeman's Lane. The south eastern corner of the site near to these houses also suffers from flooding problems, and this will need to be investigated. Development could increase debris that could block the culvert near these houses, and the capacity of the culvert may therefore need to be improved. There is another watercourse on the opposite side of the road, which drains a significant area of Upton. Heavy flow can cause flooding at the junction with Watery Lane and further down this lane. These photos show examples of flooding in Policeman's Lane:



Figure 4: photographs of flooding in Policeman's Lane taken 26th November 2006 (source: by kind permission of Mr Marley, local resident)

48. The watercourse on the western side of Policeman's Lane takes flow from the other side of the bypass. However, its route under the bypass and what is connected to this drainage system is not clear, and this should be looked into as part of the site investigations. The area draining to this watercourse also needs to be assessed to establish the extreme flows for which the drainage system will need to cater. If it is proposed to connect to the ditch, an attenuation scheme would be required to limit flows to the natural run-off rate.
49. The provision of a new bridge crossing the watercourse to gain access to the site will require land drainage consent. This is currently obtained from the Environment Agency but will soon be the responsibility of Dorset County Council, in accordance with the Flood and Water Management Act 2010. Planning permission will also be required.
50. Surface water drainage for the site would need to be designed to comply with PPS25: Development and Flood Risk, to a 1 in 100 year standard with a 30% allowance for climate change. Any service or mains connection to the site would need to be laid below the bed of the ditch for aesthetic and safety reasons. A management arrangement would be required to maintain any drainage facility for the lifetime of the development, unless it were to be adopted by Wessex Water as part of the public sewerage system.
51. The developers will be required to produce a Flood Risk Assessment (FRA) and are encouraged to liaise closely with the District Council to establish the requirements of the assessment, which must be in accordance with the Strategic Flood Risk Assessment (SFRA). The Council recommends that the FRA is carried out as part of the planning process to identify any issues relating to flood risk and sustainable drainage sooner rather than later. Requirements of PPS25 and accompanying practice guidance, in particular design, should also be taken into account.
52. The ditch along Policeman's Lane lends a rural quality to the road. Ownership could be retained by the County Council, but if it were to be split between the curtilages of adjacent properties, management is unlikely to be consistent. Therefore, a legal agreement may be required to ensure the satisfactory maintenance of this ditch by future residents.

Trees, hedgerows and landscape

53. All trees on the site are protected by an area Tree Preservation Order for their amenity value. The protection zone around trees is shown on the tree constraints plan overleaf.
54. Existing trees of good quality and value can greatly enhance new development. However, trees can also be a constraint. Poorly-sited layouts or the retention of trees of an inappropriate size or species may be resented by future occupiers, and no amount of legal protection will ensure their retention and survival. To avoid such problems and to ensure a harmonious relationship between trees and structures, careful planning and expert advice will be needed.
55. An Arboricultural Implications Assessment must be provided by the developer in accordance with BS5837 – 2005, providing a reasoned justification for the removal of any trees, and mitigation of any loss. Where possible, all trees should be retained unless their condition is such that retention would not be possible. There is scope for the removal of a limited number of individual trees to accommodate development where it is essential, for example for access. Any trees that are removed should be replaced elsewhere on, or adjacent to, the site.
56. The Highway Authority has stated that they would require the site entrance to be along the hedge bounding the eastern edge of the site (see paragraph 36 above) and the preferred layout of the site will need accesses through the hedge. The tree constraints plan identifies

a protection zone along the hedge, but the site entrance and other accesses can be accommodated, as long as they do not compromise trees that are to be retained.

57. The layout of the site should enable retained trees to develop to their full size over time without being compromised. It is unlikely that encroachment into root protection areas of trees to be retained will be acceptable. The construction of light fencing may be acceptable subject to the hand digging of foundations.
58. The planting of new and/or replacement trees should be an important part of any planning application. Consideration should be given to the trees' location and species to ensure that they fulfil their role within the scheme now and into the future. Any scheme submitted must detail their spatial location above and below ground.
59. The hedge along Policeman's Lane lends a rural quality to the road. Future ownership and maintenance should be ascertained because if ownership were to be split between the curtilages of adjacent properties, management is unlikely to be consistent. Therefore, a legal agreement may be required to ensure the satisfactory maintenance of this hedge, as well as trees on the site.
60. The south western boundary to the site should be planted with field hedges to contain the site, whilst retaining views out across fields to south.
61. Higher density housing would be more suited to the northern half of the site and lower density to the south. This is because site constraints make this approach the most feasible. The reduction in the density of development towards the south of the site also means that the relationship between the development and the open countryside will be more sensitive.
62. There should be a buffer of open space adjacent to the existing semidetached properties on Policeman's Lane. This will incorporate and provide a suitable setting for the existing trees. The open space should be enhanced by planting of a native screen along existing fences.
63. The area that is prone to ponding should be developed as a wildlife area to increase biodiversity and local interest.



Policemans Lane, Upton Strategic Site. Location of trees and development constraints.

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For Identification Purposes Only



Not to scale
Date : 14/02/2011

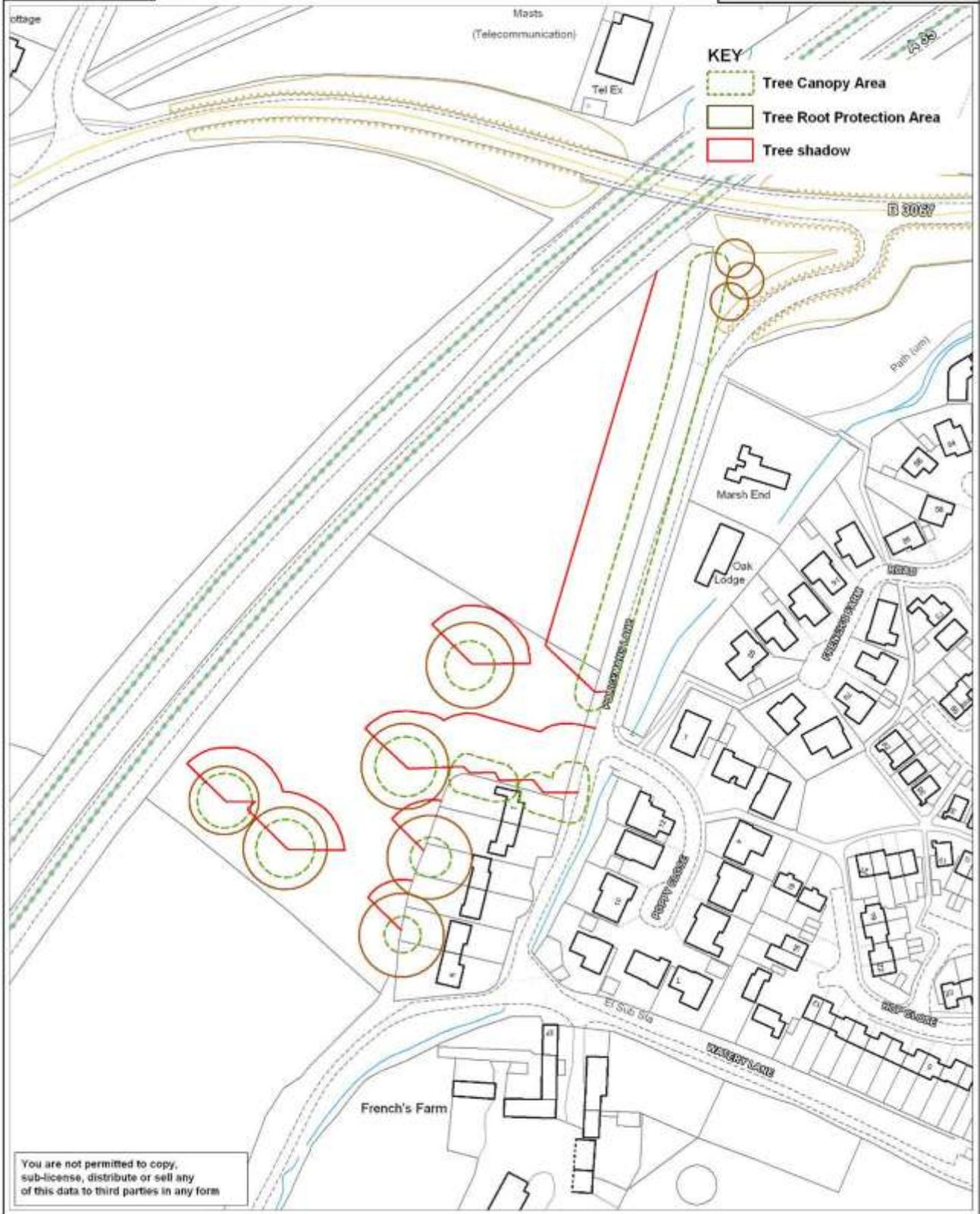


Figure 5: Tree Constraints Plan

Ecology

64. There are concerns over hedgerows and ditches on site, the proximity to Poole Harbour SPA, the potential of the site for bat roosts, and over-wintering birds. An ecological survey will be required to be submitted alongside any planning application as part of the necessary environmental impact assessment for the site (as required by Council Directive 85/337/EEC, as amended).

Nature conservation mitigation

65. Mitigation measures are essential to ensure that the new development does not have an adverse impact upon European protected sites. In North East Purbeck these are:
- Dorset Heathlands SAC/SPA. The main issues are visitor pressure, water abstraction, water quality and air quality.
 - Poole Harbour SPA/Ramsar Site. The main issue is water quality.
66. Mitigation measures are set out in the Core Strategy Habitats Regulation Assessment (September 2011). Implementation will require working with statutory bodies, landowners and neighbouring authorities. To mitigate the impact of development at Policeman's Lane, a package of measures is required as follows:
- Provision of suitable alternative natural green space (SANGS) to the south of the housing site between Slough Lane and Watery Lane. This will provide an alternative location for local residents to walk and exercise dogs without needing to drive to nearby Upton Heath or Wareham Forest protected sites.
 - Public footpaths allow access to the shore of Poole Harbour SPA/Ramsar site. To mitigate potential disturbance to birds, the landowner will need to work with the RSPB to provide planting/screening and information boards.
67. Provided these measures are put in place alongside the development, a financial contribution towards heathlands mitigation will not be required.
68. It is important that the delivery of mitigation measures coincides with delivery of housing, and that the mitigation is in place before the occupation of new housing development. The developer will need to prepare a management plan for the mitigation proposals to include car parking, accessibility, signs and landscaping. The plan should be prepared through discussions with Natural England, the District and Town Councils.
69. Natural England, Wessex Water and the Environment Agency are exploring ways of mitigating the impact of new development upon water quality in Poole Harbour in liaison with local authorities within the catchment of Poole Harbour, including Purbeck District Council. A mechanism has yet to be agreed that will ensure that nitrogen produced by development is mitigated without an adverse effect upon Poole Harbour.

Recreation and open space

70. The Sport and Recreation Audit and Assessment (2006) revealed a current shortfall of equipped play areas in Upton for all ages. The development will generate an additional need for open space, recreation and sports provision which, if possible, should be provided on site. Active design could be incorporated into the layout of the site. This could include on-site recreational equipment.
71. Where on-site provision is not possible, contributions will be sought for all or part of the requirement. The level of contribution will depend upon the sizes and types of dwellings, and can be advised at the planning application stage through negotiation to ensure development of the site remains viable. For on-site or off-site provision, a maintenance contribution will be required.

72. Lytchett Minster and Upton Town Council has a waiting list for allotments and there is a notable shortage in Upton. In accordance with Policy NE of the Core Strategy, the development will be required to provide an extension to the existing allotments.

Consultation feedback about recreation / open space

73. Developers brought along copies of a draft plan of potential open space and invited comments from attendees. Two respondents did not agree with the dog walking area. However, it will not be feasible to remove this from the open space because it is a requirement of Natural England to divert dog walkers away from protected sites. Objections from the public appear to be based on perceptions of dog mess.
74. Other suggestions were made to help improve the design of the open space. For example, concern was raised about security for existing allotment users, should the circular walk pass alongside new and existing allotments. Therefore, a rerouting may be required that maintains a circular walk, but does not put the security of allotments at risk.

Public services and community facilities

Education

75. Dorset County Council has indicated that any increase in the number of children as a result of the housing development should be supported by a contribution towards primary and secondary education. Specifically, the Lytchett Minster Secondary School may need to be enlarged to provide additional educational facilities. There is also seen to be a need for additional land for sporting facilities. The extent of any contribution is not yet known and it will be determined through negotiation to ensure development of the site remains viable.

Health

76. The local doctors' surgery has confirmed that existing facilities would be able to cope with the amount of housing planned for Upton.

Community Facilities

77. The recreation ground and youth centre are highlighted by the Plan for Upton and Lytchett Minster as in need for improvement. Policy NE of the Core Strategy requires a contribution towards community facilities and improvements to the recreation ground and pavilion could form part of this contribution. The extent of the contribution is not yet known, and will be determined through negotiation to ensure that the scheme is viable.

Consultation feedback about public services and community facilities

78. The three most popular responses were:
- The most common suggestion was more tree planting. Soft landscaping will be a requirement of any future planning application. However, developers should be aware of this aspiration and look to incorporate sympathetic tree planting of native species.
 - The second most commonly cited facility was car parking. Some residents want better parking provision at the recreation ground. Several respondents supported an increase in parking for allotment users and users of the heathland mitigation public open space. Developers will be encouraged to work closely with Lytchett Minster and Upton Town Council and the Highway Authority to ensure that any proposed improvements to the recreation ground parking are acceptable and that any new parking provision for new allotment users is sufficient.
 - Facilities for young people were also supported. A contribution towards the youth centre, at the recreation ground, could be provided. An equal amount of support was given to provision for an off-road trail bike course. Given the amount of land in the

vicinity within the same ownership as the Policeman's Lane site, this facility could be possible to deliver.

Archaeology

79. There are no records of any archaeological remains on the site or in the immediate vicinity. The site is likely to be an area of former heathland, which generally lessens its archaeological potential. A site visit from Dorset County Council's Archaeology Department indicates that there is nothing of high archaeological potential. Therefore, it is unlikely that archaeology needs to be taken into account with any masterplanning or future planning application(s). However, should new evidence emerge that there is archaeological potential, developers must liaise with Dorset County Council's Archaeology Department.

Ground contamination

80. Records show no specific concerns regarding potential for contaminated land. The site is in an area rated by the Health Protection Agency as Radon Class 1. This means the site is not in a radon affected area and consequently no radon protective measures would be necessary to new-build properties.

Renewable energy

81. In line with Policy D: Design of the Core Strategy, at least 10% of the total energy use requirements of the development must come from decentralised and renewable or low carbon sources. For sustainability reasons, developers are encouraged to go beyond this target and the targets in the Building Regulations. Developers should investigate proposals for the provision of combined heat and power and other renewable energy provisions as part of the overall plan for development of the site.

Minerals safeguarding

82. The land is covered completely by the sand and gravel safeguarding area set out within the emerging Minerals Core Strategy. When it is developed, the developers will be required to test the depth and quality of the mineral deposit to ascertain whether prior extraction should take place.

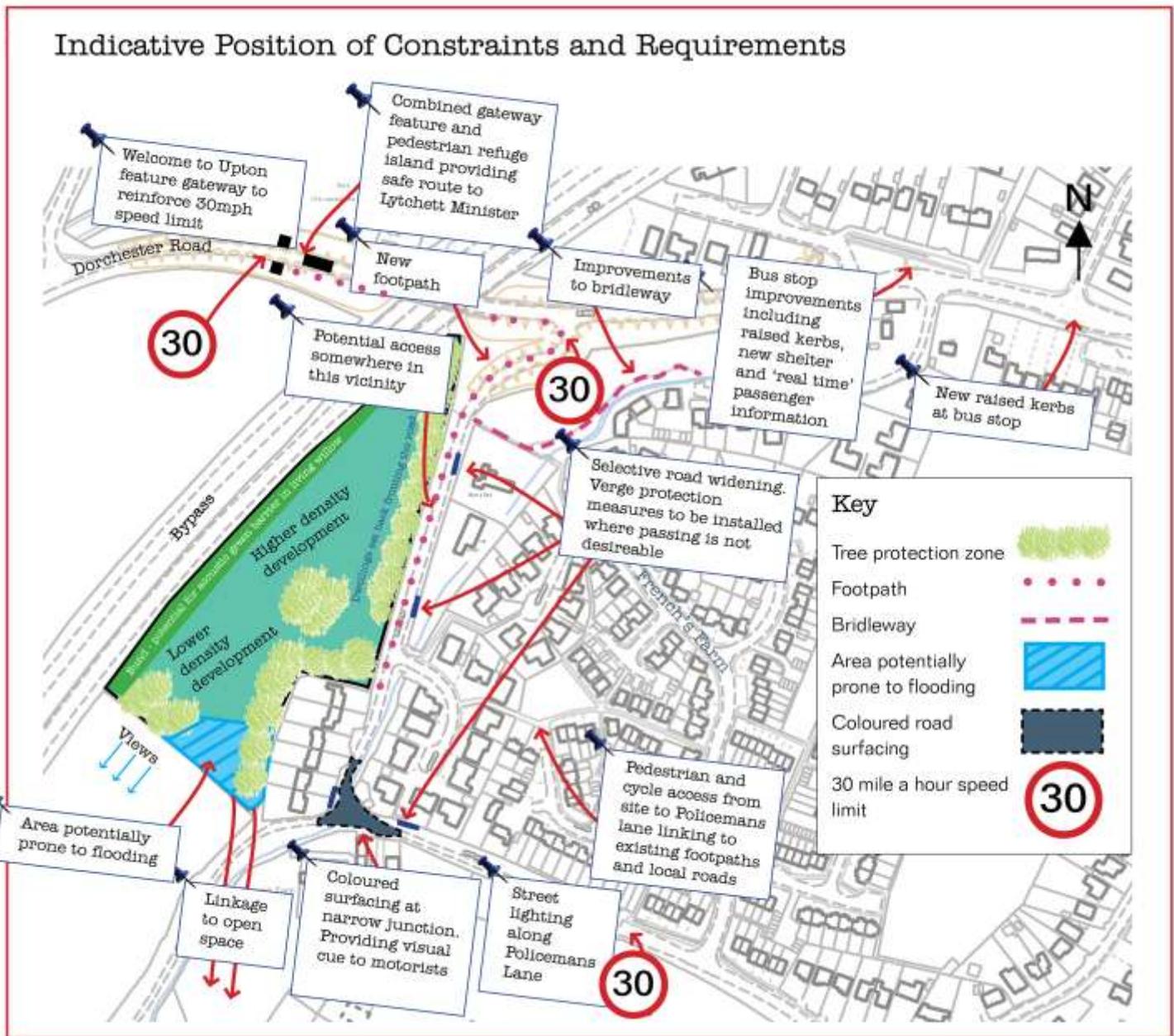


Figure 6: Summary Diagram Showing the Indicative Position of the Main Constraints and Requirements

Scope of further work

Requirements

83. In summary, as part of the masterplan / planning application process, developers must submit:
- A community engagement strategy
 - A full and detailed context appraisal
 - A policy review applying relevant policies to the site design
 - A vision statement setting out a vision for the site and key objectives
 - Planning and design principles
 - Implementation details
 - Costs, viability, phasing and timing of development
 - Draft planning obligations
 - A management plan detailing the on-going management proposals for the existing hedgerows and trees and for the proposed tree planting, bunding, open space(s), green corridors, sport and recreation facilities and sustainable drainage system. This management plan must indicate who will be responsible for the on-going management of these elements of the development and give details of draft terms and conditions.
84. In liaison with District Council officers, and taking on board the consultation feedback, plans / illustrations are to be produced to demonstrate:
- Site layout – including the relationship between buildings, routes and open spaces within the site and with adjoining areas and town centre;
 - Built layout – relationship of plots, frontages, grain of development, relationship with adjoining development, roads, trees, key buildings, street surveillance, character, legibility, exploitation of existing features and safety;
 - Densities – variations within the site and relationships with surrounding uses and character;
 - Height – visual impact, relationships within the site, relationship with surrounding uses and character, maximum heights, impact on existing views, creation of new views, building height to street ratios and massing;
 - Design details – techniques, local distinctiveness, facades, lighting, street furniture, hard landscaping, public art, safety, boundaries, key features and on-site play / recreation equipment;
 - Materials – type, texture, colour, pattern, maintenance and palette;
 - Landscaping – structure planting, secondary planting, species and safety;
 - Trees – retention, tradable, replacements, types, sizes and safety;
 - Open spaces – public spaces, type, treatment, enclosures, character of spaces, lighting, legibility and safety;
 - Movement – vehicle and pedestrian access, networks of access within site and beyond, parking, traffic management, homezones, mobility limitations and safety;
 - Inclusion of renewable energy and energy efficiency measures;
 - Mitigation of European protected sites.
85. Details must be provided of:
- all planning contributions and where possible draft Section 106 Agreements to include details of terms, adoptable standards, level of contributions and legal mechanisms;

- all surveys and assessments undertaken, to also include a travel plan, transport assessment, flood risk assessment, arboricultural implications assessment, ecological survey and pre-determination archaeological evaluation;
- the intended development process following completion and adoption of the masterplan, including intended timescales and phasing of development and community benefits.

86. The developer / agent should discuss their proposal with the Highway Authority) prior to formal submission of a planning application. Discussions will also speed up the decision-making process following submission of a planning application and ultimately increase the chance of a successful decision.

Important note: Following the formal adoption of the masterplan by the District Council, any further modifications requiring discussion with Planning Officers prior to the submission of a planning application will be charged in accordance with the Development Management charging schedule.

Project stages

Description of Stages	Purbeck District Council	Developer	Dorset County Council	Lytchett Minster & Upton Town Council	Community
In liaison with District Council officers, prepare community engagement strategy concept plan and broad principles, arrange and undertake a workshop on the draft plans and concepts with members of the District and Town Councils.	✓	✓	✓	✓	
Finalise draft plans and concepts and report to the Highway Authority, District and Town Councils prior to a period of 6 weeks' formal consultation with the local community.	✓	✓	✓	✓	
6 weeks' formal consultation to be agreed with officers at Purbeck District Council.	✓	✓	✓	✓	✓
Consider results of formal consultation and provide feedback, together with reasoning behind how community's comments have or have not been taken into account.		✓			
Finalise plans and concepts in liaison with Highway Authority and District Council officers.	✓	✓			
Report final masterplan to the Highway Authority, District and Town councils for adoption.	✓	✓	✓	✓	✓

Contact details

87. Purbeck District Council Switchboard – 01929 556561
 Planning and Community Services
 Purbeck District Council
 Westport House
 Worgret Road
 Wareham
 Dorset
 BH20 4PP

Planning Policy Team - 01929 557264
 Email: ldf@purbeck-dc.gov.uk

Development Management Team – 01929 557206
Email: planning@purbeck-dc.gov.uk

Dorset County Council switchboard – 01305 221000

Appendix 1: Consultation feedback

Core strategy settlement extension – Policeman’s Lane, Upton

Who was consulted?

To inform the future preparation of a master plan for the site, Purbeck District Council undertook an informal issues and options consultation on the proposed development site. The consultation was aimed at the local community with the aim to informally obtain their views and opinions on the future development. The principle of the consultation was agreed by Lytchett Minster and Upton Town Council, who also provided details on their preferred consultation methods.

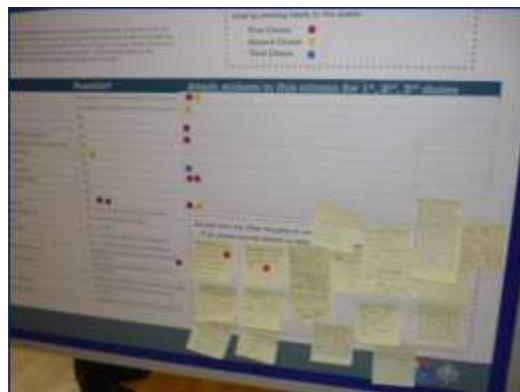
How were they consulted?

Two drop-in exhibitions were held, one in Upton and one in Lytchett Minster to provide the opportunity for the local community to meet with District Council Planning Officers, Highway Authority, District Councillors and the agent / developer. Attendees were encouraged to choose from various options and provide more general comments.

The events were as follows:

- Saturday 24th September 2011 – Upton LUCA 1-5pm;
- Wednesday 28th September 2011 – Lytchett Minster Rugby Club, 6-9pm

Exhibition boards setting out the key issues for the site and development options were displayed, and suggestions invited.



How was the event advertised?

The event was advertised to the local community using the following methods:

- Advert placed in the local Clarion magazine.
- Press release sent out to all local media.
- Leaflets to nearly 700 properties and businesses in the vicinity of the site including Policeman's Lane, Poppy Close and French's Farm. Lytchett Minster and Upton Town Council provided the detail as to which streets they wanted leaflets to be delivered to. Deliveries were undertaken by the District Council, Town Council and Policeman's Lane Action for Concern about our Environment (PLACE) – a local group.
- Leaflets displayed at the town council offices and library.
- Interview with Councillor Johns (Built Environment) on Radio Solent 96.1 / 103.8 on Saturday 24th September 2011.
- Advert on Dorset for You website.
- Advert in Local Development Framework newsletter.
- Advert in September 2011 edition of the Purbeck District Council Information Bulletin.

What response was received?

Approximately 50 members of the public attended the Upton meeting and around 40 attended the Lytchett Minster meeting, making a combined total of around 90 attendees. The results are below.

Which community benefits would you like to see?

The below list of potential facilities was drawn up using suggestions from the 2010 'Where Shall We Build in Upton 2010-2026' consultation and suggestions from the Plan for Upton and Lytchett Minster (PULM). These were used as prompts to provoke discussion at the two consultation events. The results below reflect the responses from those events.

	1 st choice	2 nd choice	3 rd choice
Youth centre	3	1	
Community centre	2	1	
More parking	4		
Children's play area	1		
Young people's exercise equipment	1		1
Improved sports facilities at the rec ground	1		
Establish a running track		2	
Astroturf football pitch			1
Off-road trail bike course	3	1	
Young persons' notice board			
Provide graffiti walls		1	
Tree planting	5	1	1

Other facilities suggestions

Suggestion	No. of respondents	Possible?
Pedestrian bridge over A35 to link Lytchett Minster to Upton	4	No - too expensive
Comments relating to more parking	2	Yes
Proper surfacing for Slough Lane	1	No - not related to the development
Community garden for Davenport Close (on other side of Upton)	1	No - not related to the development
Extend pavement from Policeman's Lane to Randall's Hill junction and add zebra crossings for school kids	1	No - not related to the development
Rec ground needs improving - it is underused	1	Yes
More allotments needed	1	Yes
Doctors' surgery needed	1	No - not related to the development
Town square to accommodate more parking facilities	1	No - not related to the development
Dog exercise facilities on green fields	1	Yes

Comments on developers' proposal for suitable alternative natural green space

Comment	No. of respondents
More parking for allotment extension, dog walkers and users of the orchard	3
No to dog walking area - there's enough mess already	2
Move allotment extension to south west so people won't have to overlook it	1
Public footpath through allotments not safe	1
New allotments should be fenced off to prevent trespassing and dogs	1
Access to allotments from Watery Lane and close off Slough Lane entrance	1
There needs to be suitable drainage in dog walking area so not to increase run-off to Old Quoins	1
Dog-proof fencing required to protect amenity of adjacent homeowners	1
Combine allotments with existing	1
Circular walk should be gated and fenced off and separated from allotments and orchard	1
Access through old allotments to the new ones should be provided	1
Existing allotment users worried about people walking through the site	1

What kind of homes would you like to see?

Size

Size	1 st choice	2 nd choice	3 rd choice
1 bed	3		3
2 bed	12	5	
3 bed	9	4	1
4 bed	4	2	
5 bed	1	3	4

Type

Type	1 st choice	2 nd choice	3 rd choice
Flat/apartment			
Bungalow	6	2	1
Terrace	3	1	
Semi	7		
Detached	3	3	1

Height

Height	1 st choice	2 nd choice	3 rd choice
1 storey	10	1	1
1.5 storey	7	2	1
2 storey	6	2	1
2.5 storey	4		1

Design

Design	1 st choice	2 nd choice	3 rd choice
Executive	6		2
Estate	5		1
Modern/contemporary	3	2	
Eco home	6	3	1
Local design/materials	6	3	

Comments on design/Layout

Comments	No. of respondents
There should be in and out access points	3
No garage blocks	2
Tree planting to conceal development	2
Better access should be provided to Lytchett Minster School	2
Enough parking at the development for new residents	2
New development should have no front gardens and have parking spaces instead	1

Comments	No. of respondents
Dwellings should be limited to low height (single storey)	1
Houses should have garages or off street parking	1
Instead of garages, design houses with parking underneath	1
Trees and banks should form bunding	1
Site access should be onto Dorchester Road	1
Play area and green space needed	1
Access opposite Oak Lodge unsuitable. It should be off Watery Lane	1

Other General Comments

Comment	No. of respondents
Do not build on Green Belt	6
Lack of facilities to support increasing population - infrastructure needs to be addressed (roads, shops, health, education social and community facilities)	3
Objection to principle of development	2
No evidence for a need for affordable housing	1
Too much development already in Upton	1
70 dwellings is too dense - should be 10-15	1
Parts of the site floods	1
Affordable housing should be for people with a connection to Upton	1
Compensation should be given to surrounding property owners whose property values decrease	1
Concerns over noise	1
Doubts that developers will provide any benefits	1
Site has dense trees and is steep	1
We should concentrate on filling empty housing	1
Worries about rises in council tax to pay for pressure on infrastructure	1
We should allow hamlets to be built for affordable housing on farm land	1