

## Part B

## DEVELOPED ENVIRONMENT

*The need for intervention to defend the coastline from flooding or erosion arises from the location of many important residential, industrial, commercial and agricultural sites in the coastal zone. Reflecting this, one of the main objectives of the Shoreline Management Plan is to ensure that due emphasis is made towards the protection of life and the need to protect the developed environment including, where appropriate, agricultural land.*

*To achieve this, a thorough understanding of human usage and activities is required. This includes knowledge of land use, as well as coastal activities that may exert an influence on, or be influenced by, coastal processes. This Section also includes an appraisal of the coastal extent of historic and archaeological features, many of which are afforded statutory protection.*

DEVELOPED ENVIRONMENT

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## **1 INTRODUCTION**

One of the key aims of this shoreline management plan is to consider socio – economic influences and needs; with due emphasis given towards the protection of life and the need to protect the natural and developed environment. This section provides an appraisal of the human and built environment; examining any land use, local economy, commerce, recreation and tourism issues raised in each Area. It also provides an appraisal of existing historical and archaeological features within the coastal zone. More detailed information on land use, environmental designations and the archaeological resource is contained in a series of maps in Volume 4.

### **1.1 Land Use**

#### *Agriculture*

Most of the productive land in Hampshire is situated away from the shore. The Dorset coastline is regionally important for agricultural production containing large areas of cliff-top grassland with arable land on the more level areas. Detailed information concerning agricultural land use is available by Agricultural and Civil Parish, an example of which is shown in Appendix A.

#### *Forestry*

The extensive, mainly coniferous, plantations on the heaths around Poole Harbour and Wareham, on the Arne Peninsula and on Purbeck, are commonly planted on former heathland and are nationally significant in terms of their extent.

#### *Land Reclamation*

There has been a considerable amount of land reclamation within Poole Harbour confines since 1845, the majority of which has been concentrated along the northern shore. Holes Bay has been the site of extensive reclamation providing land for industry and road/rail infrastructure. The present line of Parkstone Bay has been determined by previous reclamation works for waste disposal and gas works that have since been removed. Extensions to the commercial port facility in the 1980s have also been made possible by further reclamation works to the Hamworthy frontage.

#### *Population and Residential Growth*

Dorset's main coastal urban areas are in Bournemouth, Christchurch and Poole. Smaller towns include Swanage and, in Hampshire, Milford and Barton. There is considerable pressure for new residential development along the coast, owing, in part, to the substantial inflow of retired people to the region and the continued demand for waterfront properties, particularly when associated with leisure facilities.

The resident population of the County of Hampshire in 1991 was 1,523,700. This represents an increase of over 4% since 1981 and 11% since 1971. This is an average population for a non-metropolitan county in England and is similar to the other coastal counties of East and West Sussex. In contrast, the population of England and Wales grew by only 0.12% between 1981 and 1991.

Over the course of this century Dorset's population has grown from 269,000 to 672,000, the majority of which has been due to migration and has occurred around the principal settlements of Bournemouth and Poole which are the regional

industrial and commercial centres for the County. Beyond Bournemouth and Poole there are many smaller towns, villages and rural areas. Swanage is one such principal coastal town within the study area which lies to the south of Poole.

Conflict exists between residential development of waterfront areas and other activities, such as boatyards, which have no alternative venues but do not have the same high economic value. Recent urban developments in the area have included substantial marinas with associated housing such as Moriconium Quay in Poole Harbour.

#### *Fishing*

The main fishing ports are Christchurch Harbour, Mudeford Quay and Poole Harbour, however, there is also some fishing out of Swanage.

#### *Shipping and Ferries*

Commercial developments include those at Christchurch Harbour (ferry), Poole Harbour (roll on/roll off facilities and ferry) and Wareham Quay (leisure boat facilities). Port of Poole handles ro-ro and bulk/general cargoes, and has passenger ferry facilities, it is likely to expand in the future with policy protection afforded to commercial deep water frontage. Existing industries in Poole include engineering works and a chemical works. Large quantities of commercial, military and recreational traffic use Poole Harbour and the shipping channel which extends out into Poole Bay.

Passenger ferries run in Christchurch and Poole Harbours, providing various routes including a service between Poole and Brownsea Island within Poole Harbour. A vehicle ferry links the mouth of Poole Harbour, between Sandbanks and Studland. These locations are also visited by passenger ferries from Bournemouth, the Isle of Wight and Swanage. Continental vehicle ferries operate between Poole and the Channel Islands and Cherbourg whilst small boat trips run along the Purbeck Coast from Swanage to Lulworth.

#### *Waste Disposal*

There is a landfill site in Swanage near Panorama Road, however this is due to close this year. Stanpit Marsh, which lies in Christchurch Harbour, has a historic landfill site on its north side. The southern side of Christchurch Harbour has also been filled using domestic refuse by Bournemouth Borough Council in areas north of the Broadway now known as Wick Fields.

#### *Quarrying*

Quarrying takes place in Wareham for sand, gravel and ball clay with limestone being quarried at Swanage. Much of the ball clay resource within the area lies within AONB however permitted operations exist close to Poole Harbour at the Ridge Mine and open cast pit on the northern tip of Arne peninsula.

#### *Oil*

This region is now established as a resource of national importance in terms of oil and gas developments. Wytch Farm, one of the largest reservoirs on the UK continental shelf and the only significant oilfield in the region, is located immediately to the south of Poole Harbour on the Isle of Purbeck. The oilfield is connected by pipeline to the Hamble oil terminal at Southampton. In 1993 the Wytch farm oilfield had an estimated recoverable reserve of 41.1 million tonnes.

## **1.2 Tourism and Recreation**

Whilst the Solent area is of a very high value for coastal recreation, the Dorset coast is less extensively used, though there is considerable visitor pressure on some areas, such as Poole Harbour, Poole and Sandbanks, Bournemouth's beaches, Studland and Swanage. Much of the County's tourism industry is centred on the coast and tourism provides much employment and a main source of revenue in Dorset. Land-based recreational activities include sea angling, wildfowling, fossil collecting, metal detecting, golf, horse and bicycle riding, rock climbing, bird watching, walking and mountain biking. Water based recreational activities include sailing, windsurfing, jet skiing, waterskiing, rowing, swimming, sub aqua, surfing and sea kayaking. In locations where a high number of these interests are pursued, for example, Poole Harbour, an Aquatic Management Plan exists which typically zones the activities to reduce conflict between harbour users.

The attractions of the coast and the New Forest have brought increasing numbers of tourists to the area and tourism is now even more important to the local economy. It is estimated that 7.15 million visitor days per year are spent in the New Forest area, contributing some £76 million, annually, to the local economy. The area as a whole generally has a wide range of tourist accommodation from quality hotels to basic camping sites and further expansion of some facilities is encouraged, where appropriate, by the Local Authorities.

The most popular land-based activity is walking. Footpath access has gradually improved over the last 25 years and stretches of the south west coast path extend from South Haven Point to Durlston. Milford on Sea is also the starting point for the "Solent Way", a path spanning some 60 miles east to Emsworth. There are also numerous beach huts along the coast which are popular with local residents and are also used by regularly visiting tourists.

## **1.3 Historical and Archaeological Importance**

The following section gives a brief summary of the main features of archaeological interest along the study coastline. All identified sites or archaeological finds are indicated on the land use maps in Volume 4. Information on the archaeological sites is held on the County Sites and Monuments Record (SMR), along with all designated Scheduled Monuments (SM) which is held by the relevant County Planning Department.

This report represents a desk-based review of all the known and potential archaeological material recorded along the coastline. All terrestrial sites identified are listed in Appendix B. Analysis of the County Sites and Monuments Record (SMR) supplied by Hampshire and Dorset County Councils are included along with the National Maritime Record supplied by the Hampshire and Wight Trust for Archaeology and Dorset County Councils.

In the offshore zone, accurate positions of shipwrecks are recorded where known. In the majority of cases only the approximate positions of shipwrecks are recorded unless physical remains have been found (Appendix C).

### **(a) Statutory Protection**

When sites of high archaeological value have been identified, they have been assessed and recommendations put forward for their management. In England, three statutes provide protection for archaeological sites and their settings.

- Ancient Monuments and Archaeological Areas Act (AMAA) 1979

Sites which are judged to be of national importance are protected by the AMAA Act. Protected sites are known as Scheduled Monuments (SMs). It is an offence to damage or destroy a SM and any operations that are likely to affect such a site requires the written consent of the Secretary of State. English Heritage is the executive agency in respect of scheduling.

The AMAA's definition of a monument includes sites both on land and in the UK territorial waters, including remains of vehicles, vessels and aircraft. In England, scheduling has only been applied above the low water mark.

- Town and Country Planning (Listed buildings and Conservation Areas) Act 1990

This provides for buildings, considered to be of special architectural or historic importance, to be designated as Listed Buildings. The consent of the Secretary of State is required for any works that will alter, damage or destroy a Listed Building. Local Authorities provide the administrative channel for Listed Building consents.

- Protection of Wrecks Act 1973

This provides for the designation of any shipwreck for archaeological or historical interest. Such wrecks can only be dived on under licence and any invasive activity is prohibited in the designated area.

(b) Development Control

The main controls in respect to archaeology are implemented through land use planning under the Town and Country Planning Act 1990. The Department of the Environment, Transport and the Regions provides advice through planning policy Guidance Notes (PPGs). English Heritage and the Royal Commission on the Historic monuments of England have recently stated:

*'Although it remains government policy not to extend the Town and Country Planning system to the territorial sea the principals set out in Planning Policy Guidance Note 16: Archaeology and Planning, should be applied to the treatment of sub-tidal archaeological remains in order to secure best practice' (English Heritage and RCHME 1996).*

PPG16 (Department of the Environment 1990) incorporates and expands on earlier guidance and it emphasises the regard that should be given to archaeological remains. In essence there is a presumption in favour of preservation *in situ*. PPG16 states:

*'The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether that monument is scheduled or unscheduled.'*

The value of reconciling archaeology and development through early consultation with Local Authority Archaeological Officers is stressed. In cases where the planning authority agrees that preservation *in situ* cannot reasonably be achieved, the developer may be required to make appropriate and satisfactory provision for excavation and recording of remains.

The Code of Practice for Seabed Developers (Joint Nautical Archaeology Policy Committee 1995) embodies the principals of PPG16. It sets out the need for consideration of the archaeological resource to be incorporated at the outset of project planning. PPG15 (Department of the Environment 1994) is concerned with historic buildings and associated archaeology whilst PPG14 (Department of the Environment 1990) focuses upon development on unstable land stating that 'some of the features which may cause instability or which may result from instability may be of historical..(or)..archaeological..interest'. PPG20 (Department of the Environment 1992) considers the coastal zone, which extends both landward and seaward. It notes that Local Authority policies concerning the coast should include measures to protect the historic landscape and archaeological sites and monuments. There is emphasis on the need for data collection. 'Steps should be taken to ensure the evidence offered by archaeological remains should be fully assimilated to predictive studies of coastal change' (English Heritage and RCHME 1996).

### 1.4 Offshore Uses

Offshore uses, including mineral extraction and fisheries, are described where appropriate. Dredging occurs offshore of this coastline between the Isle of Wight and Poole and much of this dredged material is landed in Poole Harbour which has the only active aggregates wharf site in Dorset. There are also solid waste disposal sites for dredged material situated off Hurst Fort, the Needles and Swanage Bay.

Wyth Farm oilfield is the only significant oilfield in the region. In 1995 the seventh onshore oil and gas exploration licensing round approved further extraction of oil from the oilfield. The need for offshore drilling for oil in this region will always remain a questionable issue due to the inherent risks of potential pollution incidents and associated adverse effects on the natural environment.

The whole stretch of coastal water is regularly fished for pelagic, demersal and diadromous fish species, with particular activity for shellfish species such as lobster and crab. Fishing activity is especially intense around Poole Harbour which is very sheltered and this represents the main fishing port in the region. Many fishing vessels work a wide variety of gear, switching methods several times a year according to seasonal movements of species or changes in the market demand. Small boats fish throughout the year for high value species such as oysters, edible crabs, lobsters, scallops, Dover Sole or Bass. There are no major fish markets in the region and the majority of the catch landed is sold through local wholesalers, to meet the local demand from hotels and caterers. Some of the catch landed in Poole goes to the continental market due to the easy access from Poole Harbour.



**2 AREA 5F-1 HURST SPIT TO HENGISTBURY HEAD LONG GROYNES**

**2.1 Land Use**

*Settlements*

The towns and villages along this stretch of coast include Milford on Sea, Milton, Barton on Sea and Highcliffe which are all mainly residential in nature, but with tourism and service industries providing the main employment. These seaside settlements generally have an older than average population, with many people choosing to retire here.

Milford on Sea originated in the centre of an agricultural parish, when the coastline was further south than it is now. The village retains its nucleus around a village green, however, it has expanded rapidly over the past 100 years. There has been substantial redevelopment at the western end of the cliff top in recent years, including blocks of flats at Milford on Sea. Milford is well provided with amenity and open spaces (Hordle and Rook Cliff open spaces) as well as Studland Common and sports grounds to the west of the village. There are some low lying areas at Milford which are subject to flooding. The Milford Cliffs are subject to erosion which has generated some considerable coast protection work.

New Milton is a modern settlement which is really an expansion of Old Milton. Modern expansion began with the opening of the railway station in 1888 which forms part of the main line from Waterloo, via Southampton to Weymouth. New Milton has expanded both to the north and southward to the cliffs at Barton. Barton comprises mainly suburban developments of one and two storey dwellings whilst, at Milford, the coast is dominated by some particularly large and obtrusive blocks of flats as well as more suburban development. There are some large areas of public open space and car parks along the cliff tops at both settlements. Housing developments that remain to be completed include the White House, Barton House and Barton Chase Hotel in the New Milton/Barton area.

The A337 is the east-west link between Christchurch and Lymington along which lies the town of Highcliffe. The houses are principally residential in nature rather than holiday accommodation. There is a car parking area on the Highcliffe cliff top and the adjacent open space is retained for overspill car parking. Highcliffe and Friars Cliff beaches are popular and are intensively used in peak summer months.

*Economy*

New Milton is the principal employment centre within the Area. Modern industrial estates have been built in a number of locations with service employment located within the town centre. A small industrial estate also provides employment at Milford along with retail and service outlets around the Green.

*Agriculture*

The agricultural land between Hurst Spit and Milford is of varying quality and characterised as open coastal plain by Hampshire County Council. The length of Hurst Spit itself is classed as Grade 5 whilst the majority of the area around Keyhaven up to the boundary of Milford-on-Sea is of Grade 2 value. Agricultural data for the Parishes of New Milton and Milford-on-Sea state the main agricultural uses as livestock rearing and arable crop production. Land between Milford and Barton is predominately Grade 3 and broken up by a strip of Grade 4 along this length, consisting of large open fields of pasture and arable land. The remainder of this Area is residential in nature or used for other non-agricultural purposes.

### *Land Ownership*

Coastal ownership of this Process Unit is largely in the hands of a number of estates, namely the Naish, Meyrick and Barker Mills estates. In several instances these estates have leased land to the New Forest District Council, the County Council or other land users such as Barton Golf Club. The majority of the foreshore in this unit is managed by NFDC who lease the land from the Meyrick Estate. Hurst Castle is owned by the Ministry of Defence. Land at Hengistbury Head is owned by Bournemouth Borough Council.

## **2.2 Tourism and Recreation**

This is an important stretch of coast for tourism with the beaches being a particular asset. Tourism is a major generator of wealth in the Christchurch Borough, with an estimated visitor expenditure in the order of £21 million in 1992. Tourism facilities include two golf courses, one at Highcliffe, the other at Barton on Sea, and a holiday complex at Naish Farm. The complex at Naish includes an area of holiday chalets and caravans with some leisure facilities. Beach huts have been constructed at Hordle Cliff, Milford on Sea and Barton on Sea, many of which are in a poor state of repair. However, these huts remain a popular and traditional element of the coastal scene.

Popular recreational activities include walking and sea angling as well as traditional seaside activities such as sun-bathing and swimming. There are designated bathing beaches at Barton and Milford, both of which have facilities such as car parks, shops, cafes, kiosks, beach huts and toilets. There is also an amenity beach at Naish that is popular with summer visitors. Hurst Castle is also a popular destination for visitors. Access to the castle is either on foot, along the spit, or by boat.

Some parts of the coastline in this area are accessible to the public. A coastal footpath facilitates public access along or close to the shoreline from Mudeford Quay to Chewton Bunny with the exception of an area of land between Highcliffe Castle and Steamer Point woodlands. Christchurch Borough Council are intending to purchase this land as part of a wider initiative which will enable completion of the coastal footpath. The Council are also proposing the establishment of a coastal cycle path between Mudeford and Chewton Bunny which exploits the network of tracks and access roads that have been developed over the years.

Public access is more restrictive along the remaining stretch of coastline from Chewton Bunny to Hurst Spit. At present there is no public access through Naish Holiday village along the cliff top, and beach access improvements are required both at Barton on Sea and the western end of Milford on Sea. A number of amenity car parks exist at various points along this stretch of coast including Avon Beach, Highcliffe, Barton, Taddiford Gap and Milford.

The importance of Milford on Sea as a focal point for recreation and amenity on the coast has declined in recent years. A number of small scale developments have been proposed to improve the area including the creation of a new slipway at the eastern end of Milford to take pressure off existing access points at Lymington and Key Haven. Mudeford Quay, which is an important tourist attraction and recreation facility, is described further in Section 3.2.

Sites for camping and caravanning are located mainly on the Christchurch Bay coast, with sites at Milford and Barton accommodating some 1600 pitches. There

has been a steady decline in the number of hotels and guest houses in Milford and Barton.

### 2.3 Historical and Archaeological Importance

Hurst Spit Castle was built between 1541 and 1544 and formed part of a string of coastal defences built by Henry VIII to protect Southern England from the French. It is now designated a Scheduled Monument (SM).

Another feature of important archaeological interest within this Area is Hengistbury Head, a Scheduled Monument dating back to the Iron Age. The majority of this site falls within Sub Area 5F-3 and consequently it is discussed in more detail in Section 4.

Within Area 5F-1 lies the village of Highcliffe. Highcliffe Castle is a Grade I Listed Building and one of the most important Listed Buildings in the Area. The Castle, which had fallen into disrepair as the result of a fire, is now owned by Christchurch Borough Council. The Castle has undergone a £5.2m programme of repair works recently and its future use lies in the hands of the Council.

Two Conservation areas currently exist under the jurisdiction of Christchurch Borough Council within this Area. The conservation areas include:

- Bramble Lane - Situated in an area to the north of Chewton Common Road it comprises a number of residential developments from different historical periods, the oldest of which were once part of an C18<sup>th</sup> hamlet. A number of the cottages are Grade II Listed and of local interest.
- Mudeford Quay –This conservation area falls within the boundaries of two process units but is described in detail in area 5F – 2 (Section 3).

Two Conservation Areas have also been designated in Milford-on-Sea by New Forest District Council, one is centred around the green in the village centre and the other centred around the church. The previously derelict White House hospital on the sea front at Milford which is now undergoing redevelopment and repair is an important Listed Building and prominent coastal landmark.

There are many features of terrestrial and maritime archaeological interest in the area that are listed in Appendices B and C respectively and shown on the archaeology maps in Volume 4. The nationally important Scheduled Monuments (SMs) are listed in table 2.1.

**TABLE 2.1 Scheduled Monuments of relevance to the SMP (Area 5F-1)**

Parish	SM No	Description	NGR
Lymington	SM26716	Hurst Spit Castle	SZ 4318 0897
Christchurch	SM 821	Bronze Age Bowl Barrow	SZ 1918 9281
Bournemouth	SM 824	Bronze Age Round Barrow	SZ 1793 9056
Bournemouth	SM 824	Bronze Age Pottery	SZ 1798 9096
Bournemouth	SM 824	Palaeolithic Flint Assemblage	SZ 178 905
Bournemouth	SM 824	Mesolithic Flint Assemblage	SZ 178 905
Bournemouth	SM 824	Bronze Age Round Barrow	SZ 1797 9055

Note: SMR = Sites and Monument Record; NGR = National Grid Reference

There is considerable overlap of Sub Area boundaries in relation to the location of Scheduled Monuments, thus some of the archaeological finds which have been designated as SM824 (the Hengistbury Head area) have been included in Area 5F-3 (Section 4).

Many artefacts have been found along this coastline to the west of Hurst Spit, this is due in part to the eroding cliff face which continues to liberate archaeological material. This is particularly the case at Barton where one find consisted of 128 implements including 97 Palaeolithic handaxes. A number of isolated finds of worked flint tools have been found in the Friars Cliff and Mudeford vicinities dating from Prehistoric, Neolithic and Bronze Age eras. Some pieces of Bronze Age metalwork have also been discovered in the area. One particular find of interest is a deserted village that was recorded in 1066 which included 6 salt houses. However, the only archaeological site above the cliffs that could be under threat from erosion are the earthworks at Taddiford Gap that may have been associated with the Medieval village of Hordle.

To the south of this area lies the drowned river valleys of the River Solent. Work on this valley has produced a wide range of archaeological information. Such valleys would feature in any detailed archaeological assessment of the area.

A number of wrecks exist offshore including two British Dumb barges that were stranded in 1889; the S.B Hume, a British Brigantine which was stranded in 1895 and an English Merchant Vessel; William and Eliza that was lost in 1884. A Neolithic hand axe; probably the finest ever found in Hampshire was also discovered offshore.

## 2.4 Offshore Uses

Commercial fishing activity takes place along this stretch of coastline. The sub-littoral habitats around Hengistbury Head are important as fishing grounds for crabs and lobster. Approximately 30 boats are registered at Mudeford which constitutes one of the largest fleets in this study area, exceeded only by Poole. General fishing for a range of fish species takes place in addition to some potting.

## 2.5 Developed environment issues and requirements relating to coastal defence

- The soft eroding cliffs fronting Naish Holiday Village are designated a geological SSSI and are unprotected for this very reason. However, increasing pressure is being mounted for beach stabilisation measures to be employed at Naish beach which reduce erosion and improve the aesthetics of the beach without affecting the geological interest of the area.

- The future appearance, ecology and public access to the coast is of great importance both to residents and tourists. Any future coast protection works must aim to balance engineering stabilisation objectives with the need to enhance the visual appearance of the cliffs and beach, and enhance recreational access and amenities.
- Barton golf course, on the edge of the town is suffering from coastal erosion and has had to be expanded inland to replace areas lost to the sea. This action should be encouraged where possible in instances where land at risk from erosion does not warrant major expenditure on coast protection works.
- Hurst Spit Castle is of national importance and is a Scheduled Monument. Reductions in sediment supply caused by previous coast protection measures have resulted in a number of breaches. Any future coast protection works must aim to reduce their impact on sediment loss to lessen the risk of future breaches.
- Parts of the cliffed section of coastline between Milford and Highcliffe suffer from erosion providing material that contributes to the sediment budget of the cell. This source, if maintained, would provide valuable beach material for the protection of areas of residential importance.
- The coastal areas of Highcliffe and Chewton Bunny have been exposed to direct wave attack due to the low volumes of beach material at the foot of local cliffs. These low volumes have, since the early 1900's, suffered from a steady decline in the natural sediment supply of as a result of the construction of the coast protection measures in Poole Bay. Research work in 1974/80 demonstrated that beach renourishment work carried out in Poole Bay enhanced the levels of sediment supply to the coastline of Christchurch Bay and Christchurch Borough Council has taken advantage of this supply to reinforce beaches east of the harbour entrance by erecting rock groynes. A more strategic approach to shoreline management is thus in need of being pursued as part of this SMP.
- Between Hurst Spit and Chewton Bunny the cliff face is constantly eroding and as it erodes, archaeological material is being exposed. Finds are so far isolated and are commonly not part of a larger structure or structures. Any fragile archaeological material would undoubtedly be under threat and a long term monitoring programme to monitor the coastline as it erodes is required to record and recover any archaeological material that is discovered, particularly within the drowned river valley of the River Solent. Coastal works in this area must also take into account the high potential for archaeological finds.
- The only features under threat directly behind the cliff line are the earthworks at Taddiford Gap described as rectangular enclosures of about 1.8ha. although more work needs to be conducted to confirm this suggestion. This area should be investigated further to confirm its provenance and archaeological value before it is lost.

- There are four offshore wrecks in this area. The location of these should be determined prior to the onset of any coastal defence works to prevent damage to these important archaeological sites. Any development should also be aware of the potential for further material being exposed during work.
- Transportation of any coastal defence material by sea must consider the potential impact on the commercial inshore fisheries along the coast in this area.

**3 AREA 5F-2 CHRISTCHURCH HARBOUR**

**3.1 Land Use**

*Settlements*

The town of Christchurch borders the northern edge of Christchurch Harbour. This is a residential and tourist town which provides a locally important service and retail centre. Christchurch Borough has a population of 42,000 of which 34% are of pensionable age, which is the highest percentage of retired people in any district in the County. The majority of Christchurch Harbour is designated as SSSI (353ha), this includes a LNR at Stanpit Marsh.

Most of the buildings are residential but there is some holiday accommodation in the form of hotels, guest hotels and bed and breakfast establishments. These are mainly found in the Mundeford and Stanpit areas. Static caravans are situated at Sandhills (130 caravans approximately) adjoining the coast and situated close to Mundeford Quay.

*Economy*

Most of the commercial activity is situated in Christchurch town centre. The major employment sectors are 'high technology' (electronics, software, engineering and manufacturing companies) and aviation with industrial sites providing the remaining business base. There are six industrial areas in Christchurch town which include Grange Road, Airspeed Road, Airfield Way Road, Wilverley Road, Groverley Road and Stony Lane. The traditional association of Christchurch with boat building and related maritime industry has declined in recent years with only one boat building yard now remaining. Provision has been made in the Local Plan to encourage the retention of such industry due to its contribution to the local character and employment needs.

There are 2 public car parks within the Purewell area of Christchurch. One is located at Two Riversmeet Leisure Centre, the other at 'The Buttery'. There are three amenity car parks on the riverside adjacent to the Priory, Priory car park itself, Town Quay and Mayors Mead which serves the town's upriver public slipway. Mundeford and Stanpit also have car park facilities at Mundeford Quay and the Stanpit recreational ground. Traffic congestion in this area is considerable, particularly during the tourism season.

*Agriculture*

Due to the developed nature of this stretch of coastline there is little opportunity for agricultural use. There is, however, a small area of Grade 4 agricultural land to the north of the Harbour in the vicinity of Purewell that is used for rough grazing and horticultural crops.

*Land Ownership*

Land ownership within Christchurch Harbour is currently split between Christchurch and Bournemouth Councils and the Meyrick Estate. Stanpit Marsh nature reserve, the northern end of Mundeford Spit and the southern end of Mundeford Quay belong to Christchurch Borough Council. The entire area of Hengistbury Head including Wick, and the southern part of Mundeford Spit are owned by Bournemouth Borough Council who lease the spit to Christchurch. The harbour bed is owned by the Bournemouth and West Hampshire Water Company and the Crown Estate.

### **3.2 Tourism and Recreation**

Christchurch Harbour and Mudeford Quay are highly important to the overall tourism industry within Christchurch. Holiday makers, day trippers and water sports enthusiasts use the area, particularly during the summer months. Hand in hand with this is the fact that the Harbour itself is designated a Site of Special Scientific Interest (SSSI) due to its great ecological importance. Consequently it is crucial to gain a balance between the conflicting uses, ensuring that tourist and recreational activities do not adversely affect the natural history of the Harbour and Stanpit Marsh.

Facilities for launching boats are provided at Fishermans Bank and Mudeford Quay. The latter is more important due to the boat storage area, large car park and good access to the open sea. Other slipways also exist further up river at Avon Bridge and Christchurch Sailing Club. The harbour also attracts large numbers of anglers who fish its tidal stretches. The fishing rights extend along a considerable length of the Harbour bank. Boats are discouraged from landing in Stanpit Marsh Nature Reserve and the whole Marsh is subject to a scientific management plan produced by Christchurch Borough Council. The Harbour is also a base for offshore angling and recreational bass fishing is popular at the mouth.

A range of tourist and water-based recreational facilities are available including dinghy sailing, windsurfing and rowing. Facilities on shore are somewhat limited and a considerable increase in the number of pleasure crafts is contained by the physical nature of the Harbour which dictates the number of available moorings. Those existing moorings are currently being used to full potential. Large areas of open space can be found within the Harbour confines, the majority of which is accessible to the public for informal or more passive recreational pursuits.

Access to the coastline in this area is varied. Although land along the Fisherman's Bank area of the Harbour is in private ownership, there are common rights and a public footpath along this length. Development on the northern edge of the Harbour has also inevitably produced a number of access points along this fringe. Passenger ferry services operate from Tuckton Tea Gardens to Christchurch Quay and Mudeford Spit; and, from Mudeford Quay to Mudeford Spit enabling waterborne access to much of the Harbour.

Access to the southern shores of the Harbour is relatively limited, consisting of footpath access and the land train that operates in the vicinity of Hengistbury Head and terminates at Mudeford Spit.

### **3.3 Historical and Archaeological Importance**

Originally a Saxon burgh (fort) against Vikings the medieval town of Christchurch also contains Roman material and important prehistoric remains. Much of the town centre has been designated a Conservation Area and contains many Listed Buildings, as well as Ancient Monuments and areas of archaeological interest. It is noticeable that there are 5 Grade I Listed Buildings in the town centre. Those that fall within the study area boundary include Christchurch Priory, Constable's House, Town Bridge and the Castle.

A Saxon Monastery of the Church of the Holy Trinity existed on the site of the present Priory church which itself was commenced in 1094. The Priory Church was built at the same time as Twynham Castle and a domestic building to house



the Constable was erected at the foot of the Castle a little later in about 1160. The ruins of these remain today and the area is designated a Scheduled Monument.

A number of other 'local grade' listed buildings of importance (identified in the local plans) are located within this area. These should also be taken into consideration in the light of any significant development.

There are many features of terrestrial and maritime archaeological interest in the area that are listed in Appendices B and C respectively. The Scheduled Monuments (SMs) are listed below.

**TABLE 3.1 Scheduled Monuments of relevance to the SMP (Area 5F-2)**

Parish	SM No	Description	NGR
Bournemouth	SM 860	Bronze Age Bowl Barrow	SZ 1528 9209
Christchurch	SM 22962	C15th Medieval Bridge	SZ1608 9276
Christchurch	SM22962	Early Christian Cemetery	SZ 1603 9255
Christchurch	SM22962	Augustinian Priory	SZ 1603 9255
Christchurch	SM 22962	Motte and Bailey Castle	SZ 160 927
Christchurch	SM22962	Constables House	SZ 160 927

Note: SMR = Sites and Monument Record; NGR = National Grid Reference

Three other Scheduled Monuments exist outside the Town Centre Conservation Area, all of which contain the remains of Bronze Age Barrows. Isolated findings of flint and pottery were also found within the area dating from Prehistoric and Bronze Age era's respectively.

The older 'hamlets' of Purewell, Stanpit and Mudeford have numerous statutory Listed and Locally Listed Buildings situated along historic streets. A number of Conservation Areas exist, many of them within these areas along this stretch of coastline. These include:

- Mudeford Quay - The Quay has a long association with the fishing community and this is reflected in the terraces of fishermen's cottages found in the area. These are grouped closely together with an inn on the head. The area also contains a number of listed cottages of the 17<sup>th</sup> and 18<sup>th</sup> century including Grade II 18<sup>th</sup> century house 'The moorings.' The historical interest and visual quality of the area are integral to the character. The Quay has particular policies to protect its historical and amenity interest within the Christchurch Local Plan by preventing development of an unsympathetic nature.
- Mudeford/Christchurch Harbour Frontage – This area contains a number of Grade II Listed Buildings that front Mudeford. The most important reason for designation, however, is the open character and natural appearance of the waterfront.
- Purewell – This area contains several Grade II Listed and Local Interest Buildings dating from the early 18<sup>th</sup> and early 20<sup>th</sup> centuries. Fine examples include Hengistbury House and Purewell Farmhouse. The area is characterised by groups of terraced properties, often brick built.

- Stanpit and Fishermans Bank – groups of white or cream rendered or painted brick terraced cottages characterise the area. Other properties of interest include a Grade II Listed Building, a row of 18<sup>th</sup> century Coastguard cottages along Stanpit and The Watch House at Fisherman's Bank.
- Christchurch Central Conservation Area – Retaining its Saxon street plan and millstream, the character of the historic town centre is maintained through its network of narrow streets, the quality of its buildings and variety of architecture. The importance of the town centre is reflected in the number of statutory Listed and Local Interest Buildings which it contains.
- Mudeford Sandbank – The remains of an attempt to create a permanent harbour entrance can still be seen here. The Clarendon Rocks, an inshore training wall was built by the Earl of Clarendon in 1666 in an effort to make the River Avon navigable for trade. Its sister training wall lies beneath a modern groyne. The sandbank also has a shipbuilding pedigree, with two coasting barques of 200 ton burthen being built there in the mid-1800s. The Black House, c1898, is thought to have been built to support the boat building industry.

There is substantial evidence of submerged land surfaces within the Harbour. The presence of a Mesolithic occupation site, below maximum HWM at Mother Siller's Channel, on Stanpit Marsh, raises the possibility of other prehistoric, and later sites at or below HWM. The work by Oxford University (Professor Cunliffe) provides a good insight into the archaeological potential of the Harbour.

A Roman ship wreck was reported as being discovered in the Harbour at the beginning of this century (SMR Christchurch 30). Finds sent to the British Museum in 1910 have since been lost. Should such a vessel be rediscovered it would be of considerable historic importance and would almost certainly be designated under the Protection of Wrecks Act. The presence of Bronze Age, Iron Age, Roman, Saxon and Medieval ports around the Harbour raises the possibility of other ancient wrecks being discovered in the Harbour sediments.

### 3.4 Offshore Uses

Commercial fishing activity takes place along this stretch of coastline. The sub-littoral habitats around Hengistbury Head are important as fishing grounds for crabs and lobster. Mudeford Quay supports a locally important fishing industry of up to 30 registered boats which is exceeded only by Poole. The catch is almost entirely non-quota shellfish and oyster, with an annual turnover of around £2.1m. Salmon are caught by seine-netting in the Harbour entrance, mostly for conservation purposes. Such activities have taken place here since Saxon times but rights are now being slowly withdrawn by the Environment Agency to maintain diminishing stocks.

There is also a licensed dredging area off the coast of Christchurch Harbour which is licensed to ARC Marine and United Marine Dredging.

### 3.5 Developed environment issues and requirements relating to coastal defence

- Harbourside properties are vulnerable to tidal flooding events and wave attack. A detailed assessment should be made of flood risks to

- such properties, particularly in the light of sea level rise and relevant protection measures should be taken.
- As Christchurch is an area of high road traffic, the transportation of coastal defence materials may be most beneficially brought to the area by sea.
  - Due to the high tourism and recreational use of Christchurch Harbour it is recommended that any future coastal defence works, if required, are undertaken out of the holiday season.
  - Some low-lying areas of the Hengistbury Head Scheduled Monument will be affected by sea level rise and parts of it will become submerged. Further research is required to ascertain the impact of sea level rise and whether protection works are required for the sensitive low-lying sites, such as Salt Hurns.
  - There are a number of Scheduled Monuments around Christchurch Harbour that need to be maintained. Any future coast protection works must be mindful of the scenery and respect the value of natural history and archaeology in this area.
  - The physical nature of the Harbour leaves it vulnerable to siltation which is perceived to be a problem. The issues of navigation and dredging within the harbour need to be addressed so they do not affect any future protection works through interference with natural coastal processes. The issue of reconstituting the Christchurch Harbour Management Committee by both Bournemouth and Christchurch Borough Councils in order to effectively manage the important issues of navigation, siltation and dredging should be reviewed.
  - A detailed archaeological survey of the harbour, particularly the northern and eastern sides, should be undertaken prior to any future coastal defence works.

**4 AREA 5F-3 HENGISTBURY HEAD LONG GROUYNE TO SANDBANKS FERRY SLIPWAY**

**4.1 Land Use**

*Settlements*

This Area comprises the frontage of Bournemouth BC (including Southbourne and Boscombe) and the Canford Cliffs, Branksome Chine and Sandbanks areas of the Borough of Poole. Bournemouth and Poole are both major towns with the former lying adjacent to the coast for the majority of this Area. Land uses adjacent to the seafront include residential areas, tourism-related infrastructure (hotels, entertainment etc), services and roads. Two piers, used predominantly for tourism and leisure pursuits, extend into the sea opposite Bournemouth and Boscombe.

The residential settlements that lie along the shoreline within the Borough of Poole represent some of the most expensive properties in the Area. The amount of undeveloped land in the Borough is limited, particularly within coastal areas, thus demand for residential flat developments has grown.

A number of proposed 'flat character areas' have been designated. These are sites that have been identified for the development of residential flats. Those of relevance to the SMP include the Sandbanks Peninsula, Sandbanks Causeway, Cliff Drive and Martello Park and Westminster Road. This demand is also felt within the Borough of Bournemouth where a 'central flats redevelopment area' has been designated extending from Meyrick Road to Durley Chine. Honeycombe Chine is one of the remaining large sites capable of accommodating new residential development. There are also plans for a boat haven at Boscombe Pier but it is unlikely that this will come to fruition.

*Economy*

Employment is mainly related to service industries, with manufacturing only accounting for a comparatively small percentage of the local economy. Office development has seen a major growth in recent years and tourism continues to grow.

*Agriculture*

There is no agricultural land within this Area due to the developed nature of the coastline along this length. Hengistbury Head remains the only undeveloped site consisting predominantly of a mixture of unimproved grassland, scrub, heathland and woodland.

*Land Ownership*

Land tenure is a mixture of leasehold and freehold, however, all coastal areas are currently in the ownership of the Bournemouth Borough Council as either freeholder or leaseholder from the Meyrick Estate and Cooper Dean Estate. The cliff areas from the western Borough boundary to Alum Chine and from Boscombe Pier to Hengistbury Head are owned by Bournemouth Borough Council. Those areas of Hengistbury Head that were previously owned by the Gordon Selfridge, Hengistbury Head and Mudeford Spit Estate are now in council ownership. The remaining stretch of coastline from the Borough boundary to North Haven Point is owned by the Borough of Poole.

A number of smaller estates exist along this stretch of coastline and these are listed in Appendix D.

#### **4.2 Tourism and Recreation**

Tourism is a major industry in Bournemouth and Poole and is particularly significant to Area 5F-3. It is estimated that tourism is worth £470 million a year to the economies of Bournemouth and Poole, with over 20,000 jobs attributable to the industry in Bournemouth alone. The Area remains one of the most popular seaside resorts in Britain attracting 4 million visitors each year with the beaches continuing to be one of its most important assets. There are three main tourism areas of relevance within Bournemouth, notably the Town Centre which extends along the east and west cliffs and foreshore areas; East Cliff and Boscombe Tourism Core Area and Southbourne Tourism Core Area. These contain a concentration of hotels, guesthouses and holiday apartments giving a holiday atmosphere to the locality. The beaches are extensive and well maintained.

Few opportunities exist within these Core Areas for further tourism development. However, the Boscombe Overstrand/Honeycombe Chine site is a prime location for further development that will increase the attractiveness of Boscombe as it lies adjacent to the seafront and pier. It is currently a car park, but proposals for development include entertainment, recreation and sporting uses.

The seafront affords opportunities for a wide range of water-based recreational activities including sailing/yachting, power boating, water ski-ing and windsurfing. Formal provision of water based recreational facilities is, however, somewhat limited due to the exposed nature of the bay and the character of the seafront. Sport fishing and sea angling are also very popular recreational activities along the coastal edge.

The continuous promenade along Bournemouth seafront provides good access to the beaches along its length. Access is also provided from a number of well maintained and surfaced cliff top footpaths and steps, road and public gardens, some of which are suitable for disabled use. Vehicular access here is strictly controlled, however, parking facilities are available between the months of September and June at designated points between Bournemouth and Boscombe Piers. Car parking is also available along much of the clifftop, although there can be congestion at busy times, notably during the summer months. Considerable expanses of open space exist, notably Branksome Chine and Branksome Dene Chine in the west and the whole length of Bournemouth seafront extending to the Green Belt boundary in the east.

The beach between Sandbanks and Branksome Dene Chine is one of the major attractions for visitors and residents of Poole, being a consistent winner of the European Blue Flag award for cleanliness. This stretch forms one of two tourism zones defined in the Local Plan which ensures existing tourist activities are protected and that new development respects the role of tourism in the area.

The area is used heavily for water based recreation with shore fishing a popular activity, taking place mainly on the beach and foreshore of the Peninsula. One of the harbour cruise routes also picks up passengers from Sandbanks before proceeding to Brownsea Island and a car passenger ferry service operates between Sandbanks and Shell Bay.

A number of access points are available to the beach via footpaths through the Chines, down the cliffs and from the various car parks. Further coastal access is

provided through a cycle path that extends along part of the Sandbanks Peninsula to the foot passenger ferry.

Access to land at the eastern end of the Area is more restricted with a single road terminating in two car parks in the vicinity of Hengistbury Head. The Solent Beach car park provides access to the beach whilst the Hengistbury Head car park is the focus point for both the nature and archaeology trails which occur around the Head. Vehicle access is controlled from this point, though there is a land train which operates between the car park and Mudeford Spit.

Hengistbury Head is of great interest to tourists as it is a site of great archaeological interest as well as being a Site of Special Scientific Interest (for its botanical and geological interest) and a Local Nature Reserve.

#### **4.3 Historical and Archaeological Importance**

The main archaeological interest in the Area is Hengistbury Head, a Scheduled Monument (SM) dating back to well before the Iron Age. This site is rich in archaeological remains including a late Palaeolithic camp and evidence of Bronze and Iron Age Man which includes pottery finds and a settlement. This site is considered to be of international significance for many reasons. Hengistbury Head is the only non-cave occupation site known in the region that dates back from the earliest (Palaeolithic) period. The discovery of a rich range of artefacts from the Iron Age promontory fort constructed at Hengistbury Head reveals that the promontory was a trading centre for goods, such as wine and glass, from the continent and Mediterranean with copper from Cornwall. There is also evidence that surface deposits of iron ore were worked on the site (those remains that have been scheduled are listed in Table 4.1 below).

A considerable number of isolated finds such as worked flint and pottery have also been discovered along the coast from Hengistbury Head to the Borough boundary with Poole. None of these finds are significant in terms of their archaeological importance but they do provide a valuable insight into the historic use of the Area.

A significant find of Haematite Iron Ore in a smelting pit on the East Overcliff Drive during reconstruction works in 1968 demonstrated that ancient man transported Jurassic Iron Ore here in order to produce bronze or improved iron products. This ore has a higher iron content than the ores naturally occurring at Hengistbury Head (Siderite composition).

The many features of terrestrial and maritime archaeological interest in the Area are listed in Appendices B and C respectively. Details of the Scheduled Monuments within this Area are listed in Table 4.1.

**TABLE 4.1: Scheduled Monuments of relevance to the SMP (Area 5F-3)**

Parish	SM No	Description	NGR
Bournemouth	SM 824	Bronze Age Barrow (earthwork)	SZ 1660 9102
Bournemouth	SM 824	Bronze Age Long Barrow	SZ 1669 9106
Bournemouth	SM 824	Bronze Age Bowl Barrow	SZ 1673 9106
Bournemouth	SM 824	Bronze Age Round Barrow	SZ 1719 9069
Bournemouth	SM 824	Bronze Age Round Barrow	SZ 1720 9061
Bournemouth	SM 824	Bronze Age Round Barrow	SZ 1728 9069
Bournemouth	SM 824	Bronze Age Round Barrow	SZ 1771 9063
Bournemouth	SM 824	Iron Age Round Barrow	SZ 1704 9069
Bournemouth	SM 824	Iron Age Cross Dyke	SZ 1640 9082
Bournemouth	SM 824	Iron Age Settlement	SZ 1695 9090
Bournemouth	SM 824	Roman Settlement (AD 43–5 <sup>TH</sup> C AD)	SZ 0695 9090
Bournemouth	SM 824	Bronze Age Metalwork	SZ 1768 9066
Bournemouth	SM 824	Bronze Age flint/stone axe	SZ 1726 9082
Bournemouth	SM 824	Mesolithic Chipping Floor	SZ 1721 9059
Bournemouth	SM 824	Palaeolithic worked stone	SZ 1745 9050
Bournemouth	SM 824	Prehistoric Flint Assemblage	SZ 170 907
Bournemouth	SM 824	Prehistoric Flint Assemblage	SZ 162 912
Bournemouth	SM 820	Bronze Age Barrow (circumstantial)	SZ 1634 9135
Bournemouth	SM 820	Bronze Age Barrow (earthwork)	SZ 1625 9125

Note: SMR = Sites and Monument Record; NGR = National Grid Reference

There are more than 250 Listed Buildings in the Borough of Bournemouth dating mainly from Victorian times, however, some earlier buildings have survived. Seven Conservation Areas border the coast spanning the Victorian and Edwardian eras in addition to some early 20th century development. The first five areas fall under the jurisdiction of Bournemouth with the latter two controlled by the Borough of Poole and include:

- Undercliff Road – a terrace of twenty properties built at the turn of the century by McEwan Brown;
- East Cliff – extending from Bath Hill to Boscombe Chine along the cliff top. There is a great diversity of architecture and buildings with a strong reminder of the original Victorian development along East Overcliff Drive and Grove Road.
- West Cliff/Poole Hill – includes much of the remaining early development carried out in the second half of the 19<sup>th</sup> Century on the slopes and plateau immediately to the west of the Bourne Valley and south of Norwich Avenue/Poole Road;
- West Overcliff Drive – stretching from Durley Chine to Alum Chine, the area was developed primarily between 1900 and 1925 with Edwardian mansion houses of great character set in large grounds;
- Boscombe Manor – developed in the grounds of a Georgian villa, Shelley Lodge, the area is largely comprised of detached villas built between 1895 and 1920 with the largest plots nearer the sea.
- Beach Road – Only one of two conservation areas containing a SNCI. Characterised by low-density development intermingled with wooded open space.

- Canford Cliffs – characterised by low-density development, large distinguished houses from the Victorian and inter war periods, set in mature landscaped grounds;

The Upper, Central and Lower open parks of Bournemouth are also of special historic interest. These gardens are an important part of the heritage of Bournemouth and are Grade II Listed on the Register of Parks and Gardens of Special Historic Interest due to their national importance.

A number of offshore wrecks also exist within Poole Bay including up to seven Valentine tanks (Appendix C). These are located mainly in the western part of the bay with one tank just south of Boscombe pier. The tanks date from experiments carried out in 1942. Other significant discoveries include the Antler Wreck, a small wooden wreck on the edge of Hook Sands (possibly an 18<sup>th</sup> century stone barge) and a group of 20 stone anchors in Poole Bay which currently remain undated. The discovery of wreck timbers near Durley Chine dating from the 17<sup>th</sup> or 18<sup>th</sup> century (SMR Bournemouth 166) also indicates the presence of a potentially important wreck offshore. In addition, a survey undertaken by BP identified seventy-five sonar targets in the Area, all of which they considered were probably shipwrecks.

The Iron Age Fort at Hengistbury Head is also recorded on the National Maritime Record thus highlighting the considerable amount of land loss that has taken place here since Iron Age times and particularly since the Iron stone working of the mid nineteenth century.

#### **4.4 Offshore Uses**

Commercial fishing takes place throughout the year along the coastal waters, with netting and trawling for demersal fish (bottom-dwelling fish) most common. Breeding of shellfish takes place in Poole Bay (though this is predominantly carried out in the more sheltered waters of Poole Harbour) and there are oyster beds present between Bournemouth and Boscombe Pier. The rocky areas off Hengistbury Head are also important for crabs and lobsters.

#### **4.5 Developed environment issues and requirements relating to coastal defence**

- Bournemouth and Poole form part of a major conurbation and their continued protection is vital;
- The scarcity of archaeological sites within the Bournemouth area increases the need for their preservation. There is a need to minimise and mitigate against potential adverse impacts of coastal defence on archaeological remains, built heritage and conservation areas along the Bournemouth and Poole coastal frontage. This is particularly important at Hengistbury Head where the volume of shingle to the west of the Long Groyne is diminishing due to an absence of beach control measures.
- The coastline experiences significant littoral drift resulting in sediment loss along the coastal frontage. Preservation of the beaches at Bournemouth and Poole is vital to the local economy and the continued success of the local tourism industry. Future coastal defence works must aim to reduce littoral drift processes which affect beach levels though such schemes must not detract from the aesthetics and value of the area.



- The location of offshore wrecks within the Area should be determined prior to the onset of any coastal defence works to prevent damage to these important archaeological sites.
- Transportation of any coastal defence material by sea must consider the potential impact on inshore fisheries along the coast in this Area, particularly the use of gill nets in the vicinity of Bournemouth seafront. The last beach re-nourishment campaign in 1988/90 for Bournemouth demonstrated the value of close co-operation with the local fishing industry.
- Coastal defence at Poole Sandbanks must consider any impact on the Harbour entrance and channel. Similarly, dredging of the approach channel must take into account potential changes to the inshore wave climate and consequential beach movement.

**5 AREA 5F-4 POOLE HARBOUR**

**5.1 Land Use**

*Settlements*

The town of Poole extends east towards Bournemouth, however, this Area only covers between North Haven Point and Rockley Point in the west, including most of the developed frontage in the northern part of Poole Harbour. Poole is a substantial settlement that has developed around the port since late medieval times, experiencing rapid outward growth during the 1970's and 80's limiting any further development to within the existing built-up area where infill development will continue to increase the population of the town.

Wareham is one of the larger settlements in Purbeck District, like Christchurch it was a Saxon burgh. It is situated between the mouths of the Rivers Piddle and Frome. The historic part of the town is compact, having developed within the constraints of the two river valleys and the original Saxon earth ramparts which surround the town on three sides. More recently, substantial development has taken place outside the walls to the north of the River Piddle. Further development is constrained by river and coastal floodplains and areas designated for their nature conservation and landscape.

*Economy*

Employment within Poole is provided from a variety of industries, with a recent expansion in the service sector most noticeable, although manufacturing still remains important in the area. Light industry is also prevalent within the harbour confines including an engineering works and a chemical works.

Poole, as a medium sized port, makes a substantial contribution to the local economy of South East Dorset and thereby to the maintenance and growth of its employment, by providing sea routes for the import and export of goods. The main areas of port development are situated on the northern side of Poole Harbour along with the associated boatbuilders, freight /passenger ferry service, and a marine aggregates wharf.

Commercial and industrial development is currently proposed on the eastern side of Holes Bay with mix use development at West Quay Road, Bridge approach and Lower Hamworthy. A number of 'flat character areas' where detailed control over flat re-development exists are proposed for Lilliput and Sandbanks. New developments are proposed along the southern and western shoreline within this Area.

Poole Harbour encompasses 4000 hectares of water, which, through good fortune of a double tide, is higher than mean sea level for 16 out of 24 hours. Nine yacht sailing clubs exist in the Harbour and make use of the northern part for both dinghy and small cruiser racing. Approximately 3,600 swinging moorings exist within the Harbour, the majority of which are located to the east. All moorings and berths in the Harbour require licensing from the Harbour Commissioners with the bulk of public swinging moorings under their control. However, nine other companies offer moorings and berths in the four main facilities located at Cobbs Quay in Holes Bay, Salterns Marina at Lilliput, Parkstone Yacht Club and Poole Yacht Club at Hamworthy. Apart from the clubs and commercial boatyards, only one other public slipway exists which is at Baiter Point. Opportunities for improved public launching are constrained by problems of road access and lack of adequate space for car and trailer parking.

Wytch Farm oilfield, an oil reservoir with the potential for 3,500 million gallons of oil extraction, is situated for the most part underneath Poole Harbour. There are a number of well sites on the southern side of Poole Harbour and two are situated on Furzey Island. There is a gathering station at Wytch Farm within Arne (a peninsula situated on the southern shores of Poole Harbour) and a rail terminal at Furzebrook.

### *Agriculture*

The remainder of Poole Harbour has no further urban coastal development. This is reflected in the Borough of Poole's Local Plan which divides those areas of shoreline within the Harbour under its jurisdiction into developed, semi-natural and natural areas. Areas of agricultural land are restricted to the western and southern shores of the Harbour, however, there is some semi-natural grassland and farmland on the northern shores of Holes Bay. The north western shore of Lytchett Bay also contains reclaimed pasture which is used for grazing with woodland to the south. Much of Holton Heath is of Grade 5 value and predominantly used for sheep grazing. There are also reclaimed marshes at Keyworth Point, the landward edge of which is grazed by cattle.

The southern shores also contain extensive areas of reclaimed grassland, particularly in the upper estuary where the Rivers Piddle and Frome merge to form the Wareham Channel at Swineham Marshes. Much of the Arne Peninsula is of Grade 5 value and used for lowland cattle and sheep grazing. This grades into a concentration of arable land between the two inlets of Middlebere and Wytch Channels and around Wytch Farm.

Much of the central southern shore including the marshland around the Fitzworth shore are grazed by cattle, sheep and horses with access from the pasture on higher ground nearby. There is no agricultural land around the Goathorn Peninsula which is given over to coniferous plantations.

The southern shores of the Harbour, which lie within the district of Purbeck, are essentially natural, consisting of salt-marsh and mud-flats on the shoreline itself. Large expanses of heathland tend to dominate the coastal scenery above high water mark; notably on the Arne Peninsula extending west towards the Harbour mouth. Much of this heathland contains coniferous plantations. These are particularly prominent on the Goathorn Peninsula and Rempstone, Newton and Wytch Heaths.

Ball Clay is an important mineral resource found within close proximity to the Harbour. The only permitted operations, lying within the Heritage Coast and close to the Harbour, are the Ridge Mine and the open-cast pit at the northern tip of the Arne Peninsula. There is currently one gravel workings site adjacent to Poole Harbour at Bestwall/ Swineham. Planning permission at the site extends over 55 ha. Following completion of extraction a large waterbody is proposed to be created at the site.

### *Land Ownership*

The majority of the foreshore on the northern margins falls under the ownership of Poole Harbour Commissioners, the Borough of Poole, the Church Commissioners for England, Crown Estates and other private interests. Areas owned by the Borough of Poole include Hamworthy and Upton Country Park, Ham Common and the recreation areas in the vicinity of Parkstone Bay. Ownership of Lytchett Bay is divided between the Crown Estate Commissioners and the Lees Estate.

A number of islands are situated within Poole Harbour. One of these is uninhabited however all remain natural in landscape character. Brownsea Island is owned by the National Trust and is situated near the entrance of Poole Harbour. Furzey Island, part of the Wytch Farm oilfield, is owned by BP, whilst Green, Long and Round Islands are also privately owned. The National Trust also own land around the Middlebere peninsula and to the east of Brands Bay up to South Haven Point.

The high conservation value of the southern shores has meant a number of statutory bodies and conservation agencies have interests in the land in this Area, notably the National Trust, English Nature and the RSPB. Other landowners in this area include the Rempstone Estate and the Dorset Trust for Nature Conservation which leases part of Brownsea Island from the National Trust. Land ownership interests on the western shore are divided between a number of private individuals and the Environment Agency.

### **5.2 Tourism and Recreation**

Tourism is a major contributor to the economy of Poole. Decline in traditional domestic seaside holidays has been balanced by growth in business, tourism and short break holidays. Particular tourism attractions include Poole Pottery which receives over 1,000,000 visitors /year and the historic and architectural interest in Poole's Conservation Areas, such as the Quay and Old Town. Poole Harbour itself is also a major base for water based recreational activities as is the beach at Rockley Sands and Lower Hamworthy. The surrounding Dorset Heathland is also a popular recreational area for resident and tourists alike.

Poole Harbour is of major significance in terms of amenity and tourism. The image of Poole is critical to the attraction of visitors and the consequent success of the tourism industry. Four pleasure boat companies operate within the Harbour, with two of the major routes starting from Poole Quay (Poole Aquatic Management Plan 1995). Coastal activities, especially boating and sport angling, are aspects of recreation which attract large numbers of visitors to the Area creating a major industry for boating and sailing. The intertidal area is heavily used for mooring pleasurecraft with many of the 3,600 swinging moorings found off Sandbanks. Other recreational interests include jetskiing, windsurfing, sub aqua, waterskiing, rowing, canoeing, sea kayaking and wildfowling (which takes place between 1 September and 20 February each year). Poole Harbour is also one of the safest and most popular locations for windsurfing in southern England. There are several sites that are mainly located around the northern shores of the Harbour, the most heavily use being Whitley Lake. Recreational shore fishing is a very popular activity taking place mainly on the beach and foreshore of the northern side of the Peninsula.

Due to the many uses made of Poole Harbour, conflict between users and nature conservation objectives are likely to occur. Detailed studies have been made of the Harbour's various uses and those conflicts arising between users have been monitored culminating in the recent production of a management plan for the area. The study sets out recommendations for a zoning strategy, which includes for recreational use in the Harbour, and has now been implemented.

Public access to the waters edge from within the Harbour is good from the north eastern side, but from the west and south, most of the land adjoining the Harbour, with the exception of Studland Peninsula, is in private ownership and access is restricted to only a few locations. There are no public roads approaching either the western or southern shores and public rights of way are few in number. Although

much of the northern side has several landing stages these tend to be controlled by local sailing clubs.

Access to many of the islands within the Harbour is fairly restricted, however, Brownsea Island which is owned by the National Trust is a major tourist attraction with a passenger ferry service from Poole. The 500 acres of nature reserve includes woodland paths, open glades, safe beaches and magnificent views over the Dorset coastline.

Green Island is the site of the Green Island Holiday Trust. The charity provides holidays for disabled or disadvantaged people.

### 5.3 Historical and Archaeological Importance

Poole Harbour has been identified by English Heritage as one of the most important areas for coastal archaeology in England. The degree and rate of sea level rise in the Harbour since the Iron Age has been studied in some detail. There have been frequent preservations of organic material such as pieces of wooden furniture which have been excavated at a Romano-British site off Brownsea Island. It is to be expected that other submerged sites and features exist within the Harbour. A number of structures have been built within the harbour ranging from the causeway linking Green Island to the mainland (undated but possibly Medieval), to individual posts protruding from the mud. Its continuous use, from prehistoric times to present, means that structures of almost any date could survive.

Poole Harbour has been historically important as a commercial harbour since pre-Roman times. The area has been inhabited since before the Iron Age, it contains a network of settlements such as those located on Furzey and Green islands, which were exploiting mineral resources both within Poole Harbour and the Isle of Purbeck.

Evidence of past land use includes the discovery of Roman saltworks within the Arne vicinity and ridge and furrow field systems dating from the Medieval and Bronze Ages. Remains of Roman Roads have also been discovered at a number of locations within this Area. A number of sites within the Harbour were associated with the trade of goods, in particular Green Island and Hamworthy. The Roman 2<sup>nd</sup> Augusta Legion which conquered Wessex had a supply base at Hamworthy linked to the legionary fortifications at Lake near Wimborne.

A number of sea defence structures dating from the early eighteenth century can also be found around Swineham Point and the mouth of the Frome. Such structures are of historical importance and should be recorded with the impact of any future coastal defence works assessed prior to their construction.

The historic importance of the harbour is reflected in the number of Conservation Areas that border the coast here. These Areas span Victorian and Edwardian era's in addition to some inter-war development. They include:

- Evening Hill – characterised by low-density development, large distinguished houses from the Victorian and inter war periods, set in mature landscaped grounds;
- Old Town – contains the highest concentration of Listed Buildings and is vital to the heritage of the town;

- Quay – the essential character of the Quay Conservation Area derives from the buildings in the centre of the Quay, such as the former Custom House, from the Old Harbour Office to Old Orchard. Tall gable fronted warehouses are the predominant building form;
- High Street;

There are over 200 'Listed' Buildings of special architectural or historic interest and 13 Scheduled Monuments (SMs) within the Borough of Poole. Most are located in the Old Town, Quay and High Street Conservation Areas. A number of buildings within the Area are not of sufficient quality to be included on the statutory list but they have been recognised for their local architectural or historical interest. A list of these buildings is provided in the Poole Local Plan.

There are many features of terrestrial and marine archaeological interest in the area that are listed in Appendices B and C respectively and are shown in the archaeology maps in Volume 4. The important Scheduled Monuments (SMs) within the Area are listed in Table 5.1:

**TABLE 5.1 Scheduled Monuments of relevance to the SMP (Area 5F-4)**

Parish	SM No	Description	NGR
Poole	SM 44	The Town Cellar	SZ 0085 9030
Poole	SM 154	The Guildhall	SZ 0100 9056
Poole	SM 71	Scaplans Court High Street	SZ 0090 9035
Poole	SM 566	The Town Wall	SZ 0081 9032
Poole	SM 752	The Custom House	SZ 0087 9030
Arne	SM 28301	Bowl Barrow on Arne Hill	SY 9692 8815
Arne	SM 28302	Bronze Age Bowl Barrow Arne Hill	SY 9717 8806

Note: SMR = Sites and Monument Record; NGR = National Grid Reference

There are also areas in the Borough which can be identified as being of specially high archaeological potential. Those of relevance are described below:

- Hamworthy – Particularly rich in Roman remains including a Roman port, settlement, road and saltworkings. Also evidence of material from other periods.
- The Old Town – Area occupied by the medieval town of Poole, deep deposits of medieval stratigraphy
- Poole Harbour - Due to anticipated increases in the rate of sea level rise present, the inter-tidal zone is of particular importance in future archaeological conservation. Deeper waters may contain structural and artefactual remains such as causeways and wrecks.
- Eastern shore of Poole Harbour - Potential for flooded material along the harbour and settlement / burials along the ridge.

The Sandbanks area of Poole Harbour also falls within an Area of High Archaeological Potential which is outlined in the Local Plan. The specific areas identified are the Harbour edge where there is potential for flooded material and the ridge above it that may contain settlements or burial sites. The inter-tidal zone in this area is also of particular importance due to the substantial rise in sea-levels, present in the archaeological record.

Wareham is a town of considerable historic interest, situated on a site that was established as far back as the Iron Age. The Town was an important cross channel port in Saxon times. In 876AD, the Town was captured by the Danes, and as a result of this, Wareham was one of a number of Wessex towns that were subsequently defended by high walls. The old town walls, which surround the old town on three sides, are steep earth ramparts, the fourth side being defended by the River Frome. The walls are Scheduled Monuments (SMs) and are among the best preserved earthworks of the Saxon period in Western Europe. The north and south, the open landscape of the River Piddle and River Frome floodplains remains undeveloped and provides a fine setting for the town. The 'Wareham and Stoborough Conservation Area' covers a large amount of the old part of the town and the surrounding land. There are approximately 250 Listed Buildings in the town of Wareham and the local parishes.

There are several areas of historic landscape interest that require protection. Those of relevance include Poole Park on the northern shore of Poole Harbour and Upton House on the shore of Holes Bay. In addition Compton Acres, off Canford Cliffs Road, has been designated as a Historic Park and Garden under the National Heritage Act, 1983.

There are numerous records of ship wrecks within Poole Harbour including a large iron-age log boat which was discovered off Brownsea Island in 1965. This would have provided transport for goods within the Harbour and the presence of which indicates the great potential for preservation of assets within the silts that are present. There have been numerous scattered finds which indicate the presence of several wrecks, dating back to the early eighteenth century. As well as wrecked ships, Holes Bay was traditionally used as a dumping ground for old vessels and the remains of many ships can be found there.

### 5.4 Offshore Uses

Wytch Farm is situated along the southern shores of Poole Harbour and has been in production since 1979. Its high output has made it a nationally important oil and gas resource. Further offshore, development of the Wytch Farm oil reserves was proposed through the construction of an artificial island, 'Hook Island', within Poole Bay. However, this development did not proceed because improved techniques were developed for directional drilling enabling oil reserves to be exploited from onshore at the Goathorn Peninsula. The recent discovery of further reserves under Poole Bay has raised estimates of oil reserves to more than 400 million barrels.

Poole Harbour is the main port for a thriving commercial fishing fleet consisting of approximately 138 registered vessels which lands up to three dozen commercial species. The Harbour also provides landing and marketing facilities for boats at Swanage and Mudeford. Bass, grey mullet, flounder and sandeels are all of high commercial importance and are fished here between May and January. Poole Harbour is also particularly important for shellfish where they form a regulated 'several fishery' administered by the Southern Sea Fisheries Committee. A number of designated nursery areas also exist within the Harbour for several fish species that recruit to out-of-Harbour stocks. Poole is the UK's largest fish exporting port (via the Ro-Ro ferry).

Maintenance dredging takes place in Poole Harbour every year (around 100,000 tonnes) managed by Poole Harbour Commissioners with the majority being disposed of at a licensed offshore disposal site off 'Old Harry'. Some sea dredged gravel also continues to be imported via the Port of Poole.

**5.5 Developed environment issues and requirements relating to coastal defence**

- Poole forms part of a major conurbation and its continued protection is vital;
- Any coastal defence works within Poole Harbour should consider potential effects on tourism such as aesthetic implications which are an issue throughout the harbour. This is particularly important at Rockley Sands where the beach is vital to the attraction of tourists to the caravan park. Gabions are currently in place at Rockley Sands but these are in a bad state of repair. Future works may affect the SSSI which is in close proximity or alter beach levels;
- Future works should aim to maintain current public access to the shoreline as this is a major constraint within the Harbour;
- Coastal defence policy in this Area should not adversely affect navigable access to, and recreational and commercial use of, the Port and Harbour facilities;
- Transportation of any coastal defence material by sea must consider the potential impact on inshore fisheries along the coast in this Area, particularly the nursery and shellfish grounds within Poole Harbour;
- Future coastal defence works within Poole Harbour should aim to minimise their impact upon current Port and Harbour dredging regimes;
- There is a need to minimise and mitigate against potential adverse impacts of coastal defence on known sites of archaeological remains, built heritage and Conservation Areas within the Harbour. These remains and excavations are an important finite resource for educational, recreational and tourist related reasons.
- An archaeological assessment of the Area, with an emphasis on maritime archaeology, should be carried out prior to the onset of any coastal defence works being implemented.



**6 AREA 5F-5 TO AREA 5F-7 SOUTH HAVEN POINT TO DURLSTON HEAD**

For the purposes of this section process units 5F-5-7 have been grouped together and specific issues concerning management of the coastline in these areas will be considered separately during the strategy development stage.

**6.1 Land Use**

*Settlements*

The coastal strip from South Haven Point to Durlston Head is fronted by long sandy beaches, cliffs, and dunes with heathland inland. The most northerly beach in this Area is Shell Bay which blends into Studland Bay to the south. Studland Bay is owned by the National Trust which provides a car park and various tourist facilities including beach huts, a café, shop and interpretation centre.

The small coastal village of Studland is situated near Handfast Point at the southern end of Studland bay. Studland consists of a small community of houses and shops (some of which cater for tourists), community open space, bed and breakfasts, a large hotel, village pubs and community buildings. Despite the number of tourists that visit Studland, the village has managed to retain its character. The bay also provides a sheltered anchorage for many boats in the summer.

Old Harry Rocks are situated to the south of Handfast Point with Ballard Cliff and Swanage Bay to the south. Swanage Bay is fronted by a long sandy beach divided by groynes. There are a number of beach huts lining the back of the beach under the cliff which is badly eroding and slumping in places. Houses and hotels are situated on or close to the cliff top. Various cliff stabilisation measures have been taken in front of individual properties.

*Economy*

Swanage was a booming holiday resort in the 1880s when the railway line was first opened. Since the 1970s the local economy has suffered with the decline of the traditional seaside holiday. Today Swanage is a small residential and tourist town, with a range of shopping and leisure facilities. The town promenade is lined with tourist facilities and attractions such as cafés, shops and arcades. Swanage pier, which dates from 1895 has been restored in recent years and includes many facilities including a visitors centre, shop, toilets, boat trips and angling.

The isolation of Swanage from other centres of employment has left it significantly dependent upon the tourism industry and consequently suffering from a serious seasonal unemployment problem. The District Council has recognised the lack of employment opportunities and has put forward proposals for an extension to the existing industrial estate. It is hoped this will assist in improving the economy of the town by providing wider employment opportunities.

The southern part of Swanage is situated around Durlston Bay. Development has taken place on the cliff-top including a block of flats in the middle of the bay. Since these have been built, controversial cliff stabilisation measures have been used to maintain the integrity of the flats.

### *Agriculture*

High grade agricultural land is a particularly scarce resource in this area with the main agricultural land being of grades 3 and 4. Grade 3 agricultural land is now split into 2 grades, Grades 3a and 3b, with grade 3a land being generally more suitable for arable crops. Lower classification including 3b and 4 are more suitable for permanent pasture. The majority of the agricultural land in this process unit is permanent pasture, principally grazed by horses.

### *Land Ownership*

The National Trust own the coastal strip and some considerable land behind from South Haven Point to New Swanage excluding Studland village. The land between Peveril Point and the middle of Durlston Bay belongs to Swanage Town Council and the remaining area, south to Durlston Head, belongs to Dorset County Council and is a Country Park.

## **6.2 Tourism and Recreation**

Tourism is a major industry in Purbeck, which makes a significant contribution to the local economy and community. The countryside and coast of Purbeck are its chief attractions for tourists. Shell Bay (renowned for its naturists) and Studland Bay are very high amenity beaches and access here is good, both by road and by ferry from Sandbanks. Sport fishing and sea angling are very popular, with angling by boat and from the shore occurring in Shell Bay, Studland Bay and from South Haven Point and Swanage.

There are facilities for hiring sailing dinghys, windsurfers and sea kayaks on Studland Bay. Swimming takes place from Shell Bay, Studland Bay and Swanage Bay. Swanage and Poole Bays are very popular sites for diving, especially for beginners. Visiting divers and more experienced local divers frequently dive the 'Valentine tanks' off Studland Bay and the first world war wreck, the 'Kyarra', situated off Durlston Head from local dive schools based at Poole and Swanage.

Vintage steamships such as the PS Waverley and the MV Balmoral operate from Swanage once a year on their trip around the UK and there are regular ferry services from Swanage pier to Bournemouth and Brownsea Island. There are also sightseeing trips to the lighthouses off Durlston Head from Swanage. Smaller vessels, including dive boats and pleasure boats, also use the pier for launching and temporary mooring.

Tourism is vital to the economy of Swanage and the range of facilities and its proximity to a variety of outstanding coast and countryside should enable the town to capitalise on the growing markets for short breaks, activity and educational holidays. Purbeck is a popular destination for study groups from schools, colleges and universities. A number of new tourist attractions have been proposed for the area to help revitalise the towns' declining tourist economy. Such schemes include the Swanage Steam Railway which runs from Swanage to Corfe Castle attracting 140,000 visitors a year. The railway forms part of a park and ride car scheme run by Purbeck District Council, the ultimate goal of which is to connect with the National Railway network at Wareham. The development of an interpretation centre has also been proposed for the Heritage Coast within Swanage.

Durlston Country Park is situated around Durlston Head and consists of more than 100 hectares of coastal downland, hay meadows, scrub/hedgerows and sea cliff. The park provides a superb venue for bird watching and is also a Coastwatch centre from where there are regular sightings of cetaceans and other marine life. It

also provides a number of different trails within its confines including a cliff top trail that links up with the main South West Coast Path. There is a public right of way to the beach at Durlston Bay, however, use of this is not encouraged due to the unstable nature of the cliff face. Car parking facilities are also available for approximately 120 cars. Durlston Marine is situated just off Durlston Head. This is a Marine Research Area that has recently extended along the coast to Studland where research and monitoring takes place.

Swanage is a nationally important climbing base as a result of its good accessibility from London and the south-east. Wessex mountaineering club, the prime local users of the site, has 115 members. Seasonal climbing restrictions exist for the protection of bird nesting sites and climbing is banned completely in some parts of the area.

The South West Coast path follows the beaches and the clifftops throughout this Area. The Purbeck cycleway provides a network of cycle routes through the County, one of which follows the main road from South Haven Point to Studland.

Parking facilities are available at a number of locations throughout the Area and the majority of these are associated with good beach access. Those which are managed by the National Trust include Shell Bay, Knoll Beach, Middle Beach and South Beach. To the south of Handfast Point access is restricted by Ballard cliff which extends to the north of Swanage. There is footpath access at Shep's Hollow, near Whitecliff farm and parking/pedestrian access continues at Swanage where the pier and promenade facilitate easy approaches to the sea front. There is also slipway access off Shore Road and Burlington Road, however, these are not for public use. To the south of Swanage access is restricted by the cliffs which extend to Durlston Head.

### **6.3 Historical and Archaeological Importance**

There are a number of Grade I and II Listed Buildings occur within the area. There are also two Conservation Areas, one situated at Swanage and the other, a more recent designation, at Studland. A major enhancement scheme has also been proposed for Swanage seafront to restore and maintain its special and unique historic character.

Purbeck as a whole, has a rich and diverse archaeological heritage with 512 archaeological sites listed in Dorset County Council's Sites and Monuments record, 168 of which are Scheduled Monuments. Table 6.1 presents those Scheduled Monuments (SMs) of relevance to the SMP (some of which are likely to be at risk from either flooding or erosion). There are also a great number of terrestrial and marine archaeological sites which are unscheduled, and those of relevance are listed in Appendices B and C respectively.

Evidence of past land use has been well documented in the County Sites and Monuments Record. In the Parish of Studland Iron Age and Medieval fieldwork systems have been discovered and there is also evidence of a Roman settlement within the Area, with remains of a Roman cemetery on the site of St Nicholas Churchyard. Salt works dating from Roman and Medieval times have also been found within the Parish, as well as the remains of an old windmill.

There is evidence of shale working within the parish of Swanage dating from Roman times and an Iron Age field system. Remains of a Roman British settlement have also been discovered near the present day site of Swanage

caravan park. The majority of archaeological remains to be found within the Purbeck area consist predominantly of Bronze Age barrows (see Table 6.1):

**TABLE 6.1 Scheduled Monuments of relevance to the SMP (Area 5F-5-5F-7)**

Parish	SM No	Description	NGR
Studland	22992	The King Barrow	SZ 0461 8201
Studland	22995	Bowl Barrow, eastern end of Ballard Down	SZ 0420 8132
Studland	22999	Bowl Barrow, west of Studland Bay House	SZ 0330 8298
Studland	23000	Bowl Barrow, 100m NW Studland Bay House	SZ 0323 8305
Swanage	153	The old prison and pump	SZ 0299 7876
Swanage	487	Two round barrows, eastern end Ballard Down	SZ 040 813

The entire Area also falls within one of known 'high archaeological potential', as detailed in the Purbeck District Local Plan, which means that it is likely to contain archaeological remains.

There are a number of known wrecks and potential wreck sites that lie within the Area (see Appendix C). Of particular interest is a 16th century vessel in Studland Bay. This wreck site is of national importance and designated under the Protection of Wreck Act 1973. Some artefacts also remain in an area known as 'The Yards', off the northern side of Handfast Point. Several damaged vessels were beached and broken up in this vicinity.

#### 6.4 Offshore Uses

The fishing industry in Purbeck is relatively small, with not more than 30 vessels based at Swanage. Within the District's boundaries, byelaws limit the maximum size of the fishing vessel to 12m, so the fleet is made up of 'day-boats'. Trawl fishing, as described in Section 7.5, takes place around South Haven Peninsula, and trawling of demersal fish (plaice) occurs along this coastline. There is also a sand eel, cuttlefish and bass fishery located off Hook Sand. Rocky areas off Handfast Point are important for crab and lobsters. An artificial reef has been constructed north of Handfast Point within Studland Bay at about 10m below chart datum, which provides a lobster breeding ground.

Spoil disposal occurs in the Area with two sites licensed to Poole Harbour Commissioners. The regular disposal area is 4.0km east-north-east of Swanage near 'Old Harry' with an emergency bad weather disposal area situated closer inshore some 4.0km east-north-east of Studland.

#### 6.5 Developed environment issues and requirements relating to coastal defence

- The scale of residential development on the soft eroding cliff at Swanage has led to parts of the cliff foot being protected. Annual falls and slips occurring between Ballard Point and Ulwell Stream outfall have left properties, such as the Pines Hotel, very close to the cliff top. Properties are also at risk at Peveril Point but coastal defences may have a detrimental knock-on effect. Any further coastal defence measures are likely to be in potential conflict with English Nature due to the establishment of a recent geological SSSI designation.

- There is a block of flats situated on the cliff top in the middle of Durlston Bay which are vulnerable to cliff erosion. The cliffs in front of the flats are part of the geological SSSI and it is important that the cliff face remains exposed in order for it to remain of geological interest. There is therefore a conflict between the protection of the flats and the retention of the geological interest of the cliff face.
- Any coastal defence works in Swanage Bay should consider the potential effect on the sandy beach for tourism. Construction of the outfall jetty in 1993, at the southern end of the bay, has already resulted in falling beach levels immediately to the north, obstructing the transport of sediment from south to north. This has, however, been offset to some extent by a considerable accretion of beach material to the south. Any future works may also have a knock on effect on beach levels to the north end of the Bay which currently protects the cliff.
- There are a number of beach huts at Studland in addition to an interpretation centre and car park all of which are owned by the National Trust. The car park has recently been reduced in size as a result of coastal erosion. These structures provide an important basis for tourism and their value should be taken into consideration when assessing the need for sea defences.
- There is a bowl barrow (SZ 040 8132) and two round barrows (SZ 040 813) located at the eastern end of Ballard Down close to the cliff edge. Any potential coastal defence works to protect the cliff in this area should consider their effect on these Scheduled Monuments.
- The artificial reef in Studland Bay to the north of the Foreland needs to be considered in any potential coast protection works in order to prevent damage to the lobster breeding ground that has been developed.
- Transportation of any coastal defence material by sea must consider the potential impact on inshore fisheries along the coast in this area.
- The location of offshore wrecks within the area that have not already been identified by this SMP should be determined by Dorset Archaeological Unit prior to the onset of any coastal defence works to prevent damage to these important archaeological sites.

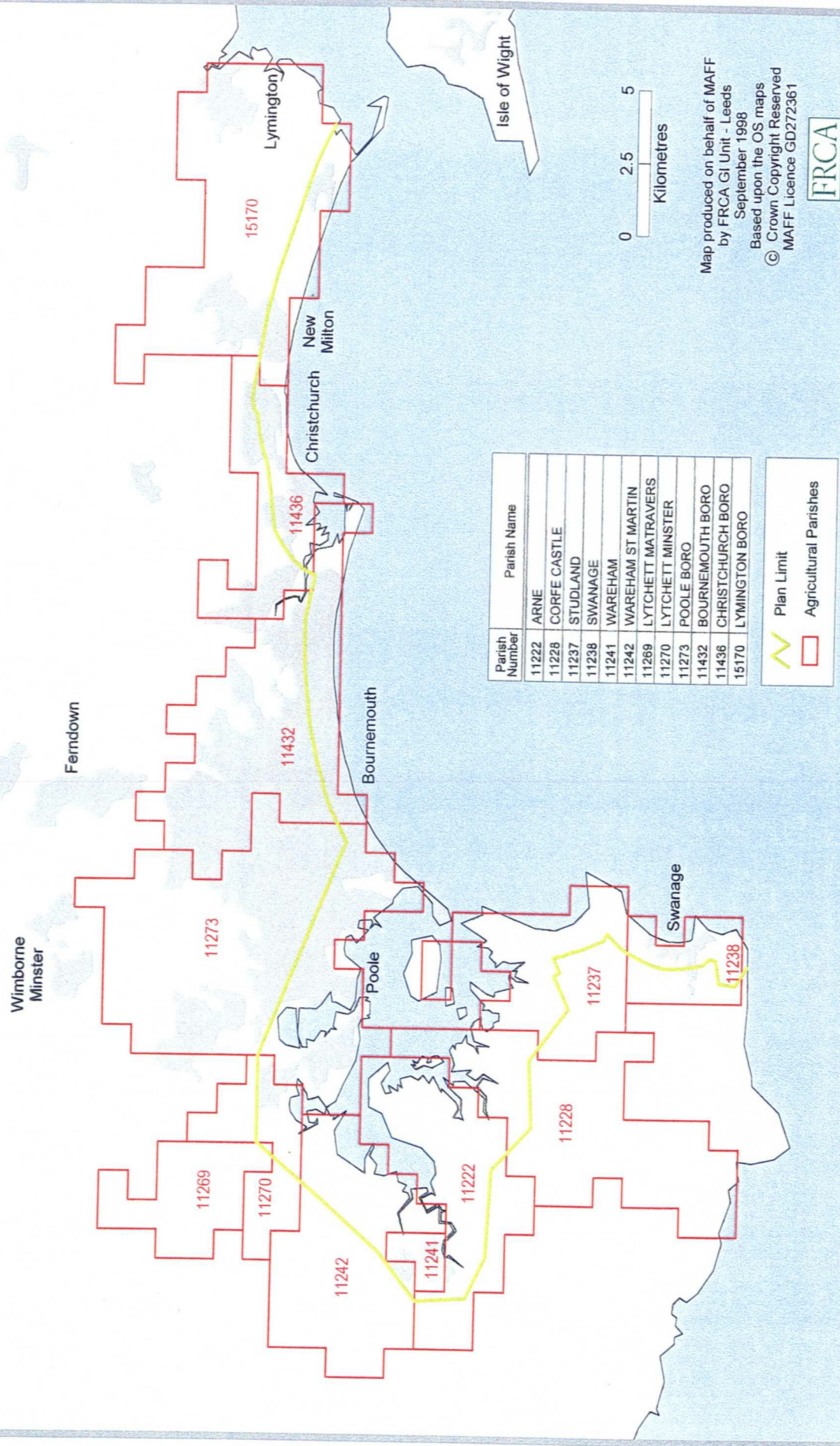
## Appendix A



# Shoreline Management Plan

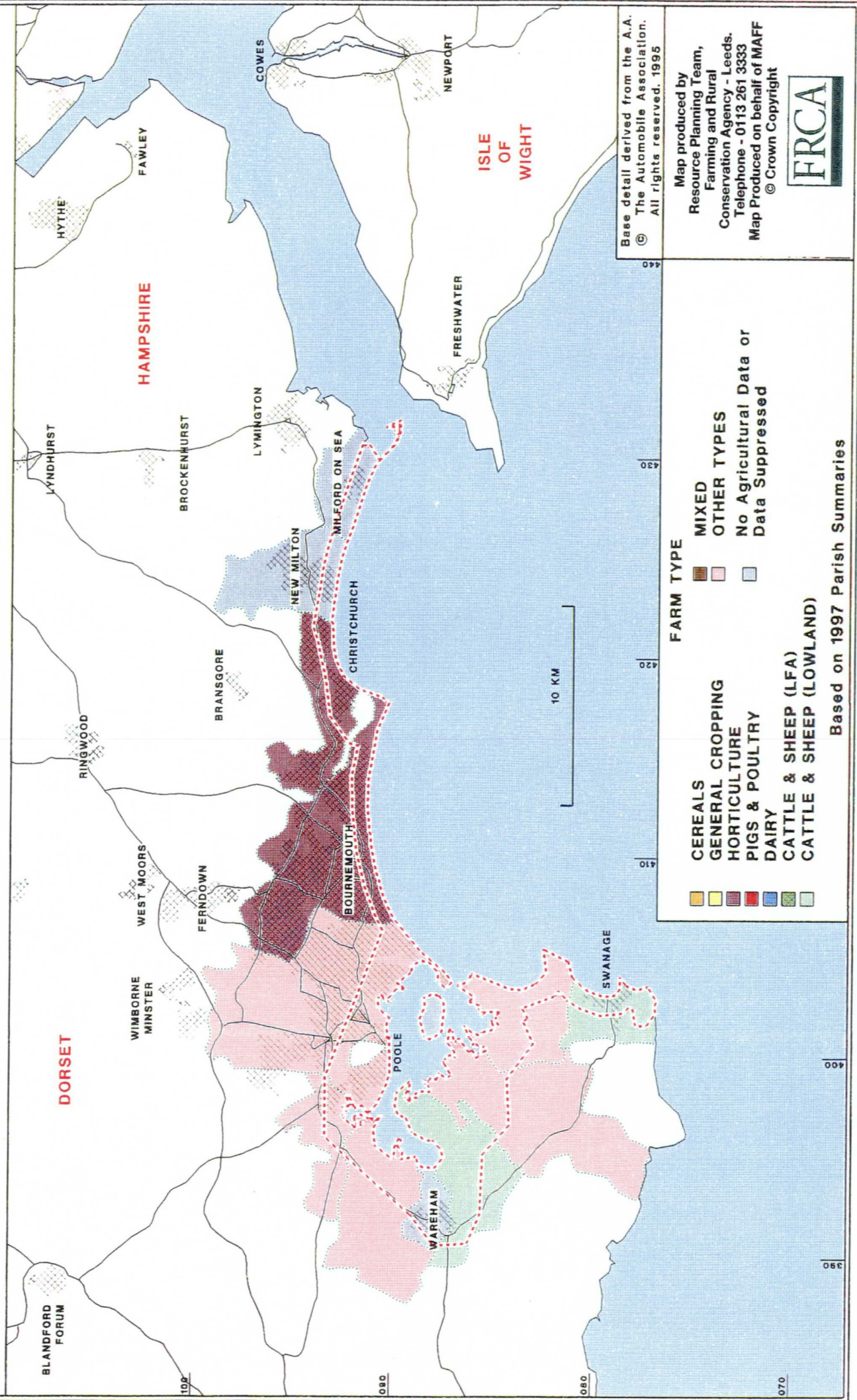
## Poole Bay and Christchurch Bay, Durlston Head to Hurst Spit

### Agricultural Parishes at Least Partly within the Plan Area





# DOMINANT FARM TYPE BY PARISH (1997) POOLE SHORELINE MANAGEMENT PLAN





## Appendix B

# **APPENDIX B: Terrestrial Archaeology**

<b>AREA 5F-1 HURST SPIT TO HENGISTBURY HEAD LONG GROYN</b>			
<b>PARISH</b>	<b>NGR</b>	<b>SMR</b>	<b>DESCRIPTION</b>
Barton-on-Sea	SZ 29 SW 3	22100 93000	Iron Age – Gold Slater
Barton Cliff/Barton-on-Sea	SZ 29 SW 7	22300 93000	Paleolithic – Flint Tools
Barton-on-Sea	SZ 29 SW 11	22300 93000	Gaulish – Gold Coins
Barton-on-Sea	SZ 29 SW 11	22300 93000	GalloBelgic – ‘C’ Coin
Location not available	SZ 29 SW 4	24000 93000	Neolithic – Stone Tool
Location not available	SZ 29 SW 6	24610 93180	Bronze Age – Bucket Urn with Body
Intertidal Zone	SZ 29 SE 31	25110 92730	Possibly Danarius or Flaustina – Roman Coin
Cliff Face	SZ 29 SE 32	25130 92770	Prehistoric – Flint Tool
Reported found in location	SZ 29 SE 29	25400 92540	Bronze Age – Axe
	SZ 29 SE 12	26180 92360	Possibly Roman – Unclassified Earthwork
	SZ 29 SE 23	26200 92200	7 Anti Tank Blocks
	SZ 29 SE 2	26700 92200	Deserted Village
Hordle Cliffs	SZ 29 SE 9	27800 91700	Palaeolithic – Worked Pebble Implements
Sturt Point	SZ 29 SE 7	29700 91100	Mesolithic – Flint Tools
	SZ 29 SE 5	29900 92100	C12 – Pottery Sherd: Decorated pottery rim
Hurst Spit		30300 90500	Site of Saltern in Hordle Parish
Position not known		31000 9000	Wooden stakes
Christchurch	SZ 192 929	8000 005A	Prehistoric – Worked Flint
Christchurch	SZ 1936 9297	8000 020A	Neolithic – Worked Flint
Christchurch	SZ 1936 9297	8000 020B	Bronze Age – Worked Flint
Christchurch	SZ 1867 9252	8000 021	Bronze Age – Metalwork

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F-3 HENGISTBURY HEAD LONG GROYNNE TO SANDBANKS FERRY SLIPWAY CONT'D				
PARISH	NGR	SMR	DESCRIPTION	
Bournemouth	SZ 14 92	7000 057	Bronze Age Metalwork	
Bournemouth	SZ 14 92	7000 058	Iron Age Pottery	
Bournemouth	SZ 120 914	7000 060	Saxon Metalwork	
Bournemouth	SZ 146 920	7000 062	Palaeolithic Worked Flint	
Bournemouth	SZ 120 915	7000 065	Palaeolithic Worked Flint	

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F – 2 CHRISTCHURCH HARBOUR			
PARISH	NGR	SMR	DESCRIPTION
Christchurch	SZ 1671 9303	8000 009	Bronze Age Burial and Grave Goods
Christchurch	SZ 155 929	8000 016	Medieval Leper Hospital
Christchurch	SZ 1565 9284	8000 017A	Bronze Age Pottery
Christchurch	SZ 1520 9268	8000 018	Bronze Age Pottery
Christchurch	SZ 1517 9258	8000 019	Iron Age Pottery
Christchurch	SZ 162 923	8000 022	Roman Pottery (Earthenware Jar) within ESA Avon Valley
Christchurch	SZ 1694 9185	8000 024	Bronze Age Pottery within Stanpit Marsh NNR
Christchurch	SZ 1763 9229	8000 025	Bronze Age Pottery (Bucket Urn)
Christchurch	SZ 1718 9296	8000 026A	Bronze Age Pottery (Bucket Urn)
<b>Christchurch</b>	<b>SZ 1565 9275</b>	<b>8000 031</b>	<b>Saxon Town Defences</b>
<b>Christchurch</b>	<b>SZ 1585 9295</b>	<b>8000 033</b>	<b>Saxon Town Defences</b>
<b>Christchurch</b>	<b>SZ 1577 9264</b>	<b>8000 037</b>	<b>Saxon Town Defences</b>
Christchurch	SZ 158 929	8000 038A	Bronze Age Pit
<b>Christchurch</b>	<b>SZ 1593 9264</b>	<b>8000 039A</b>	<b>Medieval Occupation Site</b>
Christchurch	SZ 1575 9305	8000 046A	Neolithic Occupation Site
Christchurch	SZ 1685 9181	8000 047	Mesolithic Occupation Site within Stanpit Marsh NNR
<b>Christchurch</b>	<b>SZ 1578 9270</b>	<b>8000 050B</b>	<b>Medieval Town Defences</b>
<b>Christchurch</b>	<b>SZ 1593 9244</b>	<b>8000 059</b>	<b>Medieval Roofed Building</b>
Christchurch	SZ 1675 9280	8000 028	Bronze Age Metalwork (Palstave)
<b>Christchurch</b>	<b>SZ 15959282</b>	<b>8000 036</b>	<b>Post Medieval Building</b>
Bournemouth	SZ 1523 9210	7000 068A	Palaeolithic Worked Flint (9 handaxes)
Bournemouth	SZ 1523 9210	7000 068B	Mesolithic Worked Flint (inc arrowheads, axe and knife)
Bournemouth	SZ 1523 9210	7000 068C	Neolithic Worked Flint (2 leaf arrowheads, 5 axes)
Bournemouth	SZ 1523 9210	7000 068D	Bronze Age Worked Flint (barbed & tongued arrowheads)
Bournemouth	SZ 1523 9210	7000 068E	Bronze Age Metalwork (socketed spearhead)
Bournemouth	SZ 1523 9210	7000 068F	Bronze Age Pottery (tripartite, barrel & bucket urns)

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F – 2 CHRISTCHURCH HARBOUR CONT'D				
PARISH	NGR	SMR	DESCRIPTION	
Bournemouth	SZ 1523 9210	7000 068G	Iron Age Pottery	
Bournemouth	SZ 1533 9195	7000 069	Loomweight (baked clay) possibly Saxon	
Bournemouth	SZ 1565 9210	7000 071A	Bronze Age Pottery	
Bournemouth	SZ 1565 9210	7000 071B	Iron Age Pottery	
Bournemouth	SZ 1569 9176	7000 073	Bronze Age Pottery	
Bournemouth	SZ 151 920	7000 083	Bronze Age Pottery (tripartite urn)	

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F-3 HENGISTBURY HEAD LONG GROVNE TO SANDBANKS FERRY SLIPWAY				
PARISH	NGR	SMR	DESCRIPTION	
Bournemouth	SZ 1533 9159	7000 072	Palaeolithic Worked Flint (handaxe)	
Bournemouth	SZ 1645 9112	7000 080	Bronze Age Pottery (rusticated stab-ware, barrel & bucket urns)	
Bournemouth	SZ 1550 9154	7000 081	Bronze Age Round Barrow	
Bournemouth	SZ 1589 9086	7000 077	Bronze Age Pottery (west of Double Dykes)	
Bournemouth	SZ 1571 9089	7000 076	Bronze Age Burial (cremation)	
Bournemouth	SZ 1521 9104	7000 074	Bronze Age Pottery	
Bournemouth	SZ 1536 9099	7000 075	Neolithic Pit	
Bournemouth	SZ 153 909	7000 082	Iron Age Coin	
Bournemouth	SZ 1116 9115	7000 023	Prehistoric	
Bournemouth	SZ 1312 9228	7000 028	Bronze Age Round Barrow (unclassified)	
Bournemouth	SZ 1006 9140	7000 029A	Bronze Age Round Barrow (unclassified)	
Bournemouth	SZ 12 92	7000 032	Palaeolithic – Worked Flint	
Bournemouth	SZ 1355 9213	7000 040	Bronze Age Metalwork	
Bournemouth	SZ 1394 9194	7000 041A	Iron Age Pottery	
Bournemouth	SZ 1394 9194	7000 041B	Roman Pottery	
Bournemouth	SZ 1471 9172	7000 045	Unknown	
Bournemouth	SZ 1447 9171	7000 046	Roman Pottery	
Bournemouth	SZ 1451 9162	7000 047A	Bronze Age Pottery	
Bournemouth	SZ 1489 9222	7000 047B	Roman Pottery	
Bournemouth	SZ 1324 9154	7000 048	Bronze Age Pottery	
Bournemouth	SZ 1372 9171	7000 049	Bronze Age Metalwork	
Bournemouth	SZ 1386 9167	7000 050	Bronze Age Pottery	
Bournemouth	SZ 1398 9174	7000 051	Bronze Age Roundbarrow (unclassified)	
Bournemouth	SZ 1482 9152	7000 053A	Bronze Age Pottery	
Bournemouth	SZ 1482 9152	7000 053B	Iron Age Pottery	
Bournemouth	SZ 1482 9152	7000 053C	Roman Pottery	

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F – 4 POOLE HARBOUR				
PARISH	NGR	SMR	DESCRIPTION	
Poole	SZ 002 904	5000 402A	Iron Age Settlement	
Poole	SZ 003 906	5000 402C	Roman Burial	
Poole	SZ 003 906	5000 402D	Roman Saltworks	
Poole	SZ 0093 9165	5000 404A	Roman Settlement	
Poole	SZ 0093 9165	5000 404B	Roman Coin Hoard	
Poole	SZ 0382 9093	5000 416	Neolithic Flint / stone axe	
Poole	SZ 0230 9037	5000 417	Medieval Gibbett	
Poole	SZ 0195 9016	5000 418	Medieval Windmill	
Poole	SZ 016 902	5000 419	Roman Coin Hoard	
Poole	SZ 0104 9002	5000 420	Roman Pottery	
Poole	SZ 0107 9010	5000 421	Roman Pottery	
Poole	SZ 030 910	5000 425	Roman Coin	
Poole	SZ 0090 9062	5000 426	Medieval Settlement (Roper's Almshouses)	
<b>Poole</b>	<b>SZ 0100 9047</b>	<b>5000 428</b>	<b>Medieval Settlement</b>	
Poole	SZ0110 9041	5000 429	Medieval Settlement	
<b>Poole</b>	<b>SZ0082 9042</b>	<b>5000 430</b>	<b>Medieval Settlement</b>	
Poole	SZ0132 9197	5000 433	Medieval Well	
Poole	SZ 0031 9038	5000 434	Roman Donkey Mill	
Poole	SZ 0059 9033	5000 435	Roman Pottery	
Poole	SZ 0000 9100	5000 441	Roman Coin Hoard	
Poole	SZ 002 903	5000 446	Course of Roman Roads	
Poole	SZ 0325 9045	5000 471	Medieval Settlement	
Poole	SZ 0108 9168	5000 472	Saxon Coin	
Poole	SZ 0007 9036	5000 479A	Iron Age Settlement (St Michael's Hall)	
Poole	SZ 0140 9194	5000 483	Medieval Mulberry Harbour	

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F – 4 POOLE HARBOUR CONT'D			
PARISH	NGR	SMR	DESCRIPTION
Poole	SZ 0075 9038	5000 486A	Iron Age Saltworks
Poole	SZ 0075 9038	5000 486B	Medieval Pier (Poole Foundry – probable jetty)
Poole	SZ 0027 9026	5000 494	Roman Ditch
Poole	SZ 001 905	5000 496	Post Medieval Fort
<b>Poole</b>	<b>SZ 0089 9036</b>	<b>5000 514A</b>	<b>Post Medieval Building (King's Head, High Street)</b>
<b>Poole</b>	<b>SZ 0089 9036</b>	<b>5000 514B</b>	<b>Roman Pottery (King's Head, High Street)</b>
Poole	SZ 0002 9037	5000 515B	Roman Pottery (Hamworthy Almshouses)
Poole	SZ 0076 9049	5000 519A	Roman Saltworks
Poole	SZ 0076 9049	5000 519B	Roman Ditch
Poole	SZ 0143 9207	5000 520	Buried Soil Profile, unknown period
Poole	SZ 0118 9050	5000 522	Post Medieval Cemetery, Quaker Burial Ground
Poole	SZ 0123 9065	5000 525	Post Medieval Settlement
Poole	SZ 0068 9018	5000 533A	Saxon Midden
<b>Poole</b>	<b>SZ 0108 9030</b>	<b>5000 535</b>	<b>Midden, unknown period</b>
Poole	SY 978 916	5000 403	Roman Occupation / Settlement Site
Poole	SY 9852 9180	500 452	Greek Bronze Coin
Poole	SY 9993 9040	5000 453	Roman Metalwork
Poole	SY 9908 9190	5000 454B	Section of Roman Road
Poole	SY 991 925	5000 454C	Roman Earthwork
Poole	SY 9961 9079	5000 455A	Medieval Ditch
Poole	SY 9964 9075	5000 455B	Unknown period and unclassified
Poole	SY 9969 9069	5000 455C	Medieval Occupation / Settlement Site
Poole	SY 9983 9076	5000 456	Roman Metalwork (Hamworthy Helmet)
Poole	SY 9809 9076	5000 457	Roman Lamp
Poole	SY 9969 9061	5000 458	Prehistoric Worked Flint (5 flint axes)

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.



AREA 5F – 4 POOLE HARBOUR CONT'D				
PARISH	NGR	SMR	DESCRIPTION	
Poole	SY 9995 9288	5000 475	Possible industrial debris, unknown period	
Poole	SY 9921 9258	5000 480	Roman Saltworks	
Poole	SY 995 933	5000 485	Roman Coin	
Poole	SY 993 929	5000 523A	Roman Occupation Site (Upton House)	
Lytchett Minster	SY 9765 9340	6015 033	Roman Coin	
Lytchett Minster	SY 9675 9240	6015 036	Ditch, Unknown period	
Lytchett Minster	SY 9733 9340	6015 037	Eighteenth Century Milestone	
Lytchett Minster	SY 9650 9280- SY 9715 9298	6015 055A	Medieval Road – Greenway	
Wareham Lady St Mary	SY 9423 8801 – SY 9420 8808	6023 086	Roman Occupation Site	
Wareham St Martin	SY 953 912	6024 041B	Twentieth Century Munitions Building	
Arne	SY 9380 8722 – SY 9365 8500	6002 058A	Nineteenth Century Ridgewarf Tramway	
Arne	SY 9574 8723	6002 052	Roman Saltworks, possible pottery production (within LNR)	
Arne	SY 9760 8843	6002 053	Roman Occupation Site / Settlement (within LNR)	
Arne	SY 9819 8809	6002 054	Roman Saltworks (within LNR)	
Arne	SY 956 863	6002 055	Earthwork, possible barrow (within LNR)	
Arne	SY 9724 8812	6002 056	Midden – unknown period	
Arne	SY 964 871	6002 059	Medieval Saltworks (within LNR)	
Arne	SY 972 862	6002 067	Linear Earthwork – unknown period	
Arne	SY 961 866	6002 069A	Medieval Occupation Site / Settlement	
Arne	SY 961 866	6002 069B	Medieval Ridge and Furrow System	
Arne	SY 9616 8670	6002 069C	Medieval Saltworks	
Arne	SY 9602 8702	6002 070	Earthwork Ditch, unknown period	
Arne	SY 9615 8698	6002 071	Earthwork / boundary bank	
Arne	SY 966 853	6002 072	Iron Age Occupation/Settlement Site	
Arne	SY 9640 8585	6002 073	Excavated material, unknown period	

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F – 4 POOLE HARBOUR CONT'D			
PARISH	NGR	SMR	DESCRIPTION
Arne	SY 9615 8613	6002 074	Medieval Ridge and Furrow Fieldsystem
Corfe	SY 993 867	6008 226A	Iron Age Occupation / Settlement Site
Corfe	SY 9882 8580	6008 254	Medieval Pottery
Corfe	SY 986 857	6008 255	Linear Earthwork, unknown period
Corfe	SY 997 850	6008 258	Fieldsystem, unknown period
Corfe	SY 997 862	6008 265	Medieval Port at Ower Passage
Corfe	SZ 006 867	6008 224A	Iron Age Occupation Site – Green Island
Corfe	SZ 006 867	6008 224C	Roman Occupation Site – Green Island
Corfe	SZ 006 867	6008 224D	Roman Shale Working – Green Island
Corfe	SZ 0091 8694	6008 225	Roman Occupation Site – Furzey Island
Corfe	SZ 0039 8596	6008 262	Medieval Surface Finds
Corfe Castle	SZ 0083 8710	6008 320	Roman Occupation Site – Furzey Island
Corfe	SZ 0040 8650-SZ 0070 8670	6008 321	Sunken Way/ Hollow Way, unknown period – Green Island
Corfe Castle	SZ 0131 8692	6008 324	Prehistoric Slipway – Furzey Island (evidence for sea level change)
Corfe Castle	SZ 011 870	6008 326A	Iron Age Occupation Site – Furzey Island
Corfe	SY 9695 8522	6008 334A	Bronze Age Fieldsystem
Corfe	SY 9695 8522	6008 334B	Bronze Age Cemetery. Post burial deposits
Corfe	SY 9843 8554	6008 335A	Unclassified geophysical structure of unknown period
Corfe	SY 9925 8560	6008 336	Medieval Deer Park
Corfe	SY 9976 8546	6008 338	Medieval Settlement
Corfe	SY 9999 8592	6008 345	Prehistoric – Flint Assemblage
Corfe	SY 9970 8607	6008 352	Lime Kiln – Ower Passage
Studland	SZ 0305 8763	6019 003	Post Medieval Blockhouse (Brownsea Castle)
Studland	SZ 0113 8521	6019 028	Post Medieval Settlement
Studland	SZ 025 855 – SZ 0298 600	6019 043A	Enclosure/earthwork, unknown period (within NNR)

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F -- 4 POOLE HARBOUR CONT'D				
PARISH	NGR	SMR	DESCRIPTION	
Studland	SZ 028 876	6019 049	Saxon Pottery	
Studland	SZ 0294 8753	6019 051	Post Medieval Battery (Tudor Hill)	
Studland	SZ 020 884	6019 052	Post Medieval Mine	
Studland	SZ 0224 8777	6019 053	Post Medieval Tobacco Pipe Clay Pit	
Studland	SZ 020 885	6019 054	Nineteenth Century Brickworks	
Studland	SZ 014 875	6019 055A	Nineteenth Century Pottery Works	
Studland	SZ 011 877	6019 055B	Nineteenth Century Pottery Works	
Studland	SZ 0220 8743	6019 056	Nineteenth Century Brickworks	
Studland	SZ 0244 8740	6019 057	Nineteenth Century Brickworks	
Studland	SZ 012 883	6019 058	Settlement, unknown period	
Studland	SZ 0136 8632	6019 060	Medieval Mollusca	
Studland	SZ 025 852	6019 077	Stone Standing Monument, unknown period (within NNR)	
Studland	SZ 02 88	6019 079	Roman Pottery	
Studland	SZ 0025 8518	6019 099	Medieval Village, deserted	
Studland	SZ 0286 8762	6019 102	Excavated Material from Ditch, period unknown	

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F5 – AREA 5F7 SOUTH HAVEN POINT TO DURLSTON HEAD			
PARISH	NGR	SMR	DESCRIPTION
Studland	SZ 0367 8132	6019 026E	Eighteenth Century Stone Boundary
Studland	SZ 0375 8132	6019 026F	Eighteenth Century Stone Boundary
Studland	SZ 0399 8136	6019 26G	Eighteenth Century Stone
Studland	SZ 044 815	6019 027	Medieval Field System
Studland	SZ 0420 8132	6019 030	Bronze Age Bowl Barrow
Studland	SZ 0312 8220	6019 046	Roman Occupation Site
Studland	SZ 0363 8254	6019 047	Roman Cemetery
Studland	SZ 0412 8215	6019 064	Roman Worked Stone
Studland	SZ 045 815	6019 065	Palaeolithic Worked Flint
Studland	SZ 035 815 – SZ 0398 1400	6019 068B	Iron Age Fieldsystem
Studland	SZ 0364 8238	6019 072	Medieval Cross
Studland	SZ 0360 8252	6019 073	Windmill, unknown period
Studland	SZ 0325 8355	6019 074A	Roman Saltworks
Studland	SZ 0297 8358	6019 074B	Medieval Saltworks
Studland	SZ 0285 8275 – SZ 0295 8285	6019 085	Fieldwork system, unknown period
Studland	SZ 0450 8235	6019 091	Neolithic Worked Flint, inc scrapers, flakes & core frags
Studland	SZ 0340 8229	6019 100	Prehistoric Flint Asemblage
Studland	SZ 035 826	6019 101	Eighteenth Century Milestone
Swanage	SZ 029 808	6020 079D	Medieval Fieldwork system
Swanage	SZ 0397 8123	6020 091	Medieval Burial – inhumation
Swanage	SZ 0325 8129	6020 099	Bronze Age Bowl Barrow
Swanage	SZ 0398 8133	6020 100	Bronze Age – Pond
Swanage	SZ 0299 8074	6020 101	Roman – Shale Working
Swanage	SZ 0335 8125	6020 102	Bronze Age – Worked Flint
Swanage	SZ 030 812 – SZ 0358 1100	6020 107	Iron Age Field System
Swanage	SZ 030 807	6020 110	Medieval Settlement
Swanage	SZ 0280 7834	6020 096	Roman Burial Cist

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

AREA 5F5 – AREA 5F7 SOUTH HAVEN POINT TO DURLSTON HEAD CONT'D				
PARISH	NGR	SMR	DESCRIPTION	
Swanage	SZ 0290 7810	6020 097	Roman Occupation Site	
Swanage	SZ 0343 7813	6020 098	Roman Cemetery	
Swanage	SZ 0275 7877	6020 103	Burial, unknown period	
Swanage	SZ 0311 7896	6020104	Roman Coin	
Swanage	SZ 024 795	6020 105	Roman Coin	
Swanage	SZ 029 772	6020 106	Medieval Stone Boundary	
Swanage	SZ 027 800	6020 120	Earthwork, unknown period	
Swanage	SZ 0324 7998	6020 122	Palaeolithic Worked Stone	
Swanage	SZ 0365 7865	6020 123	Iron Age Coin	

Note: Those archaeological finds that lie within Conservation Areas are shown in bold.

## Appendix C

# APPENDIX C: MARITIME ARCHAEOLOGY

AREA 5F-1 HURST SPIT TO HENGISTBURY HEAD LONG GROYN				
Name	Location	Classification	Period	Position
Caroline Susan	-	Vessel	1940 (Second World War)	422766E – 86077N

AREA 5F-2 CHRISTCHURCH HARBOUR				
Name	Location	Classification	Period	Position
Chesapeake	Christchurch Harbour	Vessel	200 (Roman)	417566E – 91585N
	Nr Christchurch Harbour	Sailing Vessel	1796 (18 <sup>th</sup> Century)	418824E – 90880N

AREA 5F-3 HENGISTBURY HEAD LONG GROYNES TO SANDBANKS FERRY SLIPWAY				
Name	Location	Classification	Period	Position
Antler Wreck	Hook Sands	Stone Barge	1780 (18 <sup>th</sup> Century)	405338E – 86046N
Unknown	By Antler Wreck (Hook Sands)	Sailing Vessel	1800 (19 <sup>th</sup> Century)	405338E – 86046N
Excelsior	-	Fishing Vessel	1924 (20 <sup>th</sup> Century)	417820E – 86212N
Hydromiss 3	-	Vessel	1970 (20 <sup>th</sup> Century)	406026E – 85105N
BP Record F	-	Vessel	1900 (20 <sup>th</sup> Century)	407951E – 84304N
Bp Record J	-	Vessel	1900 (20 <sup>th</sup> Century)	406851E – 84797N
BP Record M	-	Vessel	1900 (20 <sup>th</sup> Century)	406046E – 85506N
BP record R	-	Vessel	1900 (20 <sup>th</sup> Century)	405847E – 87143N
Borgny	-	Vessel	1918 (First World War)	421270E – 77392N
Unidentified 1700b	-	Vessel	1700 (18 <sup>th</sup> Century)	407942E – 90358N
San Salvador	Handfast Point	Warship	1588 (16 <sup>th</sup> Century)	411777E – 85300N
Prince Edward	Poole Bar	Sailing Vessel	1760 (18 <sup>th</sup> Century)	404710E – 86215N
Experiment	Poole Bar	Sailing Vessel	1765 (18 <sup>th</sup> Century)	404121E – 86771N
Rachel	Poole, Hook Sands	Sailing Vessel	1788 (18 <sup>th</sup> Century)	370085E – 71473N
Lark	Sandbanks	Sailing Vessel	1824 (19 <sup>th</sup> Century)	403709E – 86986N
Active	Nr Poole Harbour	Vessel	1841 (19 <sup>th</sup> Century)	404121E – 87141N
Amazon	Poole Bay	Vessel	1852 (19 <sup>th</sup> Century)	370085E – 71473N
Eliza	Poole, Hook Sands	Vessel	1866 (19 <sup>th</sup> Century)	404513E – 86833N
Contest	Poole, Hook Sands	Vessel	1867 (19 <sup>th</sup> Century)	404710E – 86586N
Jeune Erneste	Poole Harbour Entrance	Vessel	1868 (19 <sup>th</sup> Century)	404121E – 86987N
Speculation	1.5 miles off Christchurch	Vessel	1876 (19 <sup>th</sup> Century)	417657E – 87941N
William Pit	Nr Bournemouth Pier	Vessel	1876 (19 <sup>th</sup> Century)	409413E – 90484N
Unidentified 1876 b	Christchurch	Vessel	1876 (19 <sup>th</sup> Century)	417660E – 87169N



AREA 5F-3 HENGISTBURY HEAD LONG GROYNNE TO SANDBANKS FERRY SLIPWAY CONT'D				
Name	Location	Classification	Period	Position
Friends	2 miles W of Christchurch	Vessel	1889 (19 <sup>th</sup> Century)	414123E – 89012N
Wild Rose	North Haven	Vessel	1893 (19 <sup>th</sup> Century)	403532E – 87141N
Edward and Sarah	Poole Bay	Vessel	1897 (19 <sup>th</sup> Century)	410600E – 85297N
LC (C) (P) 120	-	Vessel	1984 (20 <sup>th</sup> Century)	410955E – 84557N
Michele	-	Vessel	1984 (20 <sup>th</sup> Century)	409652E – 88415N
Valentine Tank a	-	Tank	1944 (2 <sup>nd</sup> World War)	407636E – 84952N
Valentine Tank b	-	Tank	1944 (2 <sup>nd</sup> World War)	407558E – 84674N
Valentine Tank c	-	Tank	1944 (2 <sup>nd</sup> World War)	406634E – 85723N
Valentine Tank d	-	Tank	1944 (2 <sup>nd</sup> World War)	406378E – 86804N
Valentine Tank e	-	Tank	1944 (2 <sup>nd</sup> World War)	411217E – 90147N
Valentine Tank f	-	Tank	1944 (2 <sup>nd</sup> World War)	405809E – 86772N
Valentine Tank g	-	Tank	1944 (2 <sup>nd</sup> World War)	405888E – 85537N
Venezuela	-	Steam Vessel	1918 (1 <sup>st</sup> World War)	419639E – 77386N
Hereford	Poole Bar	Sailing Vessel	1771 (18 <sup>th</sup> Century)	404710E – 86215N
Unidentified 1774a	Poole Bar	Sailing Vessel	1774 (18 <sup>th</sup> Century)	404710E – 86215N
Providence	Poole, Hook Sands	Sailing Vessel	1790 (18 <sup>th</sup> Century)	396458E - 72316N
Industrious	Poole, Hook Sands	Sailing Vessel	1823 (19 <sup>th</sup> Century)	405888E – 86216N
William and Fanny	Poole, Hook Sands	Vessel	1841 (19 <sup>th</sup> Century)	405888E – 86216N
Frederic	Poole, Hook Sands	Vessel	1852 (19 <sup>th</sup> Century)	405888E - 86216N
Suply	Poole, Hook Sands	Vessel	1872 (19 <sup>th</sup> Century)	404710E - 86586N
Clyde	Poole, Hook Sands	Vessel	1881 (19 <sup>th</sup> Century)	405888E - 86216N
Brilliant	Poole, Hook Sands	Vessel	1896 (19 <sup>th</sup> Century)	405888E - 86216N
Beatrice	Poole, Hook Sands	Vessel	1910 (19 <sup>th</sup> Century)	405888E - 86216N

AREA 5F-4 POOLE HARBOUR				
Name	Location	Classification	Period	Position
Green Island Causeway	Poole Harbour	Structure	1500	400373E – 86367N
Brownsea Island, Roman Site	Poole Harbour	Structure	300	403178E – 88191N
Mary	Brownsea Island	Sailing Vessel	1748 (18 <sup>th</sup> Century)	400000E – 95479N
Happy Return	Poole Harbour	Sailing Vessel	1794 (18 <sup>th</sup> Century)	403531E – 88994N
BEE	Brownsea Island	Sailing Vessel	1799 (18 <sup>th</sup> Century)	402825E – 87418N
Richard	Poole Harbour	Vessel	1833 (19 <sup>th</sup> Century)	400000E – 88993N
Effort	Nr South Haven Point	Vessel	1879 (19 <sup>th</sup> Century)	403532E – 86461N
Nile	Poole, at anchor	Vessel	1888 (19 <sup>th</sup> Century)	402353E – 89920N
Island Queen	Brownsea Island	Vessel	1895 (19 <sup>th</sup> Century)	403178E – 87696N
Rose Mysterieuse	Poole Harbour	Vessel	1916 (1 <sup>st</sup> World War)	400686E – 89765N
Vespa Star	-	Fishing Vessel	1970 (20 <sup>th</sup> Century)	401020E – 89858N
Southampton Belle	-	Motor Tug	1955 (20 <sup>th</sup> Century)	400490E – 91772N
Lady of Avanel	-	Brigantine	1939 (20 <sup>th</sup> Century)	400411E – 91525N
Main Channel Wreck	Main channel between buoys 3& 5	Vessel	1800 (19 <sup>th</sup> Century)	403335E – 88993N
Poole Log Boat	-	Vessel	-700 (Iron Age)	403296E – 87789N
Sarah & Mary	Poole Harbour Entrance	Sailing Vessel	1773 (18 <sup>th</sup> Century)	404710E – 86215N
Juno	Poole Harbour Entrance	Sailing Vessel	1779 (18 <sup>th</sup> Century)	405888E – 86216N
Mary	Poole Harbour	Sailing Vessel	1796 (18 <sup>th</sup> Century)	400000E – 95479N
Queen	Poole Harbour	Vessel	1848 (19 <sup>th</sup> Century)	404710E – 86215N
Blanche	Poole Harbour Mouth	Vessel	1889 (19 <sup>th</sup> Century)	402353E – 89920N
Sarah Ann	Poole Inner Harbour	Vessel	1890 (19 <sup>th</sup> Century)	404710E – 86215N

AREA 5F-4 POOLE HARBOUR CONT'D					
Name	Location	Classification	Period	Position	
Gryzelle	Poole Harbour	Vessel	1895 (19 <sup>th</sup> Century)	403531E - 88994N	
Harry	Poole Harbour	Vessel	1897 (19 <sup>th</sup> Century)	403531E - 88994N	
Coronella	Poole Harbour	Vessel	1909 (20 <sup>th</sup> Century)	403531E - 88994N	
Studland Belle	Poole Harbour	Vessel	1913 (20 <sup>th</sup> Century)	400000E - 88993N	
Lord Alcaster	Poole Harbour Breakwater	Vessel	1914 (1 <sup>st</sup> World War)	404711E - 85289N	
ML 432	Poole Harbour	Vessel	1917 (1 <sup>st</sup> World War)	400686E - 89765N	

**AREA 5F – AREA 5-7 SOUTH HAVEN POINT TO DURLSTON HEAD**

Name	Location	Classification	Period	Position
Leny	-	Motor Vessel	1942 (2 <sup>nd</sup> World War)	408817E – 83008N
Prinses Juliana	-	Motor Vessel	1940 (2 <sup>nd</sup> World War)	405145E – 82725N
Red End Point Wreck	Studland Bay	Sailing Vessel	1700 (Post Medieval)	403908E – 82909N
Slate Wreck	-	Sailing Vessel	1800 (19 <sup>th</sup> Century)	404632E – 85659N
Fanny	-	Sailing Vessel	1780 (18 <sup>th</sup> Century)	404579E – 78957N
Studland Bay Wreck	-	Sailing Vessel	1500 (Medieval)	405516E – 85506N
Hazelwood	-	Steam Vessel	1917 (1 <sup>st</sup> World War)	4177010E – 72344N
Baron Garioch	-	Steam Vessel	1917 (1 <sup>st</sup> World War)	411078E – 72666N
Kyarra	-	Steam Vessel	1918 (1 <sup>st</sup> World War)	404071E – 75806N
Clan Macvey	-	Steam Vessel	1918 (1 <sup>st</sup> World War)	415625E – 85217N
Castlereagh	-	Steam Vessel	1925 (20 <sup>th</sup> Century)	404641E – 75683N
Betsy Anna	-	Steam Vessel	1926 (20 <sup>th</sup> Century)	412517E – 79742N
Ajax	-	Steam Vessel	1940 (2 <sup>nd</sup> World War)	422948E – 66929N
Braedale	-	Steam Vessel	1924 (20 <sup>th</sup> Century)	417334E – 73085N
Square Wreck	-	Vessel	1900 (20 <sup>th</sup> Century)	405350E – 82806N
Unknown h	-	Vessel	1900 (20 <sup>th</sup> Century)	416858E – 69303N
Unknown p	-	Vessel	1900 (20 <sup>th</sup> Century)	404720E – 74837N
Ballard Point Wreck	-	Vessel	1700 (18 <sup>th</sup> Century)	404754E – 81150N
Maud Mary	-	Vessel	1939 (2 <sup>nd</sup> World War)	405616E – 82602N
Iona	-	Vessel	1985 (20 <sup>th</sup> Century)	404593E – 85381N
Nibbler III	-	Vessel	1989 (20 <sup>th</sup> Century)	404966E – 85937N
BP Record G	-	Vessel	1900 (20 <sup>th</sup> Century)	405360E – 84301N
BP Record I	-	Vessel	1900 (20 <sup>th</sup> Century)	406145E – 84765N

**AREA 5F-5-7 SOUTH HAVEN POINT TO DURLSTON HEAD CONT'D**

<b>Name</b>	<b>Location</b>	<b>Classification</b>	<b>Period</b>	<b>Position</b>
BP Record O	-	Vessel	1900 (20 <sup>th</sup> Century)	406319E -- 86186N
Sargasso	-	Warship	1943 (2 <sup>nd</sup> World War)	421027E - 69639N
Carantan	-	Warship	1943 (2 <sup>nd</sup> World War)	405111E - 77567N
Viking Fleet	-	Galley Sailing Vessel	877 (Saxon)	403419E - 79728N
Unidentified, 1506	Poole	Sailing Vessel	1506 (Medieval)	404711E - 85289N
Unidentified, 1627	Studland Bay	Sailing Vessel	1627 (17 <sup>th</sup> Century)	405891E - 83437N
Unidentified, 1750a	Swanage, Peveril Ledge	Sailing Vessel	1750 (18 <sup>th</sup> Century)	404127E - 78617N
Unidentified 1753,a	Durlston Bay	Sailing Vessel	1753 (18 <sup>th</sup> Century)	403538E - 77875N
Mary Harriott	Swanage Bay	Sailing Vessel	1769 (18 <sup>th</sup> Century)	403537E - 79728N
Mercury	Swanage	Sailing Vessel	1783 (18 <sup>th</sup> Century)	404128E - 78030N
Sisters	Peveril Point	Vessel	1837 (19 <sup>th</sup> Century)	404127E - 78555N
Friendship	Studland Ledge	Vessel	1877 (19 <sup>th</sup> Century)	405892E - 82356N
Unity	Peveril Point	Vessel	1882 (19 <sup>th</sup> Century)	404009E - 78617N
Little Jenny	Peveril Point	Vessel	1884 (19 <sup>th</sup> Century)	405896E - 78804N
Vanessa	Anvil Point 5 miles ESE	Vessel	1884 (19 <sup>th</sup> Century)	411800E - 75107N
Friends Goodwill	Nr Swanage	Vessel	1890 (19 <sup>th</sup> Century)	403931E - 78647N
Netto	Swanage, Peveril Ledge	Vessel	1900 (20 <sup>th</sup> Century)	404422E - 78802N
Wild Swan	Old Harry Rocks, 1 mile NE	Vessel	1906 (20 <sup>th</sup> Century)	407068E - 83809N
Emma Maria	Old Harry Ledge	Vessel	1911 (20 <sup>th</sup> Century)	405893E - 81769N
Osiris	Ballard Point	Vessel	1911 (20 <sup>th</sup> Century)	406482E - 81584N
Surdelo	-	Vessel	1972 (20 <sup>th</sup> Century)	404671E - 86246N
Watchdog	-	Vessel	1987 (20 <sup>th</sup> Century)	414511E - 76288N
Mochechawde	Swanage	Sailing Vessel	1425 (Medieval)	403419E -- 79728N

AREA 5F-5-7 SOUTH HAVEN POINT TO DURLSTON HEAD CONT'D

Name	Location	Classification	Period	Position
Ranger	Studland Bay	Sailing Vessel	1744 (18 <sup>th</sup> Century)	405891E - 83437N
William & Ann	Studland Bay	Sailing Vessel	1758 (18 <sup>th</sup> Century)	334913E - 92178N
Happy Return	Swanage, Peveril Ledge	Sailing Vessel	1764 (18 <sup>th</sup> Century)	403431E - 88994N
Unidentified 1789	Studland Bay, Handfast Point	Sailing Vessel	1789 (18 <sup>th</sup> Century)	405891E - 83437N

## Appendix D

A comprehensive list of land ownership for AREA 5F-3 within the Bournemouth LA boundary is listed below:

From the Borough Boundary with Poole B.C working eastwards:

- Branksome Dene Estate
- Alum Chine Estate
- Cooper Dean - West Cliff Estate
- Henry Joy – West Cliff Estate
- Earl Drax Estate
- Bourne – Tregonwell Estate
- Meyrick – East Cliff Estate
- Boscombe Spa – Wolff Estate
- Boscombe Manor – Shelley Estate
- Lord Portman of Blandford (Portman Estate)
- Portman Crescent Estate
- Stourcliff Estate
- Dr Compton's Southbourne-on-Sea Estate
- Hengistbury Head Land Society Estate
- Cellars Farm Estate
- Gordon Selfridge Hengistbury Head and Mudeford Spit Estate (owned by B.B.C)