

Core Strategy

07 Christchurch Urban Extension Key Issue Paper

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



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

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1 Introduction	2
2 Baseline	3
3 Identification of Issues	32
4 Formation of Options	45
5 Options	99

1 Introduction

1.1 This paper is one of a number of thematic background papers addressing distinct issues affecting Christchurch and East Dorset. These issues have been identified from local policy, the local development framework evidence base and the Community Plans of Christchurch and East Dorset. Although, now revoked, background information from the Regional Spatial Strategy is also referred to in this paper. This paper should be read in conjunction with the 'North Christchurch Urban Extension Stage 1 Masterplan Context Report' September 2010'. The Stage 1 masterplanning report builds upon the Core Strategy 'issues and options' work, and the Christchurch strategic housing land availability assessment and informs options contained in the Core Strategy 'Options for Consideration' (October 2010).

1.2 The urban extensions topic paper has been prepared as part of the Local Development Framework (LDF) to inform the production of the Christchurch and East Dorset Core Strategy. The Core Strategy addresses strategic issues concerning the location of development within the areas of search, the requirement for strategic transport improvements / essential facilities and criteria for developing policy. Detailed master planning will be undertaken for the Christchurch urban extension which will inform the production of a supplementary planning document.

1.3 This document sets out the process of refining the strategy for the urban extension toward the development of a preferred strategy. In particular this demonstrates the process of how we have moved from Issues and Options to the formulation of preferred options.

1.4 This background paper sets out the critical issues, problems and challenges to be considered in planning for the urban extension. The development of a preferred strategy to address these issues has been informed by the following:

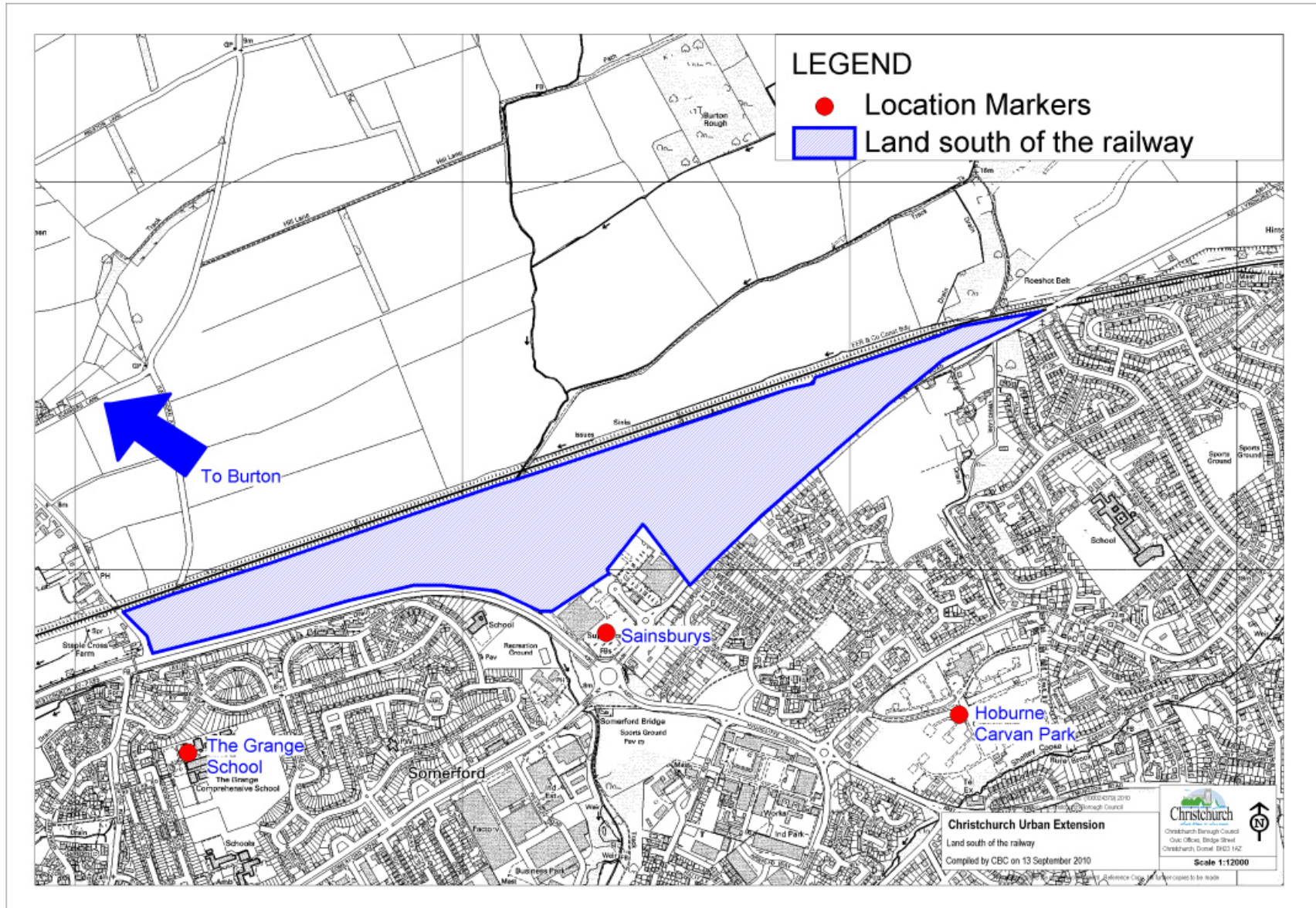
- **National and local policy**
- **Objectives of other relevant plans and programmes (National to local)**
- **Sustainability Appraisal (Issues and Options and Preferred Options)**
- **Habitats Regulations Assessment (including Appropriate Assessment).**
- **Core Strategy Issues and Options Stakeholder Engagement**
- **Evidence studies undertaken by the Council and key stakeholders.**

1.5 The Sustainability Appraisal process is central to the formation of a preferred strategy. The urban extension paper sets out the findings of the issues and options SA work (March 2008) and how this has influenced the identification of preferred options. The Sustainability Appraisal of Core Strategy 'Options for Consideration' is set out in a separate report.

1.6 The formulation of a preferred strategy provides the context for the preparation of specific policies to inform decisions about the future of the urban extensions. There is also a very significant ‘action planning’ element to the strategy which includes an implementation framework for the delivery of infrastructure and realisation of strategic objectives. Detail of the proposed implementation framework is included within this paper.

2 Baseline

2.1 This baseline section sets the context through the identification of critical planning issues relating to the Christchurch Urban Extension that will be addressed through the Core Strategy and Urban Extension Supplementary Planning Document. Issues are identified from the Sustainability Appraisal Scoping Report informed by the LDF evidence base and the policy background.



Picture 1 Christchurch Urban Extension Site Plan

Sustainability Appraisal Baseline Information

2.2 The Christchurch and East Dorset Scoping Report assesses broad environmental, social and economic characteristics of the plan area and makes a long term assessment of how these are expected to change. This baseline information forms a part of the identification of key issues to be addressed by the Local Development Framework and the Core Strategy.

2.3 Key sustainability issues of relevance to this background paper include:

Climate Change

2.4 The effects of climate change have adverse implications for biodiversity and fluvial / coastal flooding which can be addressed in part through planning policy interventions. The outputs of the Level 2 Strategic Flood Risk Assessment are set out later in this section and development should be located accordingly. The Core Strategy will consider requirements for on site renewable energy provision and standards for sustainable construction within the urban extension to reduce the impact of development upon climate change.

Habitats / Biodiversity

2.5 There are no sensitive habitats directly within the area of search. The following habitats are within close proximity to the area of search:

- Purewell Meadows SSSI (430m)
- Somerford SNCI (Less than 30m south of the survey area)
- Burton Common SSSI (within 400m)
- Christchurch Harbour SSSI (2-3K)
- Avon Valley SPA, Ramsar (within 1.5k)
- River Avon SAC (within 1.5k)
- New Forest SPA, SAC, Ramsar (within (Nearest park within 4-5k)
- Dorset Heaths SAC (within 3-4k)

2.6 The Core Strategy will need to consider appropriate measures to minimise / avoid adverse impacts on these sensitive sites. The urban extension will need to provide a suitable amount of high quality open space within the development to minimise adverse impacts on sensitive habitats. There is also a requirement to consider the appropriateness in providing suitable alternative natural green space (SANGs) to reduce recreational impacts on the Dorset Heaths and the New Forest.

2.7 Notable species within the area of search

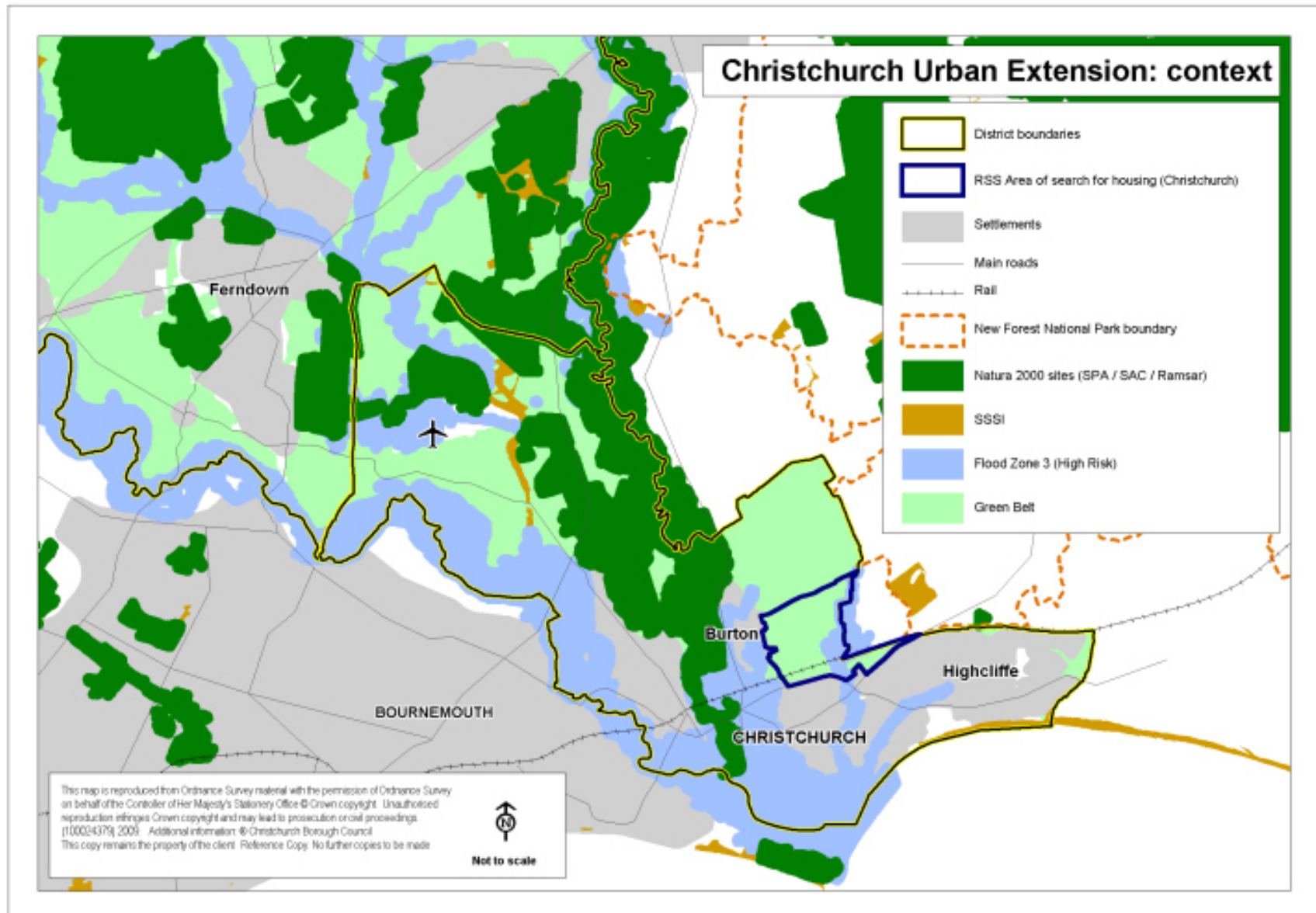
2.8 Notable species on the site include farmland birds such as Skylarks and Linnets, probably common reptiles (not fully protected species) and bats which use hedges for feeding (not surveyed for). In terms of biodiversity the area is poor as would be expected when taking into account the current land management.

2.9 Recent survey work undertaken by Christchurch Borough Council countryside team has discovered a colony of southern damselfly on the River Mude at locations including Immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park. This is a fully protected red data book species.

2.10 Initial discussions with Natural England have identified the requirement to ensure a green corridor (buffer zone) is provided along Watery Lane in combination with possible habitat enhancements which could involve tree shelter. The Mude Valley SNCI is located to the south of the urban extension site and follows the River Mude. This area provides ideal habitat to accommodate southern damselfly and could form part of a mitigation package to also support the species in this location. Further specialist survey work is required on the proposed urban extension site and the Mude Valley SNCI to confirm the extent of species and potential measures for habitat creation / enhancement.

2.11 Wood cricket are located about 250m southeast of the eastern end of the Roeshot compartments. It is possible this species could occur in the small woodland at the eastern end of Roeshot within the survey area.

2.12 Pipistrelle bats: Recorded from houses a few hundred metres from the survey area and are very likely to use the fields for feeding flights



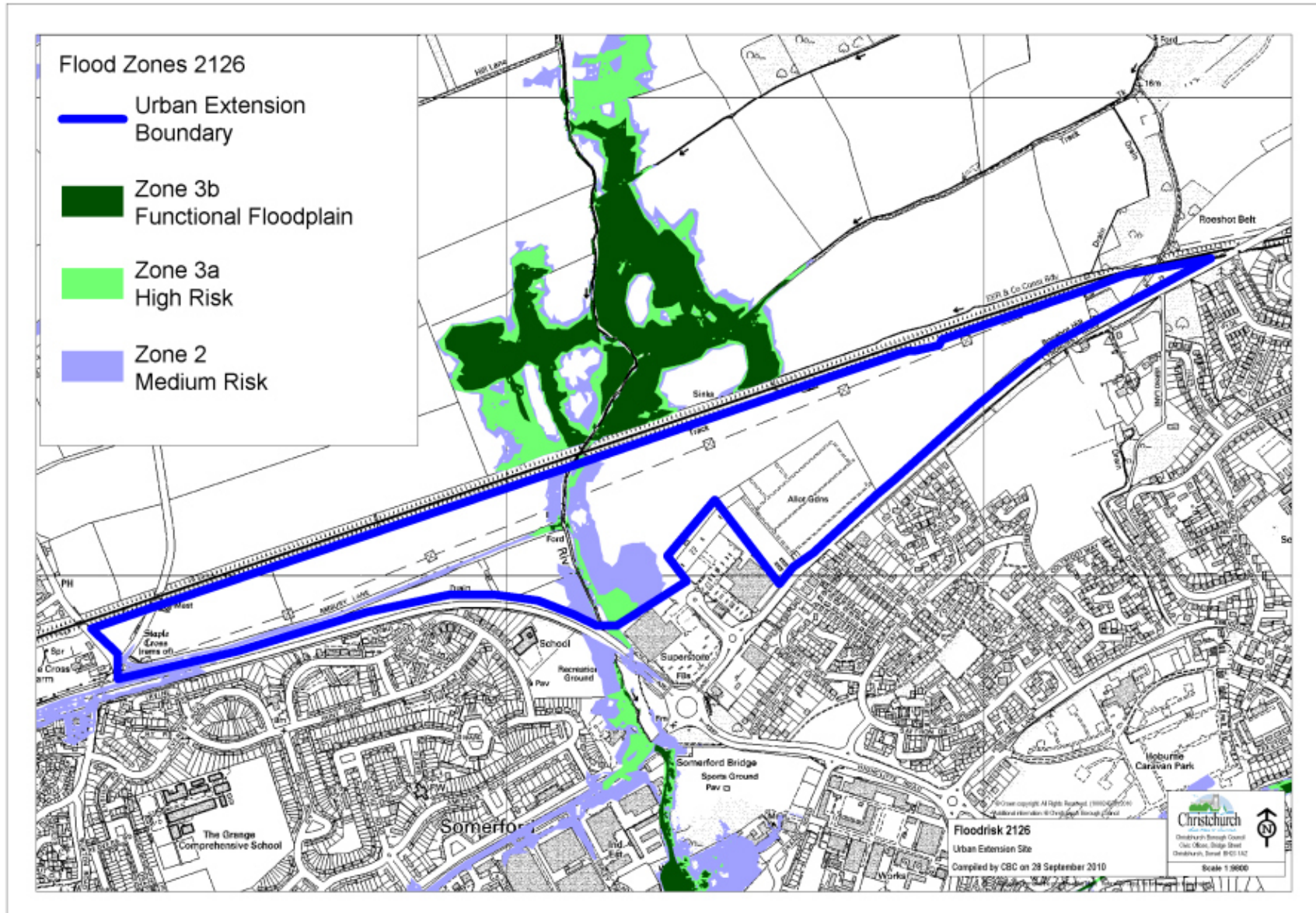
Picture 2 Christchurch Urban Extension Wider Context

Air Quality

2.13 The Core Strategy must consider levels of harmful emissions resulting from increases in road traffic and how levels can be reduced and or their impacts mitigated against through measures such as improvements in public transport services and cycle routes.

Water / Floodrisk

2.14 A Level 2 Strategic Flood Risk Assessment has been undertaken by Halcrow which includes the area of search within the survey area. A small part of the area of search south of the railway and in close proximity to Watery Lane is in an area of high flood risk. There is a wider area within flood zone 2 A significant area is affected by high floodrisk north of the railway line primarily at Roeshot Hill. Development should not be located within areas of high flood risk within the areas of search unless floodrisk can be reduced through appropriate flood defences.



Picture 3 Christchurch Urban Extension Flood Risk to 2126

2.15 New development will have implications for levels of household water consumption and abstraction of water. Water use can be limited through measures to promote the recycling of water and the promotion of renewable sources of energy. New development should ensure that water consumption is maintained within local carrying capacity limits and water pollution should be limited to levels that do not damage natural systems, maintain and enhance the quality of water.

Countryside

2.16 The location of development within the area of search should be well related to the urban area and minimise the impact upon the openness of the Green Belt and maintain the separate identity of settlements.

Landscape

2.17 The New Forest National Park lies in close proximity to the Christchurch urban extension. Future development and accompanying infrastructure should minimise impacts on the landscape quality of the Park.

2.18 Land within the area of search located south of the railway line is predominantly arable farm land.

2.19 Landscape characteristics of the area of search are set out in the 2003 Borough Wide Landscape Assessment and include:

- River terrace landscape of flat topography alluvial soils, mixed farmland with enclosure field pattern. Some field amalgamation has occurred.
- Area enclosed by dominant rail embankment, A35 roadways and tree line along the A35 bypass
- Listed Staple Cross farm buildings and minor road junctions form a connection with the linear agricultural village along Salisbury Road.
- Numerous elements of urban intrusion confirm proximity to the built up area. Positive agricultural management and tree cover present an agricultural landscape to key views.
- Area acts as accessible landscape on the edge of built up area and as an alternative link to wider countryside beyond the railway.

2.20 The landscape assessment identifies the sensitivity to change of the land around Roeshot Hill and Burton to development proposals and makes the following observations. This area provides a key part of the urban setting to the northern side of the built up area. Although the area has already absorbed significant intrusions of urban infrastructure, there remains a strong connection

to the agricultural land use within the enclave and beyond the railway embankment. The area is of particular significance because of the continuity of views along the length of the area, and by virtue of the links this area provides to the town and wider countryside. The area should be seen as sensitive to loss of agricultural land uses, visual intrusion or severance of the recreational access links.

Historic Environment

2.21 The Burton Conservation Area is located north and south of the railway line along Salisbury Road. Verno Lane Conservation Area is located off the Lyndhurst Road (A35). New development within the setting of a conservation area should preserve and enhance their special character.

2.22 The Borough as a whole and Highcliffe in particular is characterised by low rise development. New development within the urban extension should be of appropriate scale and design to make a positive contribution to the existing urban area.

Energy

2.23 New development within the urban extension provides the opportunity to increase the proportion of energy from renewable sources. The Core Strategy and master planning work will determine the percentage of energy requirements to come from renewable sources.

Pollution

2.24 Levels of nitrous oxides are high in the plan area in relation to levels of other pollutants. The main source of emissions is road traffic and appropriate measures are required to keep levels within acceptable limits. It is important that development is well related to the urban area and well connected to public transport services.

2.25 Light pollution data collected by the CPRE shows that the majority of Christchurch suffers from light pollution and that there has been a significant increase in light pollution since 1993 when measurements first began. This must be taken into account in respect of the master planning work to be undertaken for the urban extension.

2.26 Development within the urban extension will increase the number of vehicular movements on the highway network and is likely to have an impact on levels of harmful emissions which may have an impact on sensitive habitats and species in the locality which include the Dorset Heaths and the New Forest National Park. A full Habitats Regulations Assessment (HRA) will be undertaken for the Core Strategy which will assess the impact upon habitats. The Core Strategy will consider appropriate measures to minimise the number of car journeys and to encourage the use of more sustainable modes of transport.

2.27 The River Mude runs through the Christchurch area of search and flows into Christchurch harbour. New development should minimise leachates into the River which can have an adverse impact upon sensitive ecosystems.

2.28 New development must also minimise levels of soil contamination and safeguard soil quality and quantity.

Resource Use / Waste & Recycling

2.29 The urban extensions in Christchurch and East Dorset will increase levels of waste generated in the plan area. Christchurch and East Dorset have high levels of recycling compared with national figures. There is significant scope to increase levels of recycling, particularly in view of new development coming forward over the plan period.

Social Baseline and Issues

Population

2.30 There are a high proportion of elderly residents in Christchurch and East Dorset compared to the national average which has implications for service provision, the economy, accommodation and health. Future development in the urban extension will place added demand upon existing services and it will be necessary to determine the likely demographic within the urban extension to inform specific requirements for improvements in community facilities.

2.31 Across the plan area there is a shortage of skilled labour to sustain the economy. There is currently a net out migration of skilled graduates and this trend needs to be addressed through the provision of suitable, affordable housing across the Borough and within the urban extension. The urban extension provides the opportunity to deliver a significant level of affordable housing and housing of the appropriate type / size to meet the needs of skilled graduates which would assist growth in the local economy.

2.32 There are low numbers of ethnic minorities within the plan area. It is important that the needs of all ethnic groups are addressed within the plan area particularly in respect to housing, health, learning / training and cultural activities which will be addressed through the master planning process.

Housing

2.33 New housing development within the plan area must meet the needs of all the community in terms of size, type and tenure as identified in Housing Needs Survey. This is to ensure that suitable housing is available and affordable for everybody. In planning for the urban extension the master planning work will consider the outputs of the Strategic Housing Land Availability Assessment (SHLAA) and the Housing Needs Survey.

2.34 The revoked RSS set a requirement for the delivery a minimum of 600 dwellings within the urban extension area of search. The outputs of the SHLAA determine the level of housing development to be accommodated in the Christchurch urban area and the subsequent level of housing required to come forward within the urban extension. This currently identifies a need to maximise development opportunities in sustainable locations within the area of search to achieve in the region of 1000 dwellings. Initial masterplanning work has identified a potential housing range of between 550 - 1250 dwellings on the urban extension dependant on factors such as retention of power lines and allotments.

2.35 The Core Strategy will also consider the level of affordable housing to come forward within the urban extension subject to development viability.

Health

2.36 The health of residents across the plan area is generally good. Housing growth has implications for the demand on local health services. The high proportion of elderly people in the area, which is anticipated to rise, has implications for demand on health services. It is necessary to determine the likely population demographic within the urban extension in order to determine the precise impact for health services. The Core Strategy / sustainable community strategy and master planning for the urban extension must create conditions to promote healthy lifestyles through the provision of appropriate recreational facilities / open space where it is needed.

Social Inclusion and Deprivation

2.37 A key element of social inclusion concerns access to essential facilities and services. The master planning for the urban extension will consider access to essential services from the urban extension and any deficiencies in provision.

Crime

2.38 Crime rates and fear of crime are generally low across the plan area. It is important that new development is planned for with appropriate facilities to maintain low instances of crime and anti social behaviour.

Education

2.39 Future development within the urban extension will have an impact upon the capacity of existing schools.

2.40 If development within the Christchurch area of search is centred around Roeshot Hill this falls within the catchment area of the Grange and Highcliffe School. In this eventuality the bulk of demand will be on places in Highcliffe as opposed to the Grange. If development was concentrated on land to the east of Burton this falls within the catchment area of the Grange and would assist in balancing the number of pupils between the three secondary schools. With increased demand at Highcliffe School there are options for physical expansion to accommodate growth. An alternative option would be to decrease the catchment area for the school. There is an option of extending the current catchment area for the Grange School but this might prove unpopular for local families.

2.41 The impact of development upon local schools will be determined by the nature, timing and rate of building. Dorset County Council has calculated that development in the scale of 1,200 homes places an added demand of 30 places per year group.

Culture, Leisure and Recreation

2.42 The Core Strategy will need to plan for the open space requirements of new development according to the need and use categories set out in the PPG17 Open Space Assessment. In addition to open space provision there is a need to provide adequate mitigation to minimise the impact of recreation on the heathlands. Solutions will include the exploration of providing Suitable Alternative Natural Green Space (SANGS).

2.43 New development will also place additional demand on other cultural facilities such as cinemas, museums and sports centres / facilities. The provision of cultural facilities should meet the needs of new development projected across the plan period.

Economy

2.44 Population growth associated with the urban extension and overall housing provision contributes to the demand for more employment land and employment opportunities in the plan area. It is necessary to provide sufficient land and premises to facilitate the creation of an appropriate range of employment opportunities at a local level. The master planning for the urban extension will examine potential opportunities for employment development within the area of search which may be accommodated alongside housing development.

2.45 There is currently a lack of skilled labour and out migration of skilled graduates which has a detrimental impact on the growth of businesses which make a significant contribution to raising GVA output and the creation of high quality employment opportunities. With the provision of the appropriate type, size and tenure of housing within the urban extension there is some scope for a change in the population demographic which may affect the number of economically active individuals across the plan area.

Shopping

2.46 The urban extension creates added demand for retail floorspace within the plan area. Floorspace requirements for the plan period which factor in the urban extensions have been assessed by Nathaniel Lichfield and Partners in the 2008 Joint Retail assessment. The retail assessment sets out options for the location of new retail development across the Borough which will serve the needs of the urban extension. Adjacent to the area of search is a Sainsbury's store which provides suitable convenience retail provision to serve the urban extension. Potential for provision of retail facilities within the urban extension will be examined in through the urban extension master planning process.

2.47 The location of new retail floorspace provision must maintain / enhance the vitality / viability of existing town centres. Retail provision planned for as part of the urban extension must assess the impact upon existing centres.

Transport

2.48 In order for the urban extension to be brought forward sustainably there is a need for new development to be served by necessary public transport services. Within the Christchurch urban extension the Sainsbury's superstore is well served by public transport services and such is a sustainable location for development to take place. Should development come forward west of Watery Lane there may be a requirement for improvements to public transport services. Specific requirements will be determined as part of the master planning process for the urban extension.

2.49 Areas north of the railway line are served by an hourly bus service (No. 21 Yellow Bus and the 175 from Christchurch to Ringwood on a less regular basis). Currently areas of Burton are served by a half hourly service which is likely to decrease with the removal of the Wilts and Dorset X12 service. In this respect development options north of the railway line are less sustainable than options south of the railway line.

2.50 Increases in traffic from urban extension development will have an impact upon the capacity of the highway network. In Christchurch there is significant congestion around major junctions of the town centre which will be affected by RSS housing growth inclusive of the urban extensions as identified in the 2008 Atkins study. The impact of RSS levels of development inclusive of the urban extensions upon the highway network was assessed in the Atkins Transport Study 2008 and updated housing figures are being assessed through the current preparation of the South East Dorset Multi Modal Study.

2.51 The Core Strategy will consider appropriate measures of demand management to reduce the need to travel by car and to encourage the use of more sustainable modes of transport.

Policy Background

2.52 This section reviews plans and programmes that have implications for the preparation of the Core Strategy (Drawing on the Appendix of plans and programmes contained in the SA Scoping report) as they relate to individual themes. This will highlight where other plans and programmes have an impact on land use which need to be considered by the Core Strategy. It will also indicate where there are relevant objectives which the Core Strategy will assist in delivering.

- **Planning Policy Statement 1: Delivering Sustainable Development (2005)**
- **Supplement to Planning Policy Statement 1: Planning and Climate Change (2007)**

Analysis

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

- The Core Strategy must consider the promotion of sustainable patterns of employment development, which protect the natural and historic environment and ensure high quality development through good design and the efficient use of land.
- Key considerations for the Core Strategy and the development of the urban extension relate to achieving outcomes in which environmental, social and economic objectives are achieved together over time.

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

Core Strategic Messages

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

Table 2.1

Green Belt
<ul style="list-style-type: none"> • Planning Policy Guidance 2: Green Belts (2001) • Christchurch Local Plan (2001)
Analysis

The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and the most important attribute of Green Belts is their openness. There is a presumption against inappropriate development in the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt, and such development will only be permitted if there are very special circumstances to justify it.

PPG2 also states, at para 2.7 that *'where existing local plans are being revised and updated, existing Green Belt boundaries should not be changed unless alterations to the structure plan have been approved, or other exceptional circumstances exist, which necessitate such revision.'* Local Plans have been replaced by the new Local Development Framework (LDF) system and amendments to the general extent of the Green Belt would have been made by the Regional Spatial Strategy with fine Green Belt boundary changes agreed at the local level. Since the abolition of the RSS limited alterations to the Green Belt may be made at the local level subject to demonstrating exceptional circumstances.

PPG2 states that when local planning authorities prepare new or revised Development Plans, any proposals affecting Green Belts should be related to a time-scale which is longer than that normally adopted for other aspects of the plan. They should satisfy themselves that Green Belt boundaries will not need to be altered at the end of the plan period.

The draft RSS identified an 'area of search' north of Christchurch for an urban extension. The Core Strategy will identify the location of development within the area of search which will determine the revision to the existing Green Belt boundary as part of a strategy to meet local housing need.

The Urban Extension is also subject to Local Plan Green Belt policy ENV18.

Core Strategic Messages

Changes to the existing Green Belt boundary will be made through the Core Strategy to accommodate development in the most sustainable location within the area of search. Areas not required for housing development are likely to remain as Green Belt.

Table 2.2

Sports, Leisure and Recreation Facilities

- **Planning Policy Statement 1: Delivering Sustainable Development (2005)**

- **Planning Policy Guidance 17: Open Space, Sport and Recreation (2002)**
- **Assessing Needs and opportunities: a companion guide to PPG17 (2002)**
- **Circular 02/09: The Town & Country Planning (Consultation) (England) Direction**

Analysis

- PPS1 cites accessible, high quality open space, sport and recreation provision as a key factor in delivering sustainable development
- PPG17 defines five primary objectives for planning to promote: urban renaissance; rural renewal; social inclusion and community cohesion; health and well being; sustainable development
- PPG17 and its companion guide strongly advocate the use of planning obligations for delivery of new open space and improvements to existing facilities
- LPAs should adopt local standards for open space based on local-level assessment and an audit of existing provision
- Circular 02/09 resists the loss of playing fields and requires adequate consultation prior to any plans for their replacement or loss

Sport England publications provides useful guidance (not policy) on the production of local policies for sport. Guidance supports: the use of planning obligations for sport & recreation; local determination and adoption of standards; prevention of further loss of provision; improvements to access to existing sites; dual use of education and private facilities for public use; development of outdoor sports facilities in the Green Belt; measures to protect, enhance and develop routes that provide opportunities to access the countryside by foot, bicycle and horse; protect, improve, and bring into use new resources for water-based sport.

Core Strategic Messages

The national documentation reviewed above provides more objective-based guidance than strict policy requirements for the Core Strategy to conform to. Locally derived standards should inform the most appropriate policy approach, which should generally aim to prevent loss of existing local provision, create new spaces to meet local needs, and deliver improvements to existing facilities. Policies should be set within the context of improving health and wellbeing and delivering sustainable development. Open space policy should ideally be integrated with measures to improve access to urban and countryside sites (Green Infrastructure).

Where Local Plan policies have proved successful, the Core Strategy may wish to continue with a similar strategic approach by protecting valuable existing open spaces, supporting the provision of open space in new developments, and providing outdoor sport and recreation uses in the countryside where they do not conflict with neighbouring farmland, sites of nature conservation importance or residential areas.

The provision of open space and recreational facilities to meet the needs of the urban extension should be based upon the local needs area standards that have been established at a local level through completion of the PPG17 study undertaken by 'InSpace'.

Table 2.3

Heathland Mitigation
The Dorset Heathlands Interim Planning Framework 2010 / 11
<p>Analysis</p> <p>To mitigate the harm caused by recreation to the protected Dorset Heaths, the Dorset Heathlands Interim Planning Framework (2007-2009, extended 2010-2011) requires all residential development (of one unit net gain and above) within 5km of the heaths to contribute a financial sum to a joint projects fund managed by the five partner Councils (including Christchurch and East Dorset). This approach is expected to continue in some form under the emerging Joint Development Plan Document which will replace the Interim Planning Framework. Provision of Suitable Alternative Natural Greenspace (SANGs) is one form of mitigation measure aimed at relieving pressure on protected heaths. Research conducted to inform the DPD argues that alternative sites should offer conditions similar to those users would find on the heaths e.g. large natural and relatively wild open spaces with the freedom to let dogs of the lead (source: <i>Access Patterns in South-east Dorset. The Dorset Household Survey 2008: Consequences for Future Housing and Greenspace Provision</i>, Footprint Ecology, December 2008). Formal open spaces and recreation facilities are highly unlikely to sufficiently replicate essential heathland features, and therefore will not provide a dual function as SANGs</p>
Core Strategic Messages

The Core Strategy will need to set out a strategic approach toward heathland mitigation consistent with the Dorset Heathland Interim Planning Framework involving the maintenance of a heathland mitigation zone. In relation to the proposed Christchurch Urban Extension the Core Strategy will need to identify measures to mitigate impacts on the Dorset Heaths and the New Forest National Park by examining options for the location of Suitable Alternative Natural Green Space in close proximity to the urban extension.

Table 2.4

<p>Biodiversity and Geological Conservation</p> <ul style="list-style-type: none"> • Planning Policy Statement 9: Biodiversity (2005) • The Conservation (Natural Habitats, &c.) Regulations 1994 • The Environment Act 1995 - National Park Policy • Christchurch Consolidated Local Plan 2007
<p>Analysis</p> <ul style="list-style-type: none"> • PPS9 sets out national policy on protection of biodiversity and geological conservation through the planning system. • Planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible • Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology. • Sites designated under the Habitats Regulations include SAC, SPA and are considered within the Natura 2000 network. • The Environment Act 1995 states that any relevant authority shall have regard to the need to prevent or minimise or mitigate the effects of pollution on the environment. • Christchurch Local Plan policy ENV11 presumes against development that will adversely affect the integrity of a SSSI.
<p>Core Strategic Messages</p> <p>The area of search for the Christchurch Urban Extension is located in proximity of the following habitats:</p> <ul style="list-style-type: none"> • Purewell Meadows SSSI (430m)

- Somerford SNCI (Less than 30m south of the survey area)
- Burton Common SSSI (within 400m)
- Christchurch Harbour SSSI (2-3K)
- Avon Valley SPA, Ramsar (within 1.5k)
- River Avon SAC (within 1.5k)
- New Forest SPA, SAC, Ramsar (within nearest National Park (4-5k)
- Dorset Heaths SAC (within 3-4k)

Development options for the urban extension will be subject to an HRA assessment and should avoid / minimise adverse impacts upon sensitive habitats / species.

Table 2.5

Economy
<ul style="list-style-type: none"> • Planning Policy Statement 4: 'Planning for Sustainable Economic Growth' (2009)
<p>Analysis</p> <p>Planning Policy Statement 4 'Planning for Sustainable Economic Growth'</p> <p>PPS4 places emphasis on the role of 'economic development' in the plan making process which includes development within B use classes, public and community uses and main town centre uses. PPS4 also applies to other forms of development which achieves one of the following objectives:</p> <ol style="list-style-type: none"> 1. provides employment opportunities 2. generates wealth or 3. produces or generates an economic output or product.

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

- Build prosperous communities by improving the economic performance of cities, towns, regions, sub regions and local areas, both urban and rural
- Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation
- Deliver more sustainable patterns of development , reduce the need to travel, especially by car and respond to climate change
- Promote the vitality and viability of town and other centres as important places for communities
- Raise the quality of life and environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst protecting the open countryside for the benefit of all.

Core Strategic Messages

Planning for the urban extension must consider the employment needs generated by new development and how this translates into local requirements for employment land and premises. The master planning for the urban extension will determine the range of uses to be accommodated within the urban extension and any requirement for employment development. Employment land requirements for the plan area are determined in the Bournemouth, Dorset and Poole Workspace Strategy (2008).

The Core Strategy should determine retail floorspace requirements for the Borough and the urban extension. Borough wide requirements have been determined by the 2008 retail study and specific requirements for the urban extension will be determined through the master planning process. Potential future retail development in this location would need to assess and avoid any adverse impact on the vitality and viability of the town centre and Highcliffe centre.

Table 2.6

Transport
<ul style="list-style-type: none"> • Planning Policy Guidance 13: Transport (2001) • Local Transport Plan (2006 - 2011) • Christchurch Local Plan 2001
Analysis

Planning Policy Guidance 13: Transport

- Support sustainable development through extending choice in transport and securing mobility.
- By shaping the pattern of development, location, scale, density, design and mix of land uses planning can help reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs by public transport, walking and cycling.
- Residential and commercial development should be highly accessible by public transport, walking and cycling.

Christchurch Local Plan

- Policy T13 promotes more sustainable modes of transport and alternatives to the car particularly cycling and cycle facilities.
- Policy T14 identifies cycle routes for construction which includes Somerford to Roeshot Hill and the Christchurch By pass route which extends to Ambury Lane and Watery Lane within the area of search south of the railway line.
- Policy T15 states that new development must allow for the safe passage of pedestrians and T16 requires new development proposals to provide access for mobility impaired individuals.
- Policy T18 sets out the transport improvements required by new development generating additional road traffic.
- Policy P6 sets out the parking requirements for new development.
- Policy EI7 restricts the scale and level of development within the Airport safeguarding zone which includes the majority of the Borough.

Core Strategic Messages

The Sainsburys Superstore near Roeshot Hill is currently reasonably well served by public transport. New development within the urban extension will require improvements to existing services to ensure that development can be brought forward sustainably minimising levels of congestion and avoiding adverse impacts on sensitive habitats from nitrogen deposition. Transport infrastructure improvements will be required to accommodate new development within the urban extension and specific improvements will be identified through the South East Dorset Multi Modal Transport Study.

Master Planning work for the urban extension will address issues of site access and improvements to walking and cycling links.

Table 2.7

Renewable Energy
<ul style="list-style-type: none"> • Planning Policy Statement 22: Renewable Energy (2004) • Christchurch Local Plan 2001
<p>Analysis</p> <p>Planning Policy Statement 22: Renewable Energy</p> <ul style="list-style-type: none"> • The Core Strategy should promote and encourage the development of renewable energy • The Core Strategy should consider the percentage of energy to be used in commercial and industrial developments to come from on site renewable energy developments.
<p>Core Strategic Messages</p> <p>The Core Strategy will determine the percentage of energy in commercial and industrial developments to come from renewable sources and the appropriate level of onsite renewable energy provision. The Core Strategy will examine appropriate targets for renewable energy within the Urban Extension which considers the implications for development viability.</p>

Table 2.8

Housing
<ul style="list-style-type: none"> • PPS3 Housing (2010) • PPS1 'Delivering Sustainable Development' (2005)
<p>Analysis</p> <p>Planning Policy Statement 3:</p> <p>Local Authorities should:</p>

- Ensure the provision of sufficient good quality new homes including an appropriate mix of housing and adequate levels of affordable housing
- Promote the efficient use of land through higher density, mixed-use development.
- High quality and inclusive design should create well-mixed and integrated developments which avoid segregation.
- Achieve a step-change in housing delivery through a new more responsive approach to land supply at local level.
- Identify and maintain a rolling five-year supply of deliverable land for housing. Also identify further supply for years 6-10 and where possible years 11 – 15.
- Ensure housing developments are in suitable locations, with good range of community facilities and good access to jobs, key services and infrastructure.
- Give special consideration to the housing needs of children, including gardens, play areas and green spaces.
- Ensure that larger homes are built alongside flats and smaller properties
- Plan for the full range of market housing – a variety of high quality housing.

Core Strategic Messages

In planning for the Urban Extension the Core Strategy and accompanying supplementary planning document must ensure an appropriate mix of dwelling type to meet needs identified in the Housing Needs Assessment. Densities must be appropriate to achieve a range of housing types and will be determined by the Core Strategy and master planning process.

Development in the Urban Extension will seek to achieve high quality design standards which include good access to play areas and green spaces as part of the overall development.

Housing located within the Urban Extension will also need to be served by an appropriate range of community facilities. The Core Strategy will identify existing provision and where there are deficiencies which need to be addressed.

Table 2.9

Development and Floodrisk

Planning Policy Statement 25: Development and Flood Risk (2010)

Analysis

- Floodrisk should be taken into account at all stages of the planning process to avoid inappropriate development in areas at risk from flooding and to direct development away from areas at highest risk.
- Where new development is necessary in such areas, policy aims to make it safe without increasing floodrisk elsewhere and where possible, reducing floodrisk overall.

Core Strategic Messages

A Level 2 Strategic Flood Risk Assessment has been undertaken by Halcrow which includes the area of search within the survey area. A small area south of the railway and in close proximity to Watery Lane is in an area of high flood risk. Within this area there is a wider area within flood zone 2 A significant area is affected by high floodrisk north of the railway line primarily at Roeshot Hill. Development should not be located within areas of high flood risk within the areas of search unless floodrisk can be reduced through appropriate flood defences.

Table 2.10

Design and Landscape Character

- **PPS1 'Delivering Sustainable Development' (2005)**
- **PPS3 Housing (2010)**
- **Christchurch Borough Wide Character Assessment (2003)**
- **Christchurch Local Plan (2001)**

Analysis

Planning Policy Statement 1

The policy statement makes it clear that good design, including consideration of access issues, is crucial to the delivery of sustainable development, not separate from it. Accordingly, *'The plan led approach encompasses broader principles of urban design, sustainability and heritage protection. Policies should not only be concerned with the physical aspect of development but rather how it should work for people in accordance with the fundamental principles of good urban design.'* It also states that local authorities should prepare design policies based on an understanding and evaluation of an area's defining characteristics and needs. This means that policies should be tailored to the character, pressures and opportunities presented by the area they cover.

Planning Policy Statement 3

- Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities
- Good design should contribute positively to making places better for people. Design which is inappropriate in its context or which fails to take opportunities available for improving the character and quality of an area and the way it functions should not be accepted.
- Local Planning authorities should develop a shared vision with their local communities of the type (s) of residential environments they wish to see and develop design policies that set out the quality of development that will be expected in the area.
- Local Planning Authorities should encourage applicants to bring forward sustainable and environmentally friendly new housing developments , including affordable housing developments, and in so doing should reflect the approach set out in the climate change supplement to PPS1 including the Code for Sustainable Homes.
- For the provision of family housing it is important that there is good provision of recreational areas, including private gardens, play areas and informal play space. These should be well designed, safe, secure and stimulating areas with safe pedestrian access.
- Local authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques , such as Design Coding alongside urban design guidelines, detailed Masterplans, village design statements, site briefs and community participation techniques.

Christchurch Borough Wide Character Assessment

Land within the area of search located south of the railway line is within the Roeshot Hill to Staple Cross / Purewell Roundabout character area. The Character Assessment sets out the sensitivity to change for this area which is as follows:

This area provides a key part of the urban setting to the northern side of the built up area. Although the area has already absorbed significant intrusions of urban infrastructure, there remains a strong connection to the agricultural land use within the enclave and beyond the railway embankment. The area is of particular significance because of the continuity of views along the length of the area, and by virtue of the links this area provides to the town and the wider countryside. The area should be seen as sensitive to loss of agricultural land uses, visual intrusion or severance of the recreational access links. As with other enclave areas the historic

landscape character may not persist through future changes in agricultural management. While loss of agricultural character or changes in the views across this land may be detrimental, the overriding value of the area is related to the lack of development and its condition as open land.

Christchurch Local Plan 2001

Policy H12 of the Local Plan sets out design requirements for new development.

Core Strategic Messages

The Core Strategy and Urban Extension supplementary planning document informed by the master planning process will need to set out design principles for the urban extension. Development within the urban extension will need to have a positive relationship with the character of the existing urban area.

The master planning approach for the urban extension adopts a comprehensive approach to major development in planning for sustainable communities. Planning for the urban extension will need to address the provision of renewable energy, public transport provision, essential community services required to serve the needs of the development, amenity space, green infrastructure and improved biodiversity and a mix of housing type and tenure.

The Borough Wide Character Assessment sets out the overriding value of the area south of the railway line as open land. Bringing forward development with the area of search must consider the impact on agricultural land uses, continuity of views, potential visual intrusion or severance of recreational access links. The master planning process for the urban extension will consider these issues.

Table 2.11

Christchurch Community Plan 2007

Dorset Community Strategy (2007)

Analysis

- Affordable housing is identified as a priority in all the community plans.
- Encourage the development of a sufficient number and type of housing within the partnership area which allows the area to flourish.
- Housing must be appropriate and meet the needs of those who need support and care to stay in their homes.
- Increased investment to deliver new schemes, also in appropriate physical and social infrastructure linked to new developments.
- Housing development should incorporate sustainable building materials, energy and use of resources leading to zero carbon development.
- New buildings to use where possible local builders and architects to support the local economy

Christchurch Community Plan 2007 – 2010. Issues raised during the Borough-wide consultation 2006

Affordable Housing & Development Action Group (affordable housing issues identified in Affordable Housing background paper).
Key messages for Core Strategy:-

- Too many flats being built, particularly in Highcliffe.
- Loss of family housing for flat development
- Need more housing for younger generation/families
- Construction of too many retirement properties resulting in imbalance of the population
- Concern about over-development and increased density of new developments
- Need tighter control over design of new housing
- Inadequate parking provision in new housing.

Shaping Our Future (The Community Strategy for Dorset 2007 – 2016)

- Provision of affordable, sustainable and appropriate housing
- To develop a thriving, competitive business and environment that delivers better quality employment opportunities and a better quality of life for local people in Bournemouth, Dorset and Poole
- Improved access to services, employment and leisure

- Safeguarding Dorset's environment now and for the future (Dorset to achieve a step change in its environmental and sustainability performance including energy and water use, waste and recycling, travel, food, materials and wildlife.)
- Reduction of crime and antisocial behaviour

Core Strategic Messages

The community plans prioritise the delivery of affordable housing and the urban extension provides the opportunity to investigate a higher level of provision can be achieved elsewhere in the Borough. Additionally in meeting housing need there is a requirement within the urban extension to provide an appropriate mix of housing type and tenure.

Objectives relating to economic growth require the consideration of opportunities for employment development within the urban extension to assist in the provision of local jobs that reduce the need to travel.

Development of the urban extension will require improvements to public transport services to enhance access to essential services, employment and leisure.

The community plans identify the need to protect the environment and the quality of SSSIs and priority habitats. In this respect the urban extension will need to provide high quality open space within the development and the provision of Suitable Alternative Natural Green Space (SANGs) to minimise recreational impacts on the heaths and the New Forest National Park.

Safeguarding the environment also requires setting targets for the use of renewable energy and sustainable standards of construction to minimise the impact of new development on the environment. Environmental objectives also relate to the protection of wildlife and protected species which must be addressed in bringing forward development within the urban extension.

Table 2.12

Core Strategic Messages

- In bringing forward the Christchurch urban extension limited amendments to the existing Green Belt boundary will be required and identified in the Core Strategy.
- Sufficient open space will need to be provided in the urban extension to meet the needs of the new community in accordance with locally established standards.

- The urban extension will need to provide suitable alternative natural green space within walking distance of the site to minimise the impact of increased recreational pressure on the Heathlands.
- A number of sensitive habitats are located in close proximity to the urban extension and any possible adverse impacts will need to be avoided / minimised.
- Planning for the urban extension will need to consider requirements for employment development and retail facilities to meet the needs of the new community.
- Improvements in public transport and highways infrastructure will be necessary to bring forward the urban extension sustainably.
- It will be necessary to consider options for the provision of on site sources of renewable energy and to ensure new development embodies sustainable standards of construction.
- An appropriate mix of housing and affordable housing needs to be provided to meet local housing need.
- New development within the urban extension should be of a high standard of design.
- New housing needs to be served by an appropriate range of community facilities.
- New housing development should be located within areas of low flood risk.
- The urban extension should avoid adverse impacts on the Staple Cross Scheduled Ancient Monument and the conservation areas of Burton and Hurn.
- In planning for the urban extension consideration must be given to the impact upon landscape character.

3 Identification of Issues

3.1 This section will consider the validity of the questions posed in the Issues and Options consultation (UE1 and UE2) and how appropriate they were, based on responses to the issues and options engagement and other issues identified by key stakeholders and members of the public. In addition, this section will set out any issues that have been identified from new evidence arising since the issues and options engagement. This will then form a consolidated list of issues for the development of preferred options at the end of Section 4.

3.2 Validity of Issues Identified at Issues and Options

3.3 Issues and Options identified in the March 2008 Core Strategy Issues and Options paper.

3.4 UE1 In refining the area of search for the urban extension north of Christchurch what strategy should be adopted?
(Where should development be located within the area of search?)

3.5 The validity of this issue was not questioned through Issues and Options engagement. In planning for the urban extension identified in the regional spatial strategy it was necessary to refine the location for development within the area of search.

3.6 Options to address this issue are set out in section 4 under the following consolidated issue:

3.7 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension?

3.8 UE2 What criteria should we consider in developing policy for this urban extension?

3.9 The criteria set out under UE2 as part of the Issues and Options engagement were not found to be invalid as a result of the issues and options engagement. Options to address this issue are set out in section 4 under the following consolidated issue:

3.10 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension?

3.11 UE18 Have we identified all the issues under this theme?

3.12 Natural England provided the following response to this issue. 'The Dorset Heaths area a vital part of the natural environment of South East Dorset contributing to the area's special qualities. Over time the expansion of the towns and villages in SE Dorset, afforestation and agricultural practices have resulted in the loss of substantial areas of heathland. Today, those areas that remain are afforded the highest level of protection as European wildlife sites whilst also providing access to the countryside for the urban population. The protected sites cover an extensive and fragmented complex of sites from Warmwell near Dorchester in the west, to Verwood and Alderholt in the north, through to Poole and Bournemouth to Christchurch in the east and across the northern half of Purbeck in the south'.

3.13 As part of the criteria to guide the development of policy UE2 identified the need to avoid adverse impacts on nature conservation habitats and species. The Core Strategy needs to set out a more detailed strategy for mitigating recreational impacts upon the Dorset heaths and New Forest National Park resulting from increased recreational pressure from housing growth across SE Dorset inclusive of the North Christchurch Urban Extension. Evidence to support an appropriate mitigation strategy is being assembled as part of the preparation of the South East Dorset Joint Heathlands DPD.

3.14 The issue of the requirement for heathland mitigation measures to be undertaken by the Dorset authorities was identified by Natural England in the summer of 2006. Natural England identified with scientific evidence that housing development within a wide area around heathland was likely to have a significant adverse cumulative effect on them, particularly through recreational pressures. This applied to development leading to an increase in housing within 5k of the heathlands, although it was considered it should be possible to provide measures to mitigate these impacts. Within 400 metres of the heathland the impacts of additional housing would be so direct that it would not be possible to find measures to mitigate these adequately, so that most forms of housing could not be accepted within this 400m zone.

3.15 Summary of Key Issues

3.16 What approach should be adopted to reduce recreational pressure from the urban extension upon the Dorset Heaths and the New Forest National Park?

3.17 This is a new issue that will be addressed by measures identified in the Heathlands interim planning framework (2010 - 2011), the emerging Heathlands development plan document and the following Core Strategy issues:

3.18 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension?

3.19 Issue: How can we continue to protect sensitive habitats and species from the pressures of development? (Core Strategy Chapter 'Managing the Natural Environment')

3.20 Affordable Housing

3.21 The issues and options affordable housing development plan document examined targets for the delivery of affordable housing, thresholds and the proportion of affordable housing required on qualifying sites. At this stage options for higher proportions of affordable housing for the urban extension were not put forward. Responses to issues and options raised the issue of testing a higher proportion of affordable housing for the urban extension which can be examined subject to development viability.

3.22 Summary of Key Issues

3.23 What Proportion of affordable housing should be sought in the urban extension?

3.24 Options relating to the provision of affordable housing in the urban extension are addressed by the following issue in the Core Strategy 'Meeting Local Needs' chapter:

3.25 Issue: What is the appropriate policy which will maximise the delivery of affordable housing policy to meet identified housing needs?

3.26 Standards of sustainable construction were explored at the Issues and Options stage within the climate change issue. There is scope to examine options for higher standards of sustainable construction for the urban extension subject to development viability. This issue is explored further within the climate change key issue paper and Core Strategy chapter 'Managing the Natural Environment' under the following issue:

3.27 Issue: How should our sustainable construction and energy efficiency policies apply to new development?

3.28 Sustainable construction issues and renewable energy are also addressed in the Core Strategy 'Christchurch Urban Extension' chapter under the following issue:

3.29 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension?

Christchurch Urban Extension Focus Group

3.30 A focus group meeting was held on the 7th May 2008 as part of the Issues and Options engagement process. The focus group discussed the following issues:

- Where should development be located within the area of search?
- What scale of development should be accommodated within the area of search?
- What mix of uses are required within the urban extension?
- What improvements are required to transport infrastructure, walking and cycling to accommodate the urban extension?

3.31 These issues are addressed in the Core Strategy under the following issues:

3.32 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.33 Issue How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy Chapter 'Key Strategy')

- What are the implications of the urban extension for the location of the Roeshot Hill Allotments?
- How can we minimise avoid impacts upon sensitive habitats and species from new development?

3.34 These issues are addressed in the Core Strategy under the following issues:

3.35 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.36 Issue: How can we continue to protect sensitive habitats and species from the pressures of development? (Core Strategy Chapter 'Managing the Natural Environment')

- What level of affordable housing should be provided within the urban extension?

3.37 This issue is addressed in the Core Strategy under the following issues

3.38 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.39 Issue: What is the appropriate policy which will maximise the delivery of affordable housing policy to meet identified housing needs? (Core Strategy Chapter 'Meeting Local Needs')

- What approach should be adopted toward the design of new development?
- What approach should be adopted for the provision of renewable sources of energy?

3.40 These issues are addressed in the Core Strategy chapter 'Christchurch Urban Extension' under the following issue and the Christchurch Urban Extension supplementary planning document:

3.41 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

Evidence Studies

3.42 The evidence studies listed below are directly relevant to planning for the urban extension. The following section sets out issues identified from these studies in relation to the urban extension.

3.43 Christchurch and Southern East Dorset Transport Study (Atkins 2008)

3.44 A report was produced by Atkins Ltd on behalf of Dorset County Council, Christchurch Borough Council and East Dorset District Council to assess the impact of the Draft Regional Spatial Strategy and the Secretary of State's Modifications on the local transport network.

3.45 Specifically this study makes a high level assessment of the amount and location of development that can be delivered, and the transport infrastructure required to accommodate the proposed development.

3.46 The study utilises the existing South East Dorset Transport Model which includes a SATURN highway model with a 2002 base year and a spreadsheet based forecasting tool developed by the previous study team.

3.47 The study has addressed the following scenarios:

- Background traffic growth (i.e. no additional development but extra trips by existing users)
- Background growth plus the draft RSS levels of development
- Background growth plus the SOS modifications to the draft RSS
- Alternative development phasing including:
 - development south of the A31
 - no development in Christchurch
 - delayed development in South East Dorset; and
 - delayed development across the modelled area

3.48 The study is intended to provide a high level indication of the extent to which different levels of transport intervention might serve to mitigate the transport impacts of new development prior to the production of the South East Dorset Multi Modal Study.

3.49 The South East Dorset Multi Modal Study will identify detailed options for transport schemes and interventions to address future travel needs across the plan area.

3.50 The study examines the impact of the following highways improvement to future year networks:

3.51 Low intervention schemes assumed to be introduced from 2011 to 2026:

- A31 Canford Bottom improvements
- B3073 improvements including junction improvements to Parley Cross, Hurn Roundabout and Blackwater Junction with A338; and
- The programmed LTP schemes for SE Dorset

3.52 High intervention schemes (assumed to be introduced from 2016 to 2026)

- A338 Link Road and widening of A338 to 3 lanes
- A31 dualling and improvements to Canford Bottom roundabout (grade separated);
- Prime Transport Corridors (although not modelled in the highway network); and
- A31 to Poole Link Road

3.53 The housing targets for the draft RSS and the SOS Modifications for the purposes of the study are set out below:

- Bournemouth 15,600 in the draft RSS plus 500 with SOS Modifications
- Poole 10,000 in the draft RSS with no modification
- Christchurch 3,450 in the draft RSS with no modification
- East Dorset 5,200 in the draft RSS plus 1,200 with the SOS Modifications
- Purbeck 5,100 in the draft RSS plus 1,900 with the SOS Modifications

3.54 **Summary of Key Issues**

3.55 **1) What transport infrastructure improvements are required to bring forward development within the urban extension in a sustainable way?**

3.56 **2) How can accessibility be improved to ensure people have easy and safe access to everyday needs?**

3.57 These issues will be addressed as part of the wider Borough transport strategy and through the master planning work informed by the outputs of the South East Dorset Multi Modal Transport Study. They will also be addressed by the following Core Strategy issues:

3.58 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.59 Issue How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy Chapter 'Key Strategy')

3.60 SE Dorset Multi-Modal Transport Study (SEDMMTS) – Atkins (work ongoing)

3.61 This study was commissioned by the 3 local highway authorities (BoP, BBC, DCC) and the Highways Agency to develop a transport strategy for the SE Dorset area for implementation through LTP3 (2011 onwards). The study includes the creation of a new multi modal transport study to model the current transport situation and the effects of future development proposals. It will also investigate the transport interventions required to accommodate additional trips on the network resulting from new development. The transport strategy will deal with current problems of congestion and poor accessibility already identified in Atkins 2008 work (see above). This study will determine specific transport infrastructure improvements required to accommodate the needs of development anticipated over the plan period to 2026.

3.62 Summary of Key Issues

3.63 1) What transport infrastructure improvements are required to bring forward development within the urban extension in a sustainable way?

3.64 2) How can accessibility be improved to ensure people have easy and safe access to everyday needs?

3.65 These issues will be addressed as part of the wider Borough transport strategy and through the master planning work informed by the outputs of the South East Dorset Multi Modal Transport Study. They will also be addressed by the following Core Strategy issues:

3.66 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.67 Issue How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy Chapter 'Key Strategy')

3.68 Christchurch Strategic Housing Land Availability Assessment (2009)

3.69 All planning authorities in England are required by national policy to conduct a Strategic Housing Land Availability Assessment (SHLAA) which assesses the potential of sites in the area to accommodate future housing development. PPS 3 requires local planning authorities to identify and maintain a rolling five-year supply of deliverable land for housing and to identify sufficient developable land for at least a 15 year period in their local development documents. Christchurch has updated its SHLAA with the base year of 2009 which identifies housing land potential within the urban area and the proposed urban extension south of the railway.

3.70 Summary of Key Issues

3.71 1) What level of development can be accommodated sustainably within the urban extension to help meet housing need in Christchurch?

3.72 This issue is addressed in the Core Strategy under the following issue:

3.73 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.74 Bournemouth / Poole Strategic Housing Market Assessment (2008)

3.75 Councils are required to produce Strategic Housing Assessments (SHMA) in order to inform housing policy and strategy. SHMA's aim to provide an understanding of how housing markets operate, assessing housing need, demand and supply in the light of projected demand from economic and demographic change. The Bournemouth/Poole SHMA has been undertaken by a partnership of local authorities.

3.76 Dorset Survey of Housing Need and Demand 2007 (Christchurch Report)

3.77 The 'Balancing Housing Markets assessment' provides indication of the likely demand for housing particular sizes and tenures across the whole housing market.

3.78 Summary of Key Issues

3.79 1) What mix of dwelling sizes and types is required to meet housing need identified in the SHMA and Housing Needs Study?

3.80 This issue will be addressed through the master planning process and options will be set out in the Urban Extension SPD.

3.81 Three Dragons Study of Affordable Housing Provision and Developer Contributions in Dorset (2009)

3.82 Three Dragons were appointed to undertake a viability study for 5 local authorities in Dorset (Christchurch BC, East Dorset DC, North Dorset DC, West Dorset DC and Weymouth and Portland BC). The study looks at the issue of viability, affordable housing and site supply. The study tests affordable housing targets and thresholds as well as the impact of additional Section 106 contributions.

3.83 Summary of Key Issues

3.84 1) How can we ensure that the necessary infrastructure is provided to bring forward development sustainably and meet community needs while maintaining development viability?

3.85 (Detailed infrastructure planning for the urban extension will be undertaken as part of the master planning process. Strategic infrastructure improvements required to serve the urban extension will be set out in the Core Strategy such as suitable alternative natural green space, renewable energy, affordable housing and essential local community facilities.

3.86 These issues will be addressed in the Core Strategy by options set out under the following issues:

3.87 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.88 Issue: What is the appropriate policy which will maximise the delivery of affordable housing policy to meet identified housing needs? (Core Strategy Chapter 'Meeting Local Needs')

3.89 Issue How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy Chapter 'Key Strategy')

3.90 Christchurch Employment Land Review (2007)

3.91 The employment land review is undertaken to determine future requirements for employment land and premises required to meet the needs of business over the plan period. As part of this process the fitness for purpose of employment sites in the plan area is assessed to determine whether any sites can be released for non employment uses.

3.92 Summary of Key Issues

3.93 1) What is the potential for employment development within the urban extension to contribute to projected requirements for employment land and premises?

3.94 This issue will be addressed through the master planning process with requirements set out in the Urban Extension SPD.

3.95 Christchurch Level 2 Strategic Flood Risk Assessment (Halcrow, May 2009)

3.96 All local authorities in England are required by PPS 25 – Development & Flood Risk – to prepare a SFRA in consultation with the Environment Agency to refine information on areas at risk of flooding, taking into account all sources of flooding and the impacts of climate change. Policies for new development must be based on future risk not current, and the SFRA should consider effects of climate change, including sea level rise and increased rainfall, in 60 and 100 years time. In 2007 the Council commissioned Halcrow consultants to conduct a level 1 SFRA. This initial assessment concluded that a more in-depth analysis of risk was required in the form of a level 2 SFRA for Christchurch and Halcrow was commissioned to continue this work. Development should be located within the area of search in accordance with the outputs of the SFRA Level 2.

3.97 Summary of Key Issues

3.98 1) Where should development be located within the area of search to avoid areas affected by flood risk?

3.99 Options to address this issue are set out in the Core Strategy under the following issue:

3.100 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.101 Christchurch Urban Extension Ecological Assessment

3.102 An ecological survey was undertaken by Fieldwork Ecological Services Ltd in April 2007 to evaluate the importance of the area of search for the following elements.

- a. Its proximity to sites designated statutorily or otherwise for their wildlife importance (SSSI, SNCI, LNR, SAC, SPA, Ramsar)
- b. Other important wildlife habitats within or adjacent to the site
- c. Checking for hedges that may be covered by the Hedgerow Regulations (HR)
- d. Identifying the use of the site by protected species: reptiles and amphibians, badgers bats etc.
- e. Other species indicating enhanced biodiversity.
- f. Topographical, hydrological and geological features that enhance local biodiversity.

3.103 The study has covered species protected under the Wildlife and Countryside Act 1981, notable plant species as defined by the Environmental Records Centres as being indicators of natural or semi – natural habitats. Habitats and species covered by statutory and non statutory devices such as the Countryside and Rights of Way Act, EC Habitats Regulations and Bird Directives, the RSPB Regulations and Birds Directives, the RSPB Birds of nature Conservation Concern list , Hedgerow Regulations and subject to Biodiversity Action Plans.

3.104 Key Issue

3.105 How can we avoid adverse impacts on nature conservation habitats and species?

3.106 Options to address this issue are set out in the Core Strategy under the following issues:

3.107 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.108 Issue: How can we continue to protect sensitive habitats and species from the pressures of development? (Core Strategy Chapter 'Managing the Natural Environment')

Cross Border Issues

3.109 Development within the Borough and the urban extension will increase recreational pressure on the New Forest National Park. The Core Strategy needs to consider cross border approaches to heathland mitigation with the New Forest National Park and the New Forest District Council.

3.110 Key Issue

3.111 What approach should be adopted to reduce recreational pressure from the urban extension upon the Dorset Heaths and the New Forest National Park?

3.112 Options to address this issue are set out in the Core Strategy under the following issues:

3.113 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

3.114 Issue: How can we continue to protect sensitive habitats and species from the pressures of development? (Core Strategy Chapter 'Managing the Natural Environment')

3.115 Development within the urban extension will create additional traffic that has an impact in particular on the capacity of the A35 into Hampshire. Appropriate measures need to be put in place to minimise the growth in vehicular traffic created by the urban extension. Specific measures for mitigating impacts will be identified through the South East Dorset Multi Modal Transport Study.

3.116 Key Issue

3.117 What transport infrastructure improvements are required to mitigate the cross border transport impacts of the Christchurch Urban Extension?

3.118 Options to address this issue are set out in the Core Strategy under the following issues:

3.119 Issue How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy Chapter 'Key Strategy')

3.120 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

Issues to be addressed in the Core Strategy 'Options for Consideration'

3.121 The following issue is the consolidated issue identified from the stakeholder engagement undertaken at Issues and Options and from the baseline information, evidence and consideration of other plans and strategies. Options to address this issue will be set out in the Core Strategy Christchurch Urban Extension chapter:

3.122 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

4 Formation of Options

4.1 The formulation of options set out within this section considers the outcomes of the Core Strategy issues and options engagement process, relevant evidence documents, Sustainability Appraisal and Habitats Regulations Assessment. The process includes a critical assessment of the options put forward to address issues identified in the Issues and Options paper. In some instances additional issues have been identified as a result of the evidence gathering process which is also examined here.

Issue Identified at Issues and Options

4.2 UE1: In refining the area of search for the urban extension north of Christchurch, what strategy should be adopted?

Issues and Options Consultation Response

4.3 A – The urban extension should be limited to land south of the railway line. (Agree 41, Disagree 17, No Opinion 22)

Option	Agree	Disagree	No Opinion
A	41	17	22

Table 4.1

4.4 Overall responses to the issues and options engagement are weighted toward locating development south of the railway line. This view was supported by attendees of the Christchurch urban extension focus group run in May 2008 as part of the ongoing Issues and Options engagement.

4.5 Peter Impett (DCC Transportation) states that limiting development to south of the railway line provides the best opportunity to provide frequent public transport as routes currently terminate in Somerford. This supports the Council's preferred option of locating development south of the railway line.

4.6 MA Hodges (Christchurch Local History Society) stated that should Hampshire County Council extract gravel north of the railway line and east of the River Mude development opportunities in this area will be restricted. Dorset's plans for gravel extraction in the same area will act as a further constraint. The Core Strategy must carefully consider the impact of proposed gravel extraction by both Dorset and Hampshire Councils and whether the process of minerals extraction will prejudice the ability to bring forward the urban extension.

4.7 The Core Strategy will also need to consider the need for a SANG (Suitable Alternative Natural Green Space) to mitigate the recreational impact of development upon the Dorset heaths and the New Forest National Park. Proposals for minerals extraction raise significant issues for the location of a SANG within walking distance of development within the area of search.

Consideration of Evidence and Policy

4.8 Christchurch and Southern East Dorset Transport Study (Atkins 2008)

4.9 Atkins undertook a study in 2008 to inform the Council's response to the Secretary of State's Proposed Changes to the regional spatial strategy prior to the production of the South East Dorset Multi Modal Study. This preliminary study assesses the broad impacts of accommodating 600 dwellings within the area of search north of Christchurch and does not differentiate between the transport impact of different options for the location of development. The Atkins study reviews the transport impacts of the Secretary of State's modifications to the draft Regional Spatial Strategy and makes high level recommendations regarding the amount and location of development that can be delivered, and the transport infrastructure required to deliver the proposed development. Detailed recommendations regarding transport improvements will be set out in the South East Dorset Multi Modal Transport Study.

4.10 The 2008 Atkins study tested the following scenarios

- Background traffic growth (i.e. no additional development but extra trips by existing users)
- Background growth plus the draft RSS levels of development
- Background growth plus the SOS modifications to the draft RSS
- Alternative development phasing including:
 - development south of the A31
 - no development in Christchurch
 - delayed development in South East Dorset; and
 - delayed development across the modelled area

4.11 The Atkins Study concludes that in Christchurch development as set out in the draft RSS (based on 600 dwellings coming forward in the area of search south of the railway line) can proceed with improvements to the local road network (A35 and A338). New development must coincide with specific localised transport schemes and measures to encourage sustainable travel choices. However, the Christchurch network will suffer significant congestion, even without new development.

4.12 In addition to transport infrastructure improvements there is a need to consider appropriate demand management and alleviate measures that will reduce car use while facilitating travel by more sustainable modes other than the car. The development of public transport corridors identified through the Local Transport Plan process will be fundamental in reducing car use from the developments in Christchurch. Longer term measures are required to improve access to Bournemouth and Poole along the radial corridors using public transport improvements and link and junction enhancements are likely to be required to mitigate the effect of new travel demand.

4.13 The outputs of the Atkins Study can only provide a high level assessment of the likely impacts of the level of development likely to come forward in the South East Dorset sub region.

4.14 The South East Dorset Multi Modal study will provide more detailed recommendations of local transport improvements required to alleviate congestion which is also being undertaken by Atkins.

4.15 Areas of the Christchurch network worst affected by Congestion / Suggested Infrastructure Improvements

- **B3073 improvements including junction improvements to Parley Cross, Hurn Roundabout and Blackwater Junction.**
- **A338 – Provision of link road and widening to 3 lanes**
- **Junction delays along the A35 between Bournemouth and Christchurch, particularly at the Barrack Road and Castle Lane East junction.**
- **Christchurch Centre and principally Stony Lane Roundabout / Fountain Roundabout**

4.16 Christchurch Strategic Housing Land Availability Assessment (SHLAA) 2009

4.17 The SHLAA has provided an assessment of the development potential for residential development located on land south of the railway line east of Hawthorn Road to the Borough boundary. The SHLAA process has divided land south of the railway line into 3 broad areas which include Roeshot Hill, land between Christchurch Bypass and Ambury Lane and land between Ambury Lane and the railway.

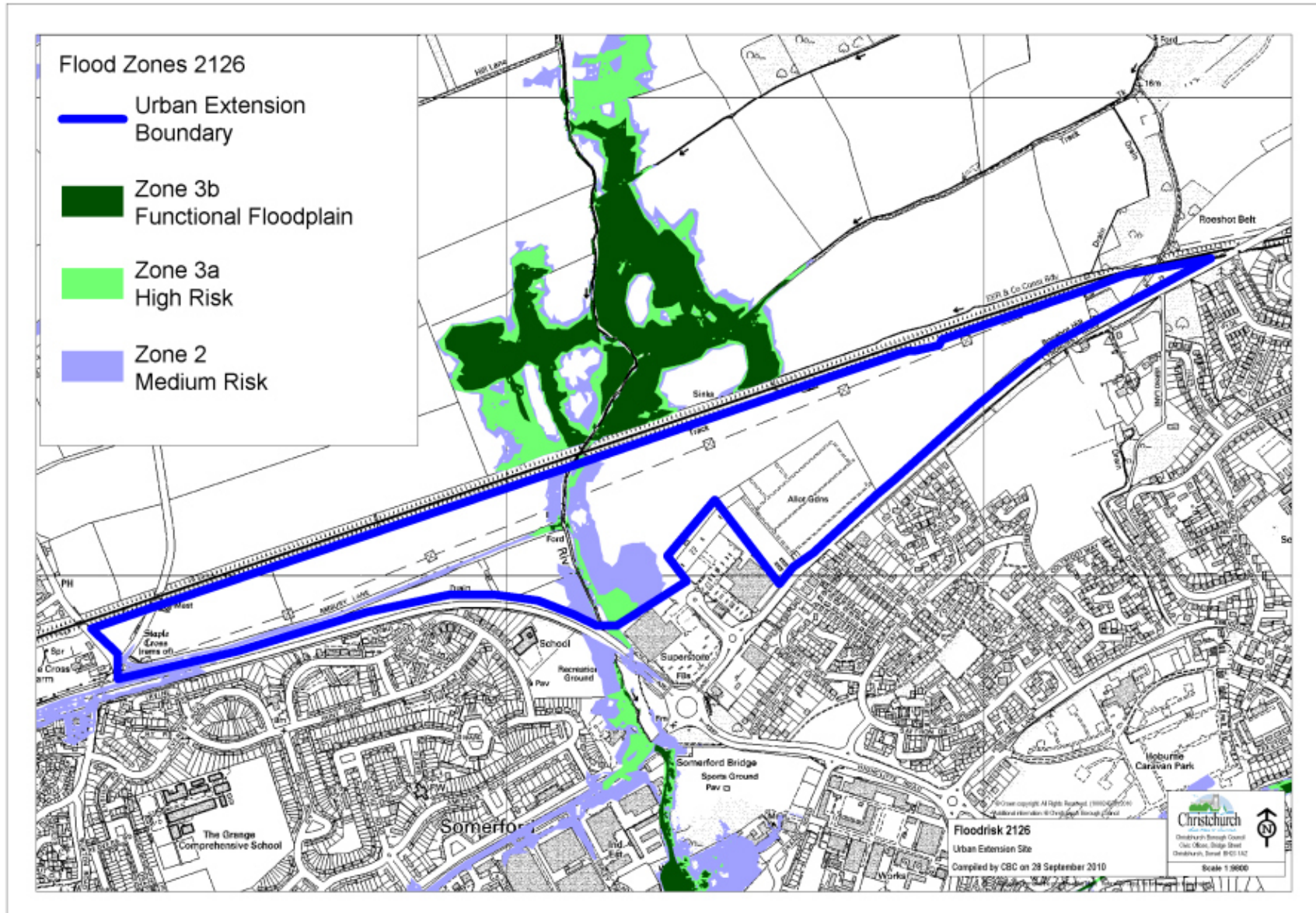
4.18 The assessment of development potential for the 3 areas of land south of the railway line is 940 dwellings at 45dph and 1110 dwellings at 50 – 55dph.

4.19 The 2009 SHLAA report identifies a 16.3 year land supply of 2877 dwellings (2009 – 2024), which includes delivering at least 940 dwellings within the urban extension. On the basis of the SHLAA assessment development should be located south of the railway line from Hawthorn road to the Borough boundary at Roeshot Hill.

4.20 Level 2 Strategic Flood Risk Assessment (Halcrow)

4.21 A limited extent of the urban extension immediately north of Sainsburys superstore and adjacent to Watery Lane is subject to high flood risk (1 in 100 year) in 2126. Residential development should not come forward in this location but the land may be suitable for open space.

4.22 A larger extent of land north of Sainsbury's and east of watery lane to the railway line is subject to medium risk (1 in 1000 year) in 2126. The level 2 assessment concludes that this area could come forward for residential development with suitable floodrisk mitigation measures in place. Within the remaining land south of the railway from Salisbury Road to the Borough boundary there are no floodrisk issues which would constrain residential development.



Picture 1 Flood Risk Affecting the Christchurch Urban Extension to 2126

4.23 Ecological Survey

4.24 The area of search is located in proximity to the following sites of nature conservation importance:

- Purewell Meadows SSSI (430m)
- Somerford SNCI (Less than 30m south of the survey area)
- Burton Common SSSI (within 400m)
- Christchurch Harbour SSSI (2-3K)
- Avon Valley SPA, Ramsar (within 1.5k)
- River Avon SAC (within 1.5k)
- New Forest SPA, SAC, Ramsar (within (4-5k)
- Dorset Heaths SAC (within 3-4k)

4.25 Purewell Meadows SSSI

4.26 Purewell Meadows SSSI is located approximately 430 metres southwest of the survey area. The qualifying features for designation of Purewell Meadows as a SSSI are as follows:

4.27 *A series of unimproved wet meadows situated as a south easterly outlier of the Avon Valley SSSI. The complex system of fields and ditches presents a range of plat habitats including wet acidic grassland over peat and more neutral damp grassland which are an integral component of the meadows of the Avon Valley. Mature hedgerows, often with broad scrub margins, add to the interest and diversity of flowering plants of which 160 species have been recorded.*

4.28 Natural England consider that the interest features of Purewell Meadows are not particularly vulnerable to residential development within the urban extension 'area of search'.

4.29 Somerford Site of Nature Conservation Interest

4.30 Somerford SNCI is located less than 30m south of the survey area. This area comprises woodland, grassland and freshwater habitats, which make up the Mude Valley Nature Reserve in Christchurch. A development of 600 + dwellings has the potential to increase pressure on this designated site.

4.31 **Burton Common Sites of Special Scientific Interest (SSSI)**

4.32 There is particular concern regarding the impact on Burton Common SSSI given its proximity to the area of search. Natural England raise concerns about the recreational impact arising from increased visitor pressure. Natural England state that the likely impacts can be mitigated through the provision of a large area of green space in close proximity to the urban extension.

4.33 **Avon Valley SPA, Ramsar (within 1.5k), River Avon SAC (within 1.5k), New Forest SPA, SAC, Ramsar (within (4-5k), Dorset Heaths SAC (within 3-4k)**

4.34 The above sites are located within 5k of the urban extension and will be subject to increased visitor pressure as a result of development. Additional pressure on these sites will need to be mitigated through the provision of high quality open space within the urban extension and the provision of suitable alternative natural green space within walking distance of the urban extension.

4.35 **Significant species records in the vicinity**

4.36 **Wood cricket** – About 250m southeast of the eastern end of the Roeshot compartments. It is possible this could occur in the small woodland at the eastern end of Roeshot within the survey area.

4.37 **Pipistrelle bats** - Recorded from houses a few hundred metres from the survey area and are very likely to use the fields for feeding flights.

4.38 **Southern Damselfly**

4.39 Recent survey work undertaken by Christchurch Borough Council countryside team has discovered a colony of southern damselfly on the River Mude at locations including Immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park. This is a fully protected red data book species.

4.40 Initial discussions with Natural England have identified the requirement to ensure a green corridor (buffer zone) is provided along Watery Lane in combination with possible habitat enhancements which could involve tree shelter. The Mude Valley SNCI is located to the south of the urban extension site and follows the River Mude. This area provides ideal habitat to accommodate southern damselfly and could form part of a mitigation package to also support the species in this location. Further specialist survey work is required on the proposed urban extension site and the Mude Valley SNCI to confirm the extent of species and potential measures for habitat creation / enhancement.

4.41 None of the options here propose built development along Watery Lane which enables the creation of green corridor to avoid any adverse impact on the damselfly population.

4.42 Summary of ecological survey –

- There are no protected or Biodiversity Action Plan habitats within the survey area
- Southern Damselfly have been identified through the survey work as a protected red data book species
- Some parts of the land are likely to support some common reptiles that are partially protected by the Wildlife and Countryside Act
- There are no hedgerows protected by the Hedgerow Regulations Act within the area through there is a small stretch of boundary hedge in the northeast that is of older origin
- Hedges will support a range of common nesting birds
- Skylarks were noted and are likely to nest on the fields

4.43 Habitats

4.44 The land is relatively poor with reference to protected, notable Biodiversity Action Plan habitats. However there is a characteristic range of species that use this type of landscape that includes some vulnerable species (bats and field and hedgerow birds for example.)

4.45 Species

4.46 The only notable species on the site are farmland birds such as Skylarks and Linnets, probably common reptiles (not fully protected species) and probably use of hedges by feeding bats (not surveyed for). In terms of biodiversity the area is poor as would be expected when taking into account the current land management.

4.47 Skylark – most affected through loss of habitat. Impacts can be mitigated through provision of ‘Skylark Plots’ and ‘beetle banks’. Provision of well managed buffer strips – reduce impacts on buzzards, game birds and Lapwings.

4.48 Christchurch Borough Wide Character Assessment 2003

4.49 The Borough Wide Character Assessment identifies the importance of this area as part of the urban setting to the northern side of the built up area. It identifies a strong connection to the agricultural land use within the enclave of land south of the railway line. This area is of particular significance because of the continuity of views along the length of the area, and by virtue of the links this area provides to the town and the wider countryside. The area should be seen as sensitive to loss of agricultural land uses, visual intrusion or severance of the recreational access links.

4.50 Hampshire / Dorset CC Minerals Waste Plans

4.51 Dorset County Council and Hampshire County Council have identified land north of the Railway line for minerals extraction which when considered as one site extends from Hawthorn Road east to the Borough boundary and eastwards into Hampshire. Should these sites remain in the respective minerals and waste plans the process of minerals extraction will need to be carefully aligned with delivery of the urban extension to ensure both processes can be undertaken concurrently. Should minerals extraction proceed sites would be worked for a period of approximately 20 years. The location of the proposed sites for minerals extraction raises significant issues for the provision of suitable alternative natural green space which would ideally be placed north of the railway line within walking distance of development to the south.

Issues and Options Sustainability Appraisal

4.52 The option of developing south of the railway line is least affected by floodrisk (Objective 10) (See outputs of SFRA Level 2 set out under this option.) Development located south of the railway line is well related to the existing urban area and the railway line itself forms a defensible boundary to the extent of development. This will have less of an impact in landscape character (Objective 22) in comparison to the option of locating development north of the railway line. However, there are significant impacts on landscape character as set out above in relation to the Borough Wide Character Assessment.

4.53 There are no sensitive habitats or priority species within the area of search itself. There are a number of sensitive habitats in proximity to the area of search (as discussed above). Appropriate measures need to be considered to avoid / minimise adverse impacts on these sensitive habitats (Objective 1) which is likely to include the provision of high quality open space and the potential for a SANG within walking distance of development.

Conclusions / Implications for Preferred Options

4.54 The issues and options response predominantly supports locating development south of the railway line as the most sustainable option and this is reinforced by the issues and options SA analysis. The preferred options sustainability appraisal will take into account the habitats regulations assessment which will provide more detail concerning the impact upon sensitive habitats.

4.55 The 2009 SHLAA supports locating development south of the railway line to approximately 950 dwellings at 45dph. The outputs of the South East Dorset Multi Modal Study and the urban extension master planning will determine specific transport infrastructure improvements required for development to come forward. Locating development south of the railway line requires less extensive improvements than locating development north of the railway line and is preferable from the point of view of development viability.

4.56 There are no sensitive habitats within the area of search south of the railway line which would be adversely affected by development in this location. Recreational impacts on sensitive habitats in close proximity to the urban extension need to be mitigated through the provision of high quality open space within the urban extension and a SANG within walking distance of development. Floodrisk is not a significant issue for land located south of the railway and is not in itself a reason to prevent development coming forward.

Issues and Options Consultation Response

4.57 B – The urban extension should be limited to land north of the railway and east of Burton

Option	Agree	Disagree	No Opinion
B	6	39	21

Table 4.2

4.58 Tetlow King state that land north of the railway and east of Salisbury Road will require expensive infrastructure works to create new road linkages to Christchurch. Infrastructure requirements for locating development north of the railway line would reduce the amount of affordable housing that would be viable on site. Land east of Salisbury Road including farmland immediately adjoining the road forms part of the Burton Conservation Area and development in this area may have an adverse impact on the sense of open countryside that contributes to the character of this conservation area. Tetlow King also state that any development east of Salisbury Road would result in the coalescence of Burton and Christchurch and reduce the permanence of the Green Belt and encroaches upon the open countryside. Tetlow King have submitted a site north of the railway line on behalf of Mr and Mrs Bowyer. This site is assessed later in this section.

4.59 The Council's preferred option of locating development south of the railway line east of Hawthorn Road to the Borough boundary at Roeshot Hill forms an urban extension well related to the existing Christchurch urban area. The boundary of the railway line provides a defensible boundary and prevents any adverse impact on the openness of the Green Belt north of the railway line and would not result in the coalescence of Burton and the Christchurch urban area.

4.60 Locating development north of the railway line could also impact upon the purposes of including land within the New Forest National Park and the landscape setting of the Park (Local Resident)

4.61 Burton Parish Council has stated that development should not be located north of the railway line.

4.62 Goadsby state that locating development north of the railway embankment in the open countryside could potentially impact upon the purposes of including land within the New Forest National Park. Goadsby also note the potential adverse impact on the landscape setting of the National Park to the east of the area of search.

Consideration of Evidence and Policy

4.63 Christchurch and Southern East Dorset Transport Study (Atkins 2008)

4.64 This study has not reviewed the impact of different options for the location of development within the area of search. The high level impact of accommodating 600 dwellings within the area of search is set out under option A. The South East Dorset Multi Modal Study will examine the precise impacts of different options for housing development within the area of search and the associated transport infrastructure requirements.

4.65 Hampshire / Dorset CC Minerals Waste Plans

4.66 Dorset County Council and Hampshire County Council have identified land north of the Railway line for minerals extraction which when considered as one site extends from Hawthorn Road east to the Borough boundary. Should minerals extraction proceed sites would be worked for a period of approximately 20 years. Should these sites remain in the respective minerals and waste plans this would significantly compromise options for development north of the railway line.

4.67 Urban Extension Ecological Study

4.68 See assessment set out under option A.

4.69 Level 2 Strategic Flood Risk Assessment (Halcrow, 2009)

4.70 North of the railway line from Roeshot Hill there are areas affected by flood risk (Zone 3a and 3b to 2126) with is a significant constraint for housing development.

Issues and Options Sustainability Appraisal

4.71 Floodrisk in itself does not present an absolute constraint on development coming forward north of the railway line (Objective 10). Locating development north of the railway line is likely to have a significant impact on landscape character (Objective 22) and the openness of the countryside and the landscape setting of the National Park.

4.72 Locating development north of the railway line will create additional recreational pressure on sensitive habitats such as Burton Common SSSI, the Dorset Heaths and the New Forest National Park (Objective 1).

4.73 The infrastructure requirements of locating development north of the railway line are in excess of those for locating development south of the railway line which raises issues for development viability (Objective 13). In conclusion from the issues and options assessment this is a less sustainable option than locating development south of the railway line.

Conclusions / Implications for Preferred Options

4.74 The issues and options response generally did not support the location of development north of the railway (2 sites have been submitted north of the railway which are considered later in this section.)

4.75 Conclusions drawn by respective evidence studies relating to the urban extension determine that the option of locating development north of the railway line is less sustainable to development south of the railway.

4.76 There are significant issues of floodrisk for locating development north of the railway line.

4.77 There are potentially significant issues for landscape character which are more significant in comparison to locating development south of the railway line and adverse impacts upon Burton village itself through loss of village identity. Impacts upon sensitive habitats including the Dorset heaths, Burton SSSI and the New Forest National Park would need to be mitigated through the provision of high quality open space within the site and a SANG within walking distance of the development.

4.78 Should Hampshire and Dorset County's plans for minerals extraction north of the railway line carry forward to adoption in the respective minerals plans this poses a very significant constraint for locating development north of the railway line as mineral extraction is likely to be undertaken for a period of 20 years.

4.79 Transport infrastructure requirements for locating development north of the railway are more extensive in comparison for those required in locating development south of the railway. The specific requirements for locating development north of the railway will be considered in the South East Dorset Multi Modal Study.

4.80 In conclusion this option is less sustainable than locating development south of the railway line and is therefore not considered a 'preferred option'.

Issues and Options Consultation Response

4.81 Option C – Development should be located in the least constrained location anywhere within the area of search

Option	Agree	Disagree	No Opinion
C	21	35	16

Table 4.3

4.82 Responses are fractionally weighted against locating development in the least constrained area anywhere in the area of search. It is reasonable to deduce that if a further option had been put forward suggesting that development should be located in the least constrained area south of the railway line it would have received support in line with the general nature of responses received concerning development south of the railway line.

4.83 The Environment Agency has stated that development should be located in an area least constrained by floodrisk and according to the outputs of the Christchurch Level 2 Strategic Flood Risk Assessment.

4.84 Hilary Chittenden (East Dorset Environment TAG) stated that the assessment of constraints should include a survey of all wildlife features to determine their overall contribution to local biodiversity.

Consideration of Evidence and Policy

4.85 South East Dorset Multi Modal Study (Atkins 2010)

4.86 This study examines the implications of different options for the location of development within the area of search and will assist in determining the most sustainable location for development to come forward from a transport perspective. The Atkins study undertaken in 2008 did not make an assessment concerning the different options for the location and scale of development and drew a general conclusion that development could come forward with localised transport improvements.

4.87 The master planning work to be undertaken for the urban extension in support of the Core Strategy and Urban Extension SPD will examine detailed issues such as site access and associated transport infrastructure improvements.

4.88 Christchurch Level 2 Strategic Flood Risk Assessment (Halcrow 2009)

4.89 The level of floodrisk affecting the area of search is significantly reduced from the Level 1 SFRA. There are pockets of floodrisk (zone 2) within the area of search which act as a constraint upon the location of development. The areas affected are limited and do not serve as an absolute constraint on development coming forward. Therefore, it is feasible to bring forward development between 600 and 1000 dwellings within the area of search in areas unaffected by floodrisk.

4.90 Area of Search Ecological Survey

4.91 The land is relatively poor with reference to protected, notable Biodiversity Action Plan habitats. However there is a characteristic range of species that use this type of landscape that includes some vulnerable species (bats and field and hedgerow birds for example). Field survey work has identified the presence of Southern Damselfly along the River Mude and this is a protected red data book species. Other notable species on the site are farmland birds such as Skylarks and Linnets, probably common reptiles (not fully protected species) and probably use of hedges by feeding bats (not surveyed for). In terms of biodiversity the area is poor as would be expected when taking into account the current land management. The area of search is of relatively low value in respect of the location of sensitive habitats and vulnerable species. An appropriately designed development can minimise the impact on species identified within the urban extension.

4.92 The primary concern relates to the impact of development on sensitive habitats in close proximity to the area of search which include:

- Purewell Meadows SSSI (430m)
- Somerford SNCI (Less than 30m south of the survey area)
- Burton Common SSSI (within 400m)
- Christchurch Harbour SSSI (2-3K)
- Avon Valley SPA, Ramsar (within 1.5k)

- River Avon SAC (within 1.5k)
- New Forest SPA, SAC, Ramsar (within (4-5k)
- Dorset Heaths SAC (within 3-4k)

4.93 In order to minimise any adverse recreational impact from new development it will be necessary to provide high quality open space within the urban extension and to explore the requirement to provide suitable alternative natural green space within walking distance of the development to minimise the impact upon the Dorset heaths and New Forest National Park.

Issues and Options Sustainability Appraisal

4.94 In locating development in the least constrained area there are positive implications for reducing adverse impacts upon sensitive habitats, species (Objective 1) and avoiding areas of flood risk (Objective 10). The outputs of the habitats regulations assessment and the strategic flood risk assessment level 2 inform the location of development in this respect. There are also positive impacts to consider in locating development in areas where there are fewer requirements for transport infrastructure improvements which is consistent with locating development south of the railway line.

Conclusions / Implications for Preferred Options

4.95 In accordance with the sustainability appraisal assessment locating development in the least constrained location is the most sustainable option. Locating development south of the railway line is the most sustainable option in terms of floodrisk, transport infrastructure requirements and landscape impact.

4.96 Dorset and Hampshire County Councils plans for minerals extraction north of the railway line places a significant constraint for development in this location but also presents issues for development proceeding south of the railway line. There are also larger areas of floodrisk north of the railway line.

Issues and Options Consultation Response

4.97 D – The urban extension should make use of all available land in order to maximise development potential and reduce pressure for infill in the existing urban area

Option	Agree	Disagree	No Opinion
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D	11	37	17
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Table 4.4

4.98 Responses were weighted against using all available land to maximise development potential and reduce pressure for infill on the existing urban area. The interpretation of this option may have been toward the development of the area of search as a whole which may have raised concerns about potential transport and environmental impacts. If a further sub option had been presented looking to maximise development potential south of the railway line this may have received a different response as general support has been received for development in this location.

Consideration of Evidence and Policy

4.99 Christchurch Strategic Housing Land Availability Assessment (2009)

4.100 The SHLAA assessment concludes that approximately 950 dwellings are deliverable in the urban extension. The Core Strategy is also considering preserving some areas of the Borough for family housing / low density development in order to provide a sufficient range of housing and to preserve special character areas. If this option is pursued less housing will be accommodated in the existing urban area and there will be greater pressure to deliver a higher level of housing within the urban extension.

4.101 South East Dorset Multi Modal Study 2010

4.102 The South East Dorset study will examine the precise implications of the different options for the location and level of development within the area of search.

4.103 Ecological Impacts

4.104 The scale of development in the urban extension is likely to have a proportional impact upon the recreational impact on the Burton SSSI and New Forest National Park in particular. Options to maximise the scale of development will need to carefully consider the provision of high quality open space within the urban extension and the provision of suitable alternative natural green space within walking distance of the urban extension.

Issues and Options Consultation Response

4.105 Option E – Other, please specify

- 4.106** Concern was raised generally about the loss of Green Belt, habitat and the potential for urban sprawl. The Council's preferred option for locating development south of the railway line provides a defensible boundary well related to the existing urban area to minimise the loss of Green Belt.
- 4.107** Stanpit and Mudeford Residents Association stated that urban infill and Brownfield sites should be used as much as possible. The SHLAA has reviewed all available capacity within the existing urban area with allowance for windfall development.
- 4.108** Local residents have raised concerns about the potential for minerals extraction (Dorset and Hampshire sites) and the impact upon areas available for development. This is a very significant issue in terms of the ability to bring forward the urban extension and minerals extraction simultaneously.
- 4.109** MA Hodges (Highcliffe Residents Association) – Rural and coastal character should not be adversely affected.
- 4.110** Karl Craddick on behalf of Beagle Aircraft stated that greater consideration to allowing mixed use development on existing developed sites within the urban areas will reduce the need for green field sites to be developed. Consequently, more flexibility to the redevelopment of such sites should be encouraged to ensure mixed and vibrant communities rather than adhering to a zoned approach to development. The SHLAA process has undertaken an exhaustive review of available sites in the urban area to make the best use of Brownfield land. The Beagle Aircraft site forms part of the functional floodplain on Stony Lane (1 in 20 year risk) and the site should not be developed for new residential or commercial use.
- 4.111** Ringwood Town Council identified a need for a balanced approach between urban intensification and urban extension.
- 4.112** The Dampney Trust (represented by Savills) The growth of rural areas should be encouraged to avoid the overdevelopment of the historic character and appearance of the urban areas and to arrest the decline in rural facilities and employment opportunities.
- 4.113** **RSPB** (Gavin Bloomfield)
- 4.114** The RSPB made comments on the RSS proposed SE Dorset urban extensions in our response to the examination in public panel. These comments still apply. In short these related to the potential damage to nationally and internationally important wildlife sites.
- 4.115** **Douglas Kite (Natural England)**

4.116 This AOS lies within the vicinity of a number of designated sites. It is within 1.5km from the Avon Valley SPA, Ramsar and the River Avon SAC; 4-5km from the New Forest SPA, SAC, Ramsar and 3-4 km from the Dorset Heathlands SPA, Ramsar and the Dorset Heaths SAC. Part of the AOS just over 400m from Burton Common SSSI and it is 2-3km from Christchurch Harbour SSSI. Purewell Meadows SSSI is also within 500m of the AOS.

4.117 A development of 600 houses has the potential to increase pressures on all of the above designated sites, with the possible exception of Purewell Meadows SSSI as the interest features of this site are not considered particularly vulnerable to residential development in this AOS.

4.118 In our view, a development of this size would need to include sufficient accessible natural green space so that the increase in visitor pressure to the above sites can be avoided. Further work is needed to refine the amount of additional green space that may be required to avoid or mitigate impacts on the designated sites. Aside from the heath land issues, we consider that from a sustainable development perspective, a residential development of this scale should provide plentiful green space sited sufficiently close to the development so as not to warrant car use to get there.

4.119 Impacts on Burton Common SSSI in particular would need to be carefully considered due to its proximity to the urban extension. We consider that the likely effects of an urban extension on Burton Common would be recreational in nature, arising from increased visitor pressure. However, we believe that the likely impacts could be mitigated by a sufficiently large area of green space in close proximity to the urban extension; a key issue for Natural England is whether the opportunities for new green space are sufficiently realised in order for the green space to function as a counter attraction to the above mentioned surrounding SSSIs and internationally important sites.

4.120 The Strategy for the urban extension should look at opportunities for new green space both north and south of the railway line with good access from the urban extension. There are opportunities for new green space to connect to Burton to the north west of the urban extension. From our knowledge of the area, we consider that there is considerable potential for green space provision, but to make it sufficiently attractive to function as an alternative natural green space will present a challenge.

4.121 Dorset Wildlife Trust

4.122 The Dorset Wildlife Trust state that land within the urban extension should be examined for nature conservation interests and consideration should be given for the potential impact of recreational pressure upon the Burton Common SSSI. (An Ecological survey has been undertaken for the RSS area of search and options for development will also be subject to a Habitats Regulations Assessment). The RSPB carry forward their representations made to the RSS in requiring development to avoid potential damage to nationally and internationally important wildlife sites.

4.123 The Area of search has been examined for nature conservation interests in 2007. A further habitats regulations assessment will be undertaken of development options considered for the urban extension.

4.124 Natural England

4.125 Natural England identify the proximity of the area of search (within 1.5k) to Avon Valley SPA, Ramsar and the River Avon SAC; 4-5km from the New Forest SPA, SAC, Ramsar and 3-4 km from the Dorset Heathlands SPA, Ramsar and the Dorset Heaths SAC. Part of the AOS just over 400m from Burton Common SSSI and it is 2-3km from Christchurch Harbour SSSI. Purewell Meadows SSSI is also within 500m of the AOS.

4.126 Natural England state that the development should include sufficient natural green space to avoid increased visitor pressure on the above sites. Further work is required to determine the level of green space to be provided to mitigate the impact of new development. Particular concern is raised in relation to increased recreational pressure on Burton Common SSSI. Natural England believe that the likely impacts could be mitigated by a sufficiently large area of green space in close proximity to the urban extension; a key issue for Natural England is whether the opportunities for new green space are sufficiently realised in order for the green space to function as a counter attraction to the above mentioned surrounding SSSIs and internationally important sites.

4.127 The Strategy for the urban extension should look at opportunities for new green space both north and south of the railway line with good access from the urban extension. There are opportunities for new green space to connect to Burton to the north west of the urban extension. From our knowledge of the area, we consider that there is considerable potential for green space provision, but to make it sufficiently attractive to function as an alternative natural green space will present a challenge.

4.128 The Core Strategy will examine the requirement and location for a SANG within walking distance of the urban extension to provide effective mitigation from recreational impacts on the Dorset heaths and New Forest National Park. The master planning for the urban extension will set out requirements for high quality open space within the development.

4.129 The Highways Agency

4.130 The Highways Agency responded that in assessing the most suitable location for the extension north of Christchurch the overarching strategy should be to incorporate the urban extension into the existing urban fabric. This would enable better integration with existing public transport, cycling and walking infrastructure for access to services, facilities and employment prospects for the new residents. This view is consistent with the Council's preferred option of locating development south of the railway line.

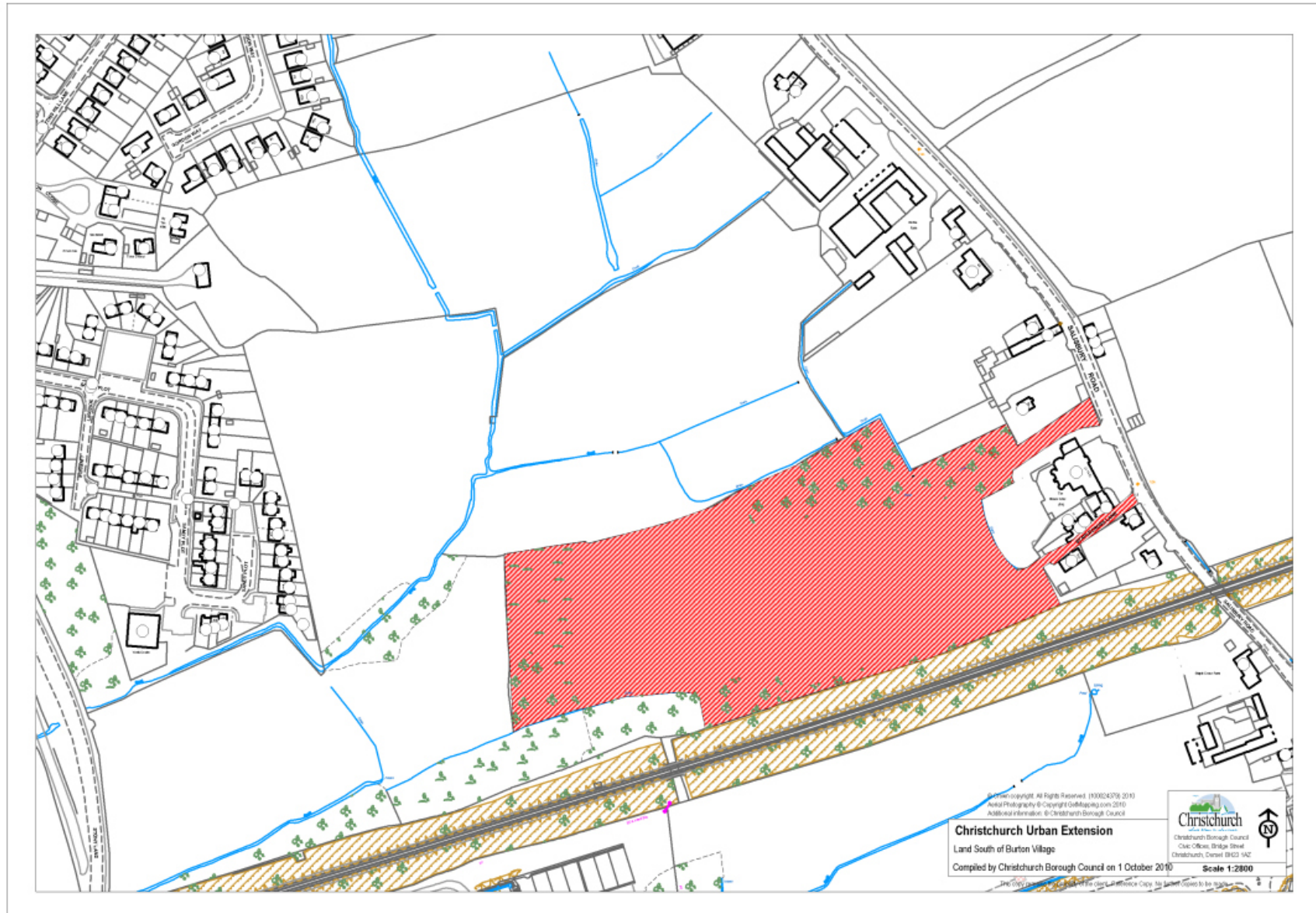
4.131 New Forest District Council

4.132 New Forest District Council (NFDC) has restated the Council's own concerns regarding expensive works required to develop north of the railway line. They have also raised concerns over the location of development in relation to floodrisk which may be affected by Hampshire County Council's plans for minerals extraction north of the railway line at Roeshot Hill. NFDC state that land south of the Railway line does not provide a suitable location for development due to the current location of pylons and the allotments. NFDC emphasise that careful consideration and assessment is required to determine how development can minimise impacts on local and surrounding areas.

4.133 The following sites were put forward for consideration as part of the issues and options engagement related to the old RSS area of search:

4.134 Land South of Burton Village

4.135 (Site would accommodate approximately 100 dwellings at 45DPH)



Picture 2 Land South of Burton Village

4.136 Tetlow King on behalf of Mrs Pamela Bowyer put forward their site within the area of search for development. They state that development of the site would require relatively little new infrastructure and the greater quantum of housing would support a larger range of services and facilities in Burton and Christchurch Town Centre.

4.137 The site lies to the south of Burton and comprises 3.8ha in total and could be accessed off Salisbury Road. Tetlow King state that their client's site should form part of a comprehensive development of the whole of the area south of the village of Burton and north of the Railway line. Tetlow King provide an assessment to support the suitability of their client's site as follows:

4.138 "The site is located within walking distance of Christchurch town centre (1.6kms) and all the services, facilities and employment opportunities located there. The site is connected to the town centre by good pedestrian and public transport links. Stony Lane and Salisbury Road cross the wider area and link it to the town centre. The m2 Poole - Christchurch bus service also serves Burton and runs right past the site, during the day this service runs every 10 minutes."

4.139 "Our client's site is approximately 1.8kms from the train station, and the main bus terminus, which operates next to the train station. The train station has an hourly service to London Waterloo Journey time 1hr51) and a twice hourly service to Southampton (45mins), Poole (20mins) and Bournemouth (8mins).The train and bus stations are highly accessible and provide regular services. Furthermore a regular bus service runs past the site."

4.140 "Our client's site is also only 1.3kms from Sainsbury's and 800 metres from the Post Office in Burton village. Housing development in the suggested location would create a secondary mini-local centre in Burton for the urban extension, alongside Christchurch town centre, further reducing the need to travel for both the future residents and the current residents of Burton."

4.141 Infrastructure

4.142 "Some improvements to public transport and pedestrian linkages would be necessary, as part of the development of the wider area, but this is likely to be the case for any new urban extension. The site compares favourably in this respect to other possible locations. it would not require any work to create new linkages under the railway line as suggested in the Core Strategy."

4.143 Flood Risk

4.144 "Whilst much of the land within the Area of Search is subject to a varying degree of flood risk, our client's site has never been subject to any flooding during living memory."

4.145 Well Contained Nature of the Site

4.146 “The site and the wider area are extremely well contained by the two roads that cross it and the railway line to the south. The area is further defined by Burton village to the north. In contrast to other possibilities for an urban extension the site would not encroach on open countryside.”

4.147 Impact on Burton

4.148 “As stated in the Core Strategy Issues and Options paper, development north of the railway line would form part of Burton. This would change the character of the area, reducing the open space between Christchurch and Burton, but any urban extension in the area is likely to have a similar impact. Burton has seen substantial modern development and is now a very large village; for the most part it does not have a distinctive character. It is far from self-contained, as it is already dependent upon Christchurch for many services and facilities and the vast majority of its employment. Development in this location would enhance the self-containment of Burton; the village centre would be able to support additional services and facilities and the residents would not have to travel to Christchurch as frequently.”

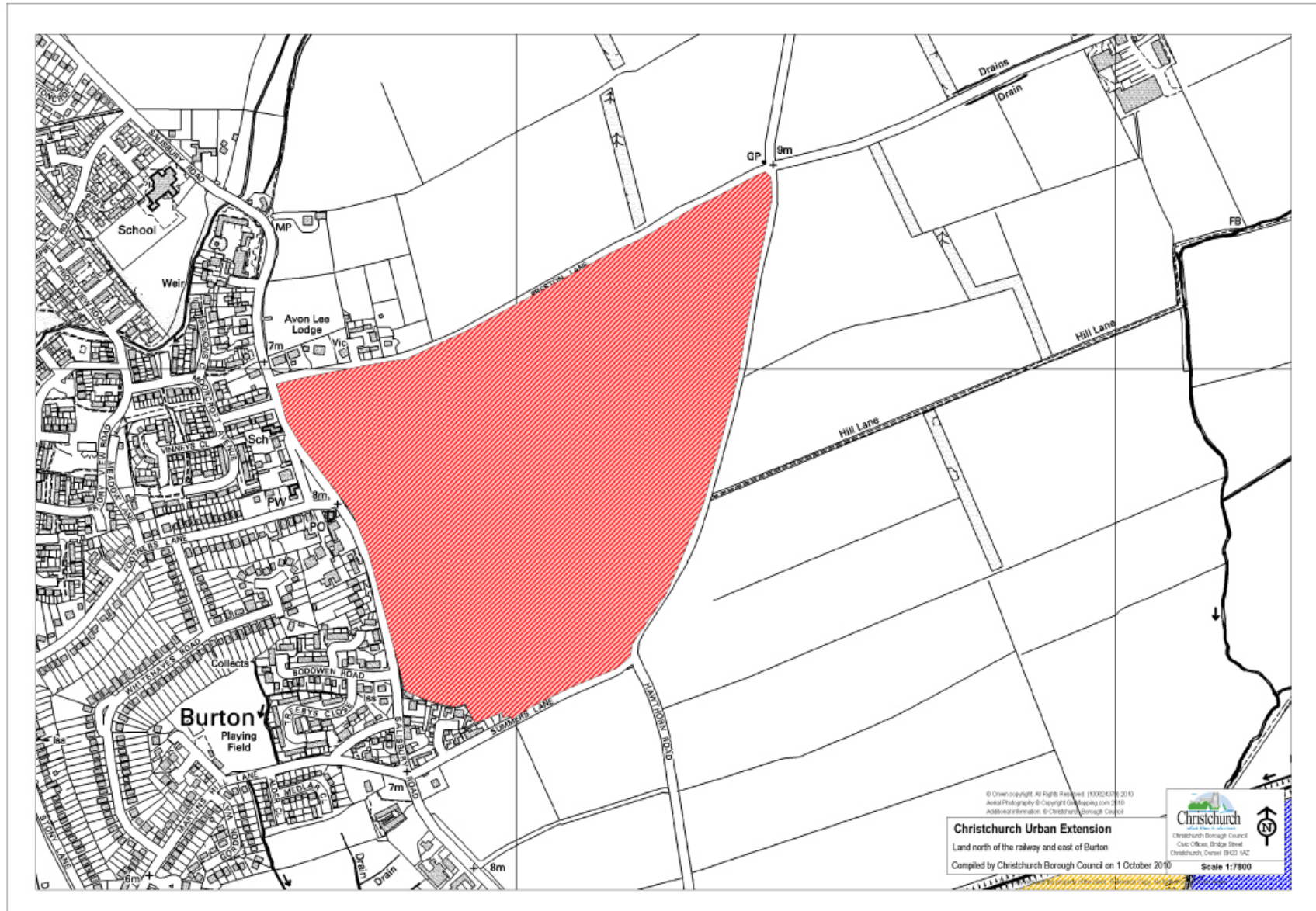
4.149 “The existing feature of the railway line, along with the potential for extensive landscaping in the design and layout of the total 17.8 hectares site, can be utilised to maintain a significant degree of physical separation between Christchurch and Burton. The land south of the railway line beyond the site boundary would also help to separate the extension from Christchurch.”

4.150 Site Analysis

4.151 The site put forward by Tetlow King on behalf of Mr and Mrs Bower was outside the Council’s interpretation of Area of Search 7C. The proposed location for development would constitute a ‘village extension’ to Burton as opposed to an urban extension to Christchurch. In contrast land East of Burton and south of the railway is a natural extension to the existing urban area with the railway forming a clear boundary to development. The Tetlow King site is within the setting of the Burton Conservation Area which poses a significant constraint upon the nature of development which can come forward. The proposed site is accessed north of the railway from the Salisbury Road with constrained access to the A35. There are limited options available to provide the necessary transport improvements to ensure this site proposal is suitably accessible. The scale of development proposed in this location is insufficient to deliver the necessary transport infrastructure improvements to enable development to come forward in this location and the proposed site does not constitute an ‘urban extension’.

4.152 A preliminary assessment of the site capacity reveals that approximately 100 dwellings could be accommodated on the site at 45dph. This scale of development is not sufficient to support the level of access / transport improvements required to bring forward development sustainably in this location. Should all the land come forward within the area south of Burton bounded by Stony Lane to the west and Salisbury Road to the east this would deliver approximately 450 dwellings at 45dph. This scale of development would be more likely to deliver the necessary infrastructure required to bring forward development sustainably in this location. However, this would still constitute a village extension to Burton as opposed to an urban extension to the existing urban area.

4.153 Land contained within Summers Lane and Preston Lane and Salisbury Road and Hawthorn Road (Submitted by Ken Parke)



Picture 3 Land contained within Summers Lane and Preston Lane and Salisbury Road and Hawthorn Road

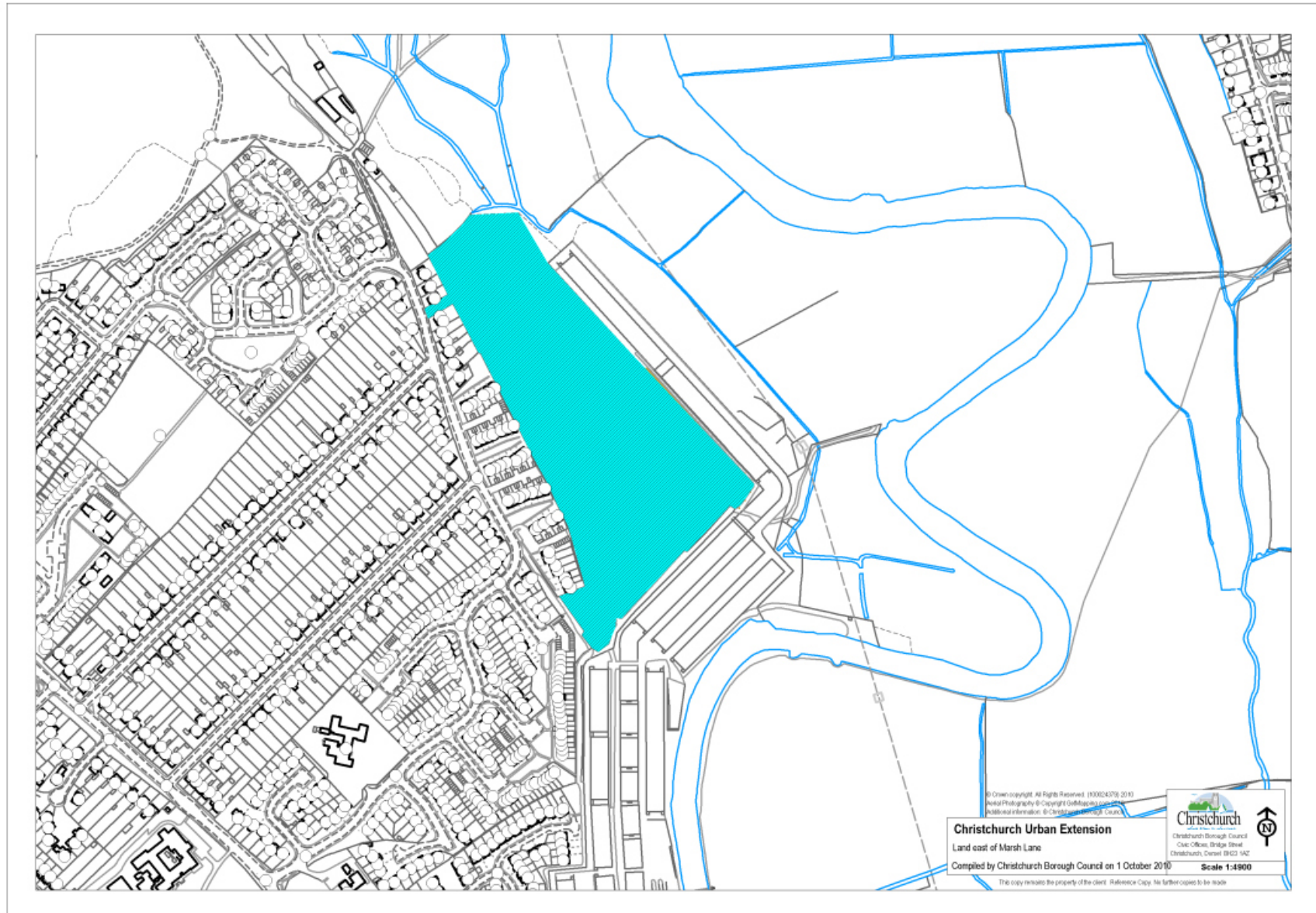
4.154 Ken Parke Planning Consultants

4.155 Ken Parke Planning Consultants has stated that it may be preferable not to confine development in one area within the area of search. In addition to land at Roeshot Hill Ken Parke are promoting land to the east of Burton, specifically land contained within Summers Lane and Preston Lane and Salisbury Road and Hawthorn Road (Plans submitted). They state that housing development on this proposed site would protect and enhance village facilities and services. (Ken Parke are acting on behalf of the various land owners associated with this site). Ken Parke have put forward the view that development of this site would have less impact than development along the bypass or at Roeshot Hill and would not involve development of the allotments at Roeshot Hill.

4.156 Site Analysis

4.157 The western edge of the proposed site is located within the Burton Conservation Area restricting the nature of development that could come forward. A large proportion of the site to the east of Salisbury Road is identified in the 2001 adopted Local Plan as proposed open space (L11) and this policy has been saved in the 2007 Consolidated Local Plan. This option would also be considered as a 'village extension', to Burton not an 'urban extension' to Christchurch and as such is not a sustainable option. The proposed site is accessed north of the railway from the Salisbury Road with constrained access to the A35. There are limited options available to provide the necessary transport improvements to ensure this site proposal is suitably accessible. Significant areas of the proposed site (east and north east) are subject to high flood risk which may preclude development coming forward. Should this site be developed at approximately 45dph approximately 1100 dwellings could come forward. Further work is required to determine whether this is a development of sufficient scale to bring forward the necessary infrastructure improvements for development to come forward. (Further testing in South East Dorset Transport Study).

4.158 Land east of Marsh Lane (submitted by Goadsby on behalf of Bournemouth and West Hants Water)



Picture 4 Land East of Marsh Lane

4.159 Goadsby on behalf of Bournemouth and West Hants Water has put forward land at Marsh Lane as an alternative or supplement to land at Roeshot Hill. The site has been put forward for inclusion as a strategic site in the Core Strategy.

4.160 The site is proposed as an urban extension to the existing urban area for residential development and to comprise suitable alternative natural green space (SANG). It is proposed to bring forward 6.2ha of land at 40dph which would produce approximately 160 dwellings with 65% of the site developed for housing. Goadsby state that land at Marsh Lane is unconstrained and development of the site will not result in adverse visual or landscape impacts and the loss of the site from the Green Belt will not compromise the function of the Green Belt in this locality.

4.161 The northern part of the site (2ha) is within the 400m SPA (Heathland at St Catherine's Hill) buffer which may be suitable for a SANG under the heathland IPF/DPD. The site has an open aspect to the countryside visible across the river.

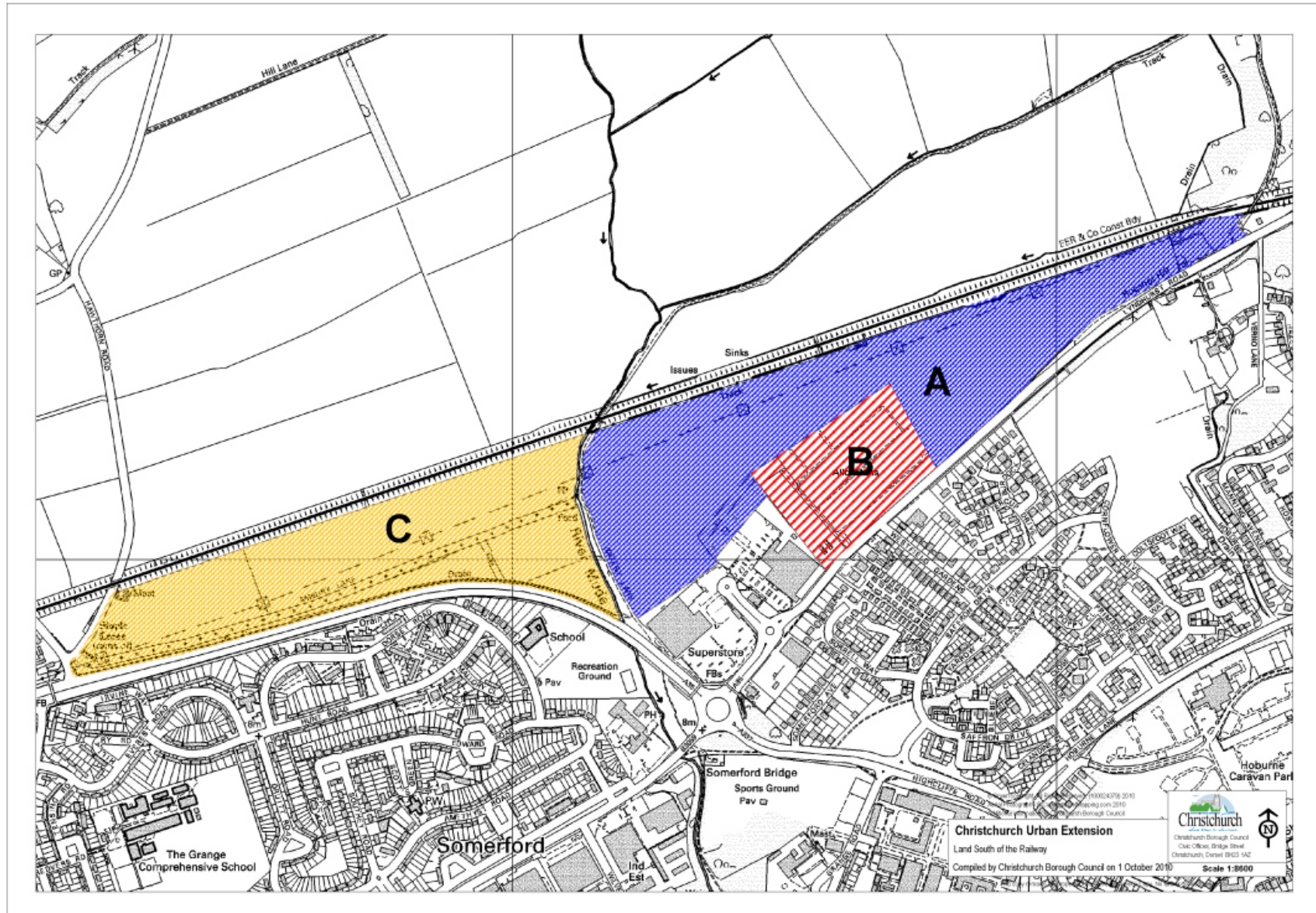
4.162 BWH Water submitted site during the Christchurch Local Plan enquiry in 1999. The Inspector rejected exclusion of the non-operational part of site from Green Belt. The inspector stated a preference for the operational part to be redeveloped when surplus to requirement (page 56, para 3.266 Inspector's Report).

4.163 The SHLAA has assessed this site and concluded that it has long term potential and at a medium density option of 45dph the site would produce approximately 200 dwellings.

4.164 Urban Extension Options

4.165 The following options in this section were established in 2009 informed by issues and options engagement and the Christchurch strategic housing land availability assessment. They are set out here in order to illustrate the entire process of option generation undertaken by the Council. These options have now been superseded by options established through further consultation and master planning work undertaken by Broadway Malyan. The Stage 1 Masterplan Context Report (2010) prepared by Broadway Malyan is available to view separately. Section 5 of this key issue paper sets out options included in the Core Strategy 'Options for Consideration' informed by master planning work and ongoing consultation.

4.166 Option UE1 (i) Locate Development at Roeshot Hill (sites A and B)



Picture 5 Christchurch Urban Extension - Land South of the Railway

4.167 Preferred Option UE1 locates 600 dwellings at Roeshot Hill and includes the Roeshot Hill Allotments. From our internal assessment undertaken as part of the Strategic Housing Land Availability Assessment areas A and B are required to deliver 600 dwellings. In view of probable housing densities (45dph considering the provision of a mix of housing at different densities across the site), open space provision, transport infrastructure requirements and the location of the overhead pylons it is unlikely that over 600 dwellings can be delivered. The first phase of the urban extension master planning will include a detailed assessment of the level of housing that can be accommodated on sites south of the railway line updating the internal assessment.

4.168 Delivery of 600 dwellings at Roeshot Hill on areas A and B would enable the Council to demonstrate a 15 year housing land supply in relation to the previous RSS housing figure (The remaining 2850 dwellings for Christchurch would be delivered in the existing urban area). However, development in this area alone would not provide flexibility to accommodate a level of housing above the previous RSS housing figure.

4.169 Constraints

4.170 Allotments

4.171 This option would require the Council to determine a replacement site for the statutory allotments. Options are currently being pursued for a suitable alternative site in the event of this option coming forward.

4.172 Overhead Pylons

4.173 The current location of the pylons sterilises a significant area of site A. The landowner is considering the alternatives of 'under grounding' the pylons or routing them north of the railway line.

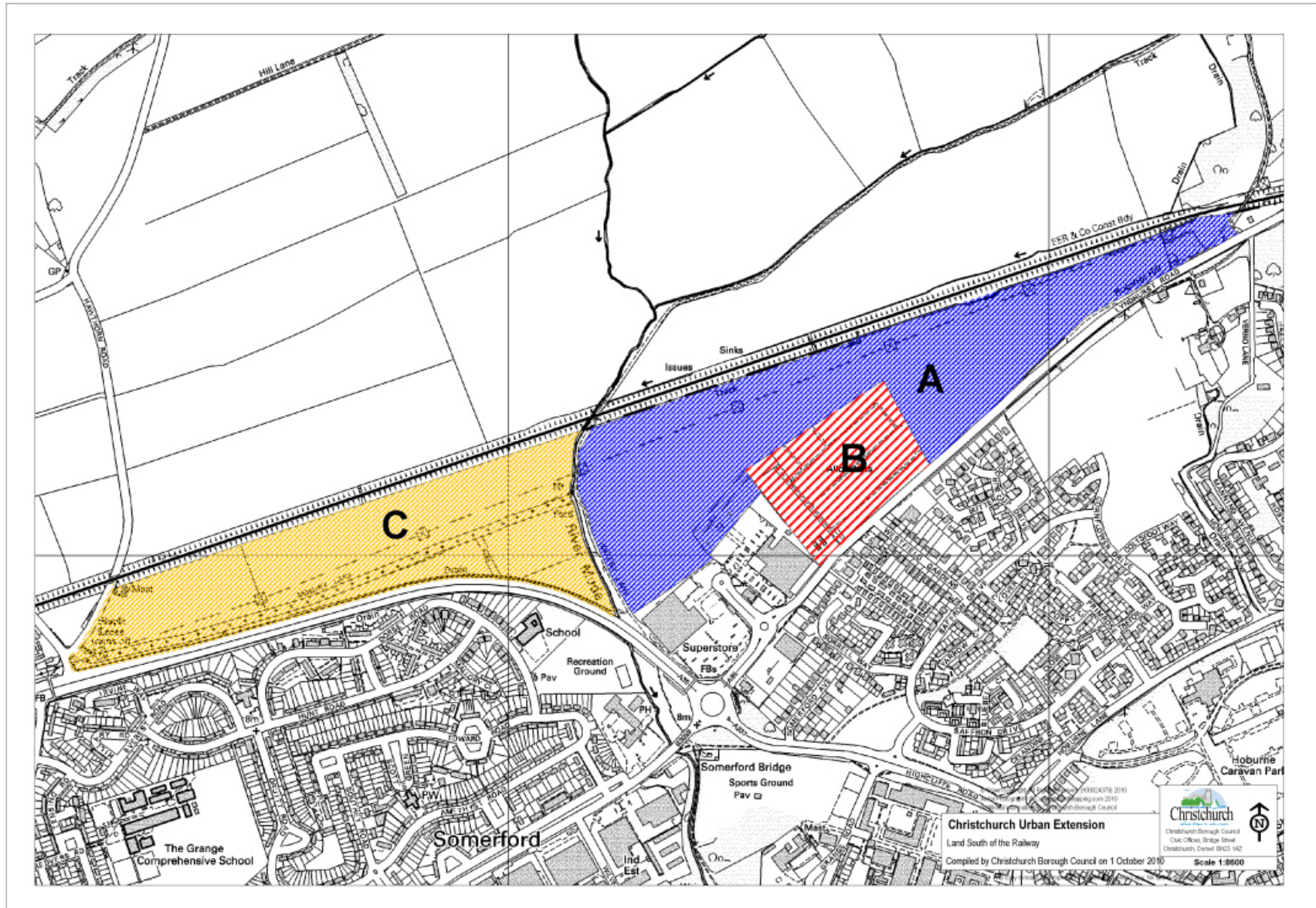
4.174 Potential Gravel Extraction

4.175 Dorset County Council and Hampshire County Council have identified land north of the Railway line for potential minerals extraction which when considered as one site extends from Hawthorn Road east to the Borough boundary. Should these sites remain in the respective minerals and waste plans the process of minerals extraction will need to be carefully aligned with delivery of the urban extension to ensure both processes can be undertaken concurrently.

4.176 Heathland Mitigation

4.177 Development of the urban extension will have an impact upon the Dorset Heaths and the New Forest National Park. Options for the provision of Suitable Alternative Natural Green Space (SANGs) to mitigate this impact will be examined in the Joint Heathlands DPD which is currently scheduled for adoption in advance of our Core Strategy. The Core Strategy would be the mechanism to formally allocate a SANG.

4.178 Option UE1 (ii) Locate Development South of the Railway Line on Sites A and C



Picture 6 Christchurch Urban Extension - Land South of the Railway

4.179 Locating development south of the railway line on sites A and C would deliver approximately 750 dwellings at a density of 45dph. This option enables a higher level of development than **UE1 (i)** and allows greater flexibility. Locating development in areas A and C would avoid the need to relocate the Roeshot Hill Allotments. A higher level of development within the urban extension is likely to assist development viability and provide greater assurance that the necessary infrastructure can be delivered to accommodate the urban extension.

4.180 Pursuing this level of development in the urban extension could enable a lower level of development in the existing urban area (below the current 2850). This would reduce the pressure on infill development and would assist in maintaining low density areas.

4.181 Constraints

4.182 Overhead Pylons

4.183 As stated above in developing area A.

4.184 Access / Transport Infrastructure Requirements

4.185 The Council is awaiting the outputs of the South East Dorset Multi Modal Transport Study and the A35 Route Management Study which will examine transport infrastructure improvements required to bring forward the urban extension. However, in the interim it is envisaged that bringing forward Area C would require more substantial transport improvements than concentrating development at Roeshot Hill.

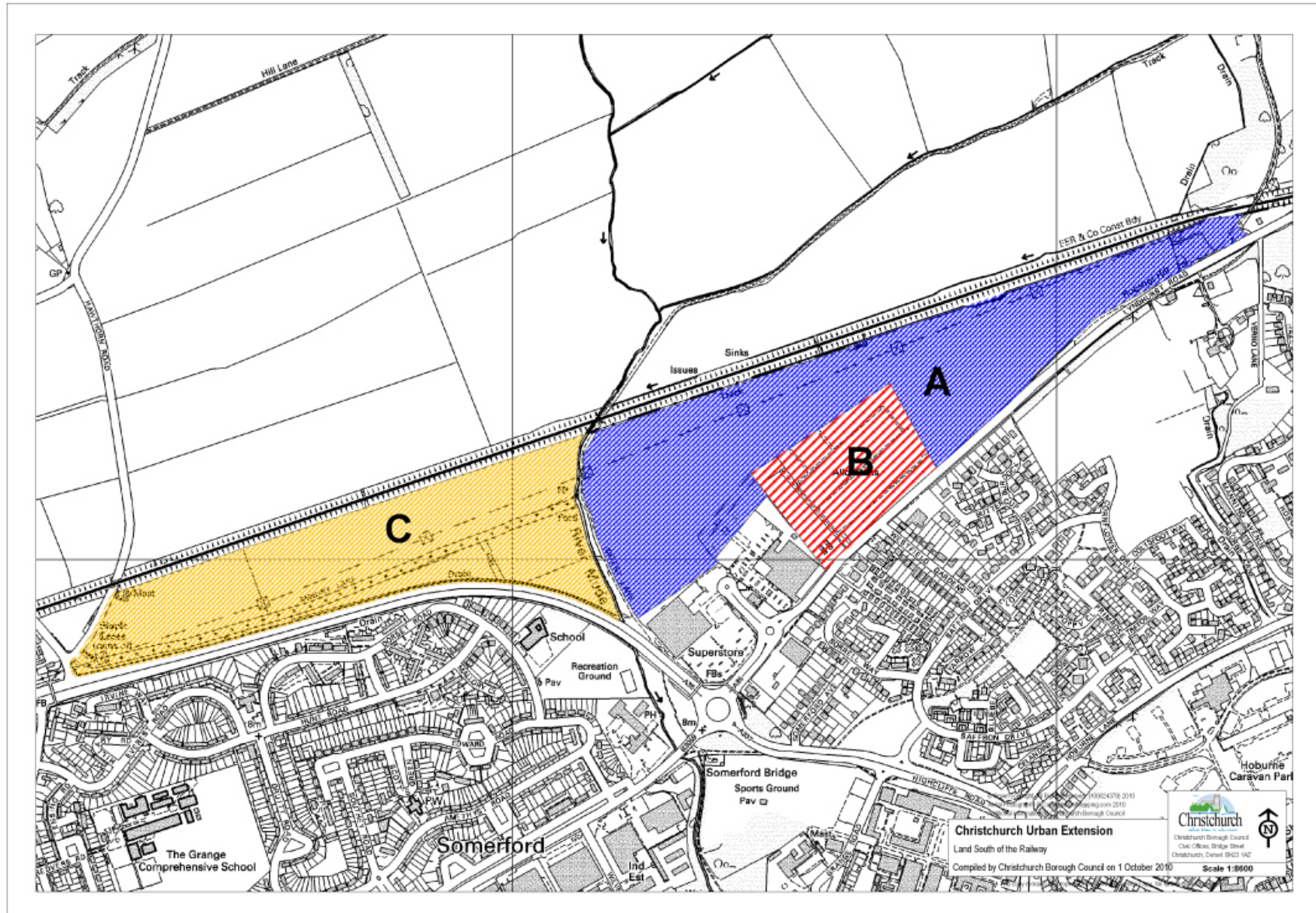
4.186 Potential Gravel Extraction

4.187 As set out above.

4.188 Heathland Mitigation

4.189 As set out above.

4.190 Preferred Option UE1 (iii) Locate Development South of the Railway Line on Sites A, B and C



Picture 7 Christchurch Urban Extension - Land South of the Railway

4.191 Locating development on Sites A, B and C would deliver in the region of 950 dwellings at a density of 45dph. A higher level of development within the urban extension is likely to assist development viability and provide greater assurance that the necessary infrastructure can be delivered to accommodate the urban extension.

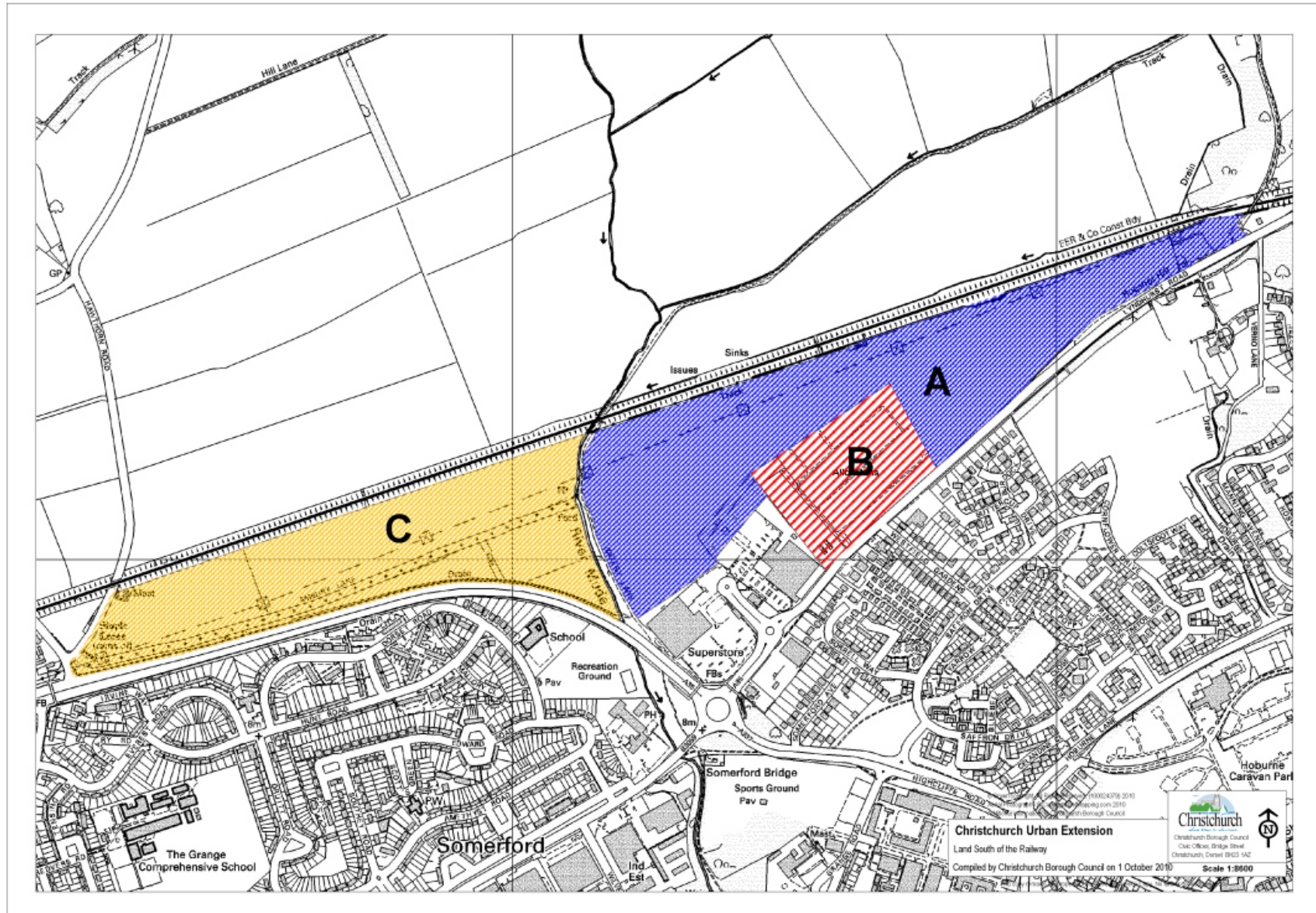
4.192 Comprehensive development of land south of the railway line would also allow for consideration of a further option of reducing the level of housing in the existing urban area which would reduce the pressure for infill development and would assist in maintaining low density areas.

4.193 Constraints

- Overhead Pylons
- Roeshot Hill Allotments
- Transport Infrastructure Improvements
- Potential Gravel Extraction
- Heathland Mitigation

4.194 This option presents the largest scale of development and is likely to require a higher level of transport infrastructure improvements compared to options UE1 (i – iv)

4.195 Option UE1 (iv) Locate Development in Areas A and B at Roeshot Hill. (Safeguarding Area C for housing delivery in excess of previous RSS housing figure)



Picture 8 Christchurch Urban Extension - Land South of the Railway

4.196 Locating development at Roeshot Hill would enable the Council to meet the previous RSS housing figure (600 at 45dph). The safeguarding of Area C would provide additional land supply should Christchurch be required to meet a higher housing figure during the current plan period (to 2027). This option would reduce pressure for the development of less sustainable sites north of the railway line within the area of search and other Green Belt sites in the Borough.

4.197 Constraints

- Overhead Pylons
- Roeshot Hill Allotments
- Transport Infrastructure Improvements
- Potential Gravel Extraction
- Heathland Mitigation

Issue Identified at Issues and Options

UE2 – What criteria should we consider in developing policy for this urban extension?

Issues and Options Consultation Response

4.198 Responses to the issues and options engagement process to UE2 identified a range of criteria to guide the development of the urban extension in addition to those raised through the consultation which include:

- Development should be dependant upon the provision of adequate public transport provision and appropriate measures to encourage travel by more sustainable modes other than the car (DCC, Highways Agency)
- Development should be dependent upon the provision of suitable transport infrastructure and services (Highways Agency)
- Development of the urban extension should avoid unacceptable impacts on the B3347 (Avon Valley Road) and the A35 (including through Lyndhurst) (NFDC)
- Should land north of the railway line come forward for minerals extraction (Hampshire and DCC sites) the process of minerals extraction and development of the urban extension will need to be carefully aligned.

- Development should be located in an area least constrained by floodrisk (Environment Agency) (in line with national guidance)
- Development within the urban extension should consider the visual impact upon the National Park.

4.199 A – Avoid impact on nature conservation habitats and species

Option	Agree	Disagree	No Opinion
A	70	3	14

Table 4.5

4.200 The New Forest National Park raised the issue of the potential for increased recreational pressure on protected habitats within the New Forest. Particular attention is drawn to Burton Common SSSI which is under some pressure from recreational use. The master planning for the urban extension will determine requirements for the provision of high quality open space within the development and the provision of a suitable alternative natural green space (SANGs) within walking distance of the development.

4.201 New Forest District Council (NFDC) supports the concept of SANGs as a method of heathland mitigation. NFDC also support the proposal for the Stour Valley Country Park as strategic green infrastructure. In addition to the identification of new areas of open space they support making the best use of existing facilities as an approach to heathland mitigation. NFDC draw attention to the recent Footprint Ecology work and links between recreational pressure on sensitive areas of the National Park and visitor pressure from both the South Hampshire and South East Dorset sub regions. Through the preparation of its Core Strategy NFDC are examining the need for appropriate mitigation measures associated with the level of development anticipated in their district. NFDC encourage a co-ordinated approach toward heathland mitigation between Christchurch, East Dorset and the National Park.

4.202 Christchurch and East Dorset are liaising with NFDC and the New Forest National Park on a number of cross border issues which include approaches for heathland mitigation. Both authorities are included on the Christchurch Urban Extension Advisory Group which will explore issues associated with heathland mitigation.

4.203 Dorset Wildlife Trust (DWT) raised the issue of the proximity of the area of search to the Burton Common SSSI and the potential adverse impacts from visitor pressure. DWT state that the area of search should be examined for nature conservation interests prior to allocation of the location for development.

4.204 The RSPB stated that development should not have an adverse impact upon nationally and internationally important wildlife sites.

4.205 Natural England (Response set out below)

4.206 The urban extension lies within the vicinity of a number of designated sites. It is within 1.5km from the Avon Valley SPA, Ramsar and the River Avon SAC; 4-5km from the New Forest SPA, SAC, Ramsar and 3-4 km from the Dorset Heathlands SPA, Ramsar and the Dorset Heaths SAC. Part of the AOS just over 400m from Burton Common SSSI and it is 2-3km from Christchurch Harbour SSSI. Purewell Meadows SSSI is also within 500m of the 'area of search'.

4.207 A development of 600 houses has the potential to increase pressures on all of the above designated sites, with the possible exception of Purewell Meadows SSSI as the interest features of this site are not considered particularly vulnerable to residential development in this 'area of search'.

4.208 In our view, a development of this size would need to include sufficient accessible natural green space so that the Increase in visitor pressure to the above sites can be avoided. Further work is needed to refine the amount of additional green space that may be required to avoid or mitigate impacts on the designated sites. Aside from the heath land issues, we consider that from a sustainable development perspective, a residential development of this scale should provide plentiful green space sited sufficiently close to the development so as not to warrant car use to get there.

4.209 Impacts on Burton Common SSSI in particular would need to be carefully considered due to its proximity of the SSSI to the urban extension. We consider that the likely effects of an urban extension on Burton Common would be recreational in nature, arising from increased visitor pressure. However, we believe that the likely impacts could be mitigated by a sufficiently large area of green space in close proximity to the urban extension; a key issue for Natural England is whether the opportunities for new green space are sufficiently realised in order for the green space to function as a counter attraction to the above mentioned surrounding SSSIs and internationally important sites.

4.210 The Strategy for the urban extension should look at opportunities for new green space both north and south of the railway line with good access from the urban extension. There are opportunities for new green space to connect to Burton to the north west of the urban extension. From our knowledge of the area, we consider that there is considerable potential for green space provision, but to make it sufficiently attractive to function as an alternative natural green space will present a challenge.

Consideration of Evidence and Policy

4.211 Heathland Mitigation

4.212 The provision of suitable alternative natural green space (SANG) within walking distance of the urban extension and high quality open space within the site is likely to relieve some of the recreational pressure on the Dorset Heaths and New Forest National Park and Burton Common SSSI. The concept of SANGs as a form of heathland mitigation is supported by Natural England and through research undertaken by local ecologists.

4.213 As set out in UE1 the preferred option for the location of development within the area of search is south of the railway line. Therefore the logical location of a SANG is north of the railway line in close proximity to new development. There is some uncertainty concerning the implementation of a SANG north of the railway line due to Hampshire County Council and Dorset County Council's plans for minerals extraction in this location. There is potential for a SANG to be provided and for minerals extraction to proceed but this will require careful management of these processes and agreement with Dorset and Hampshire County Councils. The success of a SANG in relieving recreational pressure on the heaths will depend on the implementation of mitigation measures elsewhere such as the Stour Valley Concept and delivery of other SANGs in the wider area as part of the strategy adopted through the joint Heathlands DPD.

4.214 Area of Search Ecological Survey

4.215 There are no sensitive habitats or priority species within the area of search itself. There are a number of sensitive habitats in proximity to the area of search (as discussed above under UE1). Appropriate measures need to be considered to avoid / minimise adverse impacts on these sensitive habitats which is likely to include the provision of high quality open space and the potential for a SANG within walking distance of development.

4.216 South East Dorset Multi Modal Study 2010

4.217 Transport infrastructure options identified through this study to mitigate the impact of new development including the urban extension will be assessed through the habitats regulations assessment to determine any possible adverse impacts upon sensitive habitats.

Issues and Options Sustainability Appraisal

4.218 This option to avoid adverse impacts on nature conservation habitats and species has a significant positive impact on SA Objective 1.

Conclusions / Implications for Preferred Options

4.219 The urban extension will create additional recreational pressure on the Dorset Heaths and the New Forest National Park which needs to be mitigated through a variety of measures. The Core Strategy can identify requirements for high quality open space within the urban extension and the location for a SANG in close proximity to the urban extension. Heathland mitigation measures need to be approached on a wider geographical basis and a detailed strategy for the wider area will be determined in the Joint Heathlands DPD involving the delivery of SANGs across the wider area and potential delivery of the Stour Valley concept.

Issues and Options Consultation Response

4.220 B – Avoid locating development near overhead power lines

Option	Agree	Disagree	No Opinion
B	48	10	23

Table 4.6

4.221 Responses were significantly in favour of avoiding locating development near the overhead power lines. A number of respondents suggested that the overhead power lines should be routed underground. Taylor Wimpey UK Ltd / Bodorgan Properties CL Ltd – represented by Woolf Bond Planning suggest that the power lines can be relocated and / or routed underground.

Consideration of Evidence and Policy

4.222 It is understood that Meyrick Estates are examining options regarding the over head power lines. There are significant cost implications for re – routing the power lines north of the railway line and for the alternative option of routing the power lines underground within the area of search.

4.223 Should Dorset and Hampshire County Councils plans for minerals extraction proceed this will affect the ability to re – route the power lines north of the railway.

4.224 The master planning work undertaken to inform the production of the Core Strategy and Urban Extension SPD will determine the strategy toward the power lines.

Issues and Options Sustainability Appraisal

4.225 There is a clear positive impact upon objective 12 (healthy Lifestyles) for re routing the over head power lines which may present issues for the health of residents if development is located in close proximity. Re routing of the power lines may also enable a higher level of residential development to come forward assisting the delivery of affordable housing (objective 13). Overall, avoiding locating development near overhead power lines is the most sustainable option.

Conclusions / Implications for Preferred Options

4.226 The over head power lines currently run south of the railway line and cross the site from Staple Cross to Roeshot Hill at the Borough boundary. Meyrick Estates has undertaken work examining options for the power lines which include under grounding or re-routing north of the railway line. At present, this evidence has not been made available to the Council.

4.227 Options for Re-routing Overhead Power lines

4.228 Routing power lines north of the railway

4.229 The overhead power lines could be routed north of the railway line which would provide a significantly larger area for development south of the railway line. The cost of re-routing the power lines north of the railway line is significant and would have an impact upon overall site viability. Should minerals extraction proceed at Roeshot (north of the railway line) minerals would be worked from 2010 for a period of approximately 20 years (including the Dorset and Hampshire sites). This would place a significant constraint on the precise re-routing of the power lines north of the railway line.

4.230 Routing power lines under ground within the area of search

4.231 It may be possible to under ground the power lines which would free up land south of the railway for development. The process of under grounding the power lines is understood to be very costly and would need to be considered in respect of overall site viability. This would need to be considered in relation to levels of developer contributions sought for other essential infrastructure required to serve the urban extension.

Issues and Options Consultation Response

4.232 C – Avoid the need to relocate the allotments

Option	Agree	Disagree	No Opinion
C	27	21	27

Table 4.7

4.233 Opinion was split regarding the need to relocate the allotments. Attendees to the issues and options urban extension focus group (including representatives of the Roeshot Hill Allotments Association) run as part of the issues and options consultation accepted that the Allotments site was likely to be required for development as part of the urban extension and in this instance a suitable alternative site should be identified.

Consideration of Evidence and Policy

4.234 The 2009 SHLAA has reviewed the development potential of Areas A, B and C south of the railway line identified under UE1.

4.235 The master planning work will examine in detail the options for the relocation of the allotments should this be required to accommodate the level housing required to meet local needs.

Issues and Options Sustainability Appraisal

4.236 Maintaining the allotments in their current location would avoid the loss of a community facility and has a positive impacts upon objective 16 (community facilities) and objective 12 (healthy lifestyles).

Issues and Options Consultation Response

4.237 D – Relocate but secure a new site for the allotments

Option	Agree	Disagree	No Opinion
D	31	15	25

Table 4.8

Consideration of Evidence and Policy

4.238 The Roeshot Hill Allotments received statutory status on the 28th October 1975 and are within the ownership of the Council. Should there be a requirement to relocate the allotments the Council has a statutory duty to find a suitable alternative allotments site. The statutory distance for the replacement allotments should be $\frac{3}{4}$ of a mile unless the displaced allotment holders agree to travel further. As discussed above the master planning for the urban extension will explore options for the relocation of the allotments.

Issues and Options Sustainability Appraisal

4.239 There are no clear positive or negative impacts from this preliminary assessment. Should the need arise to identify a suitable alternative site for the allotments the outcome would be to maintain this important community facility which has a positive impact on Objective 16.

Conclusions / Implications for Preferred Options

4.240 The Allotments form a prime element of the Roeshot Hill site and are contained within the Council's preferred location for development. The findings of the 2009 SHLAA identify the need to maximise development potential south of the railway line in order to provide sufficient housing to meet local needs and to protect the character of the existing urban areas. Therefore, it is highly likely that the allotments will need to be re located in accordance with the statutory requirements set out above and in agreement with the allotment holders.

4.241 Roeshot Hill Allotments Options

4.242 Relocation of the Allotments

4.243 Options for the re-location of the Roeshot Hill Allotments site will be examined as part of the urban extension master planning process and the production of the urban extension SPD.

4.244 Maintaining Allotments in Current Location

4.245 In order to maintain the allotments in their present location and deliver above 600 dwellings the Council will need to consider locating development south of the railway line, east of Hawthorn Road to Watery Lane in addition to land at Roeshot Hill (excluding the Allotments site). This option is consistent with the location of development set out under UE1 (ii) which would produce approximately 750 dwellings at 45dph. If parts of the Borough are preserved for family housing / low density development this places increased demand to utilise all available land south of the railway line consistent with option A.

Issues and Options Consultation Response

4.246 E – Provide suitable transport infrastructure and services

Option	Agree	Disagree	No Opinion
E	71	1	11

Table 4.9

4.247 The New Forest National Park authority expects an assessment of the traffic impacts of development on cross forest routes (including the A35 and the bottleneck at Lyndhurst).

4.248 New Forest District Council (NFDC) request adequate assessment of the traffic impacts upon the New Forest District. NFDC indicate the impacts are likely to be mainly on the B3347 (Avon Valley Road) and the A35 (including through Lyndhurst). NFDC state that if the traffic impacts are ‘unacceptable’ development north of Christchurch should not proceed.

4.249 The Highways Agency supports the principles of Option E to provide suitable transport infrastructure and services; H - provide employment opportunities within the site; and I - provide local facilities and services within the site. These options are deemed to be concurrent with the Agency's support for both promoting non-car modes and reducing the need to use the strategic road network through self containment.

Consideration of Evidence and Policy

4.250 Christchurch and Southern East Dorset Transport Study (Atkins 2008)

4.251 Prior to undertaking the Multi Modal Study Atkins undertook an interim study for Christchurch and East Dorset to inform responses to RSS Proposed Changes. This study identified issues with delays on the A35 through Christchurch and associated junctions through the urban area. The study also recognises that Christchurch will suffer significant congestion even without new development. The recommendation of the study was that specific localised transport improvements would be required and identified through the South East Dorset Multi Modal Transport Study.

4.252 South East Dorset Multi Modal Study (Atkins)

4.253 The South East Dorset Multi Modal Study currently being produced by Atkins will determine specific transport infrastructure improvements required to accommodate the level of growth set out in the Core Strategy options for the Borough including the urban extension.

Issues and Options Sustainability Appraisal

4.254 Enhancements to public transport infrastructure, walking and cycling facilities will have a positive impact on reducing the need to travel (objective 7) and air noise pollution (objective 6). Improvements to walking and cycling facilities will also contribute to healthy lifestyles (objective 12).

Conclusions / Implications for Preferred Options

4.255 Transport assessments undertaken by Atkins in 2008 highlight issues with congestion in the Christchurch urban area and the A35. Transport infrastructure improvements will be required to bring forward the Christchurch urban extension in a sustainable way. Specific localised transport infrastructure improvements will be identified through the South East Dorset Multi Modal Transport Study currently being undertaken by Atkins.

Issues and Options Consultation Response

4.256 F – Provide high levels of affordable housing on the site (Agree 41, Disagree 16, No Opinion 21)

Option	Agree	Disagree	No Opinion
F	41	16	21

Table 4.10

4.257 Woolf Bond Planning state that affordable housing should be provided subject to site availability issues.

Consideration of Evidence and Policy

4.258 Three Dragons Study of Affordable Housing Provision and Developer Contributions in Dorset (2009)

4.259 The 3 Dragons study is inconclusive concerning the level of affordable housing that can come forward within the urban extension whilst maintaining development viability. Residual values have been calculated for a 40% proportion of affordable housing with £15,000 of developer contributions. It is possible to calculate residual values for proportions of affordable housing between 40% – 50% with a £15,000 developer contribution. However, it is not clear whether the resultant residual values from these proportions are sufficient to achieve development viability. Further work is required to determine detailed infrastructure requirements for the urban extension. Once this work is complete it will be possible to determine whether a higher proportion of affordable housing can be sought for the urban extension in relation to the borough wide policy approach.

4.260 Dorset Survey of Housing Need and Demand 2007: Christchurch and East Dorset Reports

4.261 This study concentrates on the need for affordable housing and the supply and demand for housing across all tenure groups. The housing needs survey sets out a high demand of 243 affordable units in Christchurch (net) per annum which is beyond which can be realistically be delivered. These requirements significantly exceed even the housing requirement set out in the revoked RSS Proposed Changes at 173 units per annum. The level of affordable housing need justifies exploration of a higher potential for affordable housing within the Christchurch Urban Extension subject to development viability as discussed above.

Issues and Options Sustainability Appraisal

4.262 This option has a strong positive impact on the provision of affordable housing (Objective 13).

Conclusions / Implications for Preferred Options

4.263 Examination of higher targets for affordable housing within the Christchurch Urban Extension contributes to meeting housing need. The level of affordable housing which can be delivered within the urban extension will depend on development viability. Provision of affordable housing will need to be balanced against the delivery of other infrastructure required to bring development forward within the urban extension. The infrastructure plan will determine the level of contributions required for other infrastructure and the subsequent level of affordable housing that can be requested while maintaining development viability.

4.264 Options**4.265 A: 40% of all housing****4.266 B: 45% of all housing****4.267 C: 50% of all housing****Issues and Options Consultation Response****4.268 G – Provide high quality open spaces within the site**

Option	Agree	Disagree	No Opinion
G	68	3	12

Table 4.11

4.269 Ken Parke Planning Consultants acknowledge the need for additional public and recreational open space which may also serve the purpose of heathland mitigation.

Consideration of Evidence and Policy

4.270 The PPG17 study sets out Borough wide standards for the provision of open space, sports and recreation facilities. The range of open space, leisure and recreation facilities to be provided within the urban extension will relate to existing provision south of the A35. Specific requirements for the provision of open space, leisure and recreation facilities will be determined as part of the master planning process and set out within the urban extension SPD.

Issues and Options Sustainability Appraisal

4.271 The provision of high quality open space has a positive impact for relieving recreational pressure on the heaths and sensitive habitats in proximity to the urban extension (Objective 1). Provision of high quality open space also provides health benefits through recreation which has a positive impact upon objective 12 (healthy lifestyles). This also has a significant positive impact public access to open space (objective 21) and creating high quality places and spaces (objective 20).

Conclusions / Implications for Preferred Options

4.272 The provision of open space, leisure and recreation facilities in the urban extension will be determined in relation to standards set out in the PPG17 study and existing provision of facilities directly south of the A35. The master planning process will determine the location and level of sports, leisure and recreation facilities to be provided in the urban extension which will be set out in the urban Extension SPD.

Issues and Options Consultation Response

4.273 H – Provide employment opportunities within the site

Option	Agree	Disagree	No Opinion
H	37	24	15

Table 4.12

Consideration of Evidence and Policy

4.274 The Christchurch and East Dorset employment land review determines the level of employment land to be provided in the Borough to 2027 based on projections set out in the Bournemouth, Dorset and Poole Workspace Strategy (2008). There is currently an undersupply of employment land in the short to medium term across the plan area which places additional demand for bringing new sites forward for employment development in Christchurch. There is a need to provide a diversity of sites in the Borough to attract a range of business activity to provide a diverse range of employment opportunities to meet the needs of the local population.

Issues and Options Sustainability Appraisal

4.275 This option has a significant positive impact upon reducing the need to travel (objective 7) through the provision of local employment opportunities. Bringing forward land for commercial development also has a significant positive impact on sustainable economic growth (objective 24) through the attraction / expansion of businesses and the creation of employment opportunities.

Conclusions / Implications for Preferred Options

4.276 The master planning work for the urban extension will determine the extent to which commercial uses can be accommodated and this will be set out in the urban extension SPD.

Issues and Options Consultation Response

4.277 I – Provide local facilities and services within the site

Option	Agree	Disagree	No Opinion
I	64	6	11

Table 4.13

4.278 Hilary Chittenden of East Dorset Environment TAG stated that development should come forward sustainably so that there is no need for car use for short journeys to e.g. schools, shops, doctors surgery, post office, banking facilities. Any development must be 'zero carbon'.

Consideration of Evidence and Policy

4.279 The requirement for provision of local facilities and services will be determined through the master planning process with specific needs set out in the Urban Extension SPD.

Issues and Options Sustainability Appraisal

4.280 The provision of local facilities and services within the urban extension will have a positive impact upon reducing the need to travel (objective 7). This also has a clear positive impact upon objective 16 with the provision of facilities that help maintain social cohesion and provide good access to basic services. Dependant upon the nature of facilities provided in the urban extension there is potential for a positive impact upon participation in cultural activities (objective 17).

Conclusions / Implications for Preferred Options

4.281 The requirement for provision of local facilities and services will be determined through the master planning process with specific needs set out in the Urban Extension SPD.

Issues and Options Consultation Response

4.282 J – Secure high quality design of development

Option	Agree	Disagree	No Opinion
J	69	2	11

Table 4.14

Consideration of Evidence and Policy

4.283 PPS1 recommends appropriate design policies should be integrated into the spatial planning framework to secure a high quality, well functioning built environment. The policies should be based on an understanding of the local area and respond to the particular character and context of a place in order to create unique and distinct places. The preferred approach will be to adopt policies that address locally specific design issues, relating to the built; and natural environment. In addition a portfolio of overarching design principles that will guide all types and forms of development should be introduced into the Core Strategy.

Issues and Options Sustainability Appraisal

4.284 Securing high quality design of development within the urban extension could have a positive impact on the level of water consumption (objective 8). Design that incorporates low carbon technology and recyclable materials can have a positive impact upon reducing energy consumption and greenhouse gas emissions. High quality design can also have a positive impact through designing out crime (objective 15). There is also a significant positive impact upon objective 20 (creating places, spaces and buildings that work well, wear well and look well and improving the quantity and quality of publically accessible open space.

Conclusions / Implications for Preferred Options

4.285 The Core Strategy will set out broad design policies for the plan area. Detailed design principles will be established for the urban extension through the master planning process which will be set out in the Christchurch Urban Extension SPD.

Issues and Options Consultation Response

4.286 K – Maximise the use of renewable energy and sustainable construction methods

Option	Agree	Disagree	No Opinion
K	56	7	14

Table 4.15

Consideration of Evidence and Policy

4.287 Three Dragons Study of Affordable Housing Provision and Developer Contributions in Dorset (2009)

4.288 The 3 Dragons study concludes that in the current market that level 3 of the Code for Sustainable Homes is the maximum that can be achieved with 40% affordable housing and a £15,000 contribution. The study states that requesting a higher level of compliance with the Code, 40% affordable housing and a £15,000 contribution per dwelling would raise issues with development viability. Compliance with the Code for Sustainable Homes Level 3 will be come mandatory in 2010 and development has the potential to come forward in the urban extension from 2013 onwards. Therefore, there is no requirement for a Core Strategy policy over and above the national timetable for compliance with the Code for Sustainable Homes.

4.289 The master planning process for the urban extension will assess the options for sources of renewable energy and the policy approach for renewable energy will be set out in the Urban Extension SPD.

Issues and Options Sustainability Appraisal

4.290 The use of sources of renewable energy and sustainable construction methods has significant beneficial impacts upon levels of harmful emissions which can harm natural systems (objective 6). This option also has a positive impact upon water consumption (objective 8) and reducing non renewable energy consumption and green house gas emissions which contribute to climate change (objective 11).

Conclusions / Implications for Preferred Options

4.291 The conclusions of the 3 Dragons study with regard to development viability establishes that if the Core Strategy sets standards for sustainable construction over and above standards that will be introduced on a national basis this is likely to affect development viability. This will be investigated further as part of the infrastructure planning process which will be subject to further viability assessment. The master planning exercise for the urban extension will examine options for the sources of renewable energy which may be provided on site. The urban extension SPD will examine options for provision of renewable energy.

Issues and Options Consultation Response

4.292 L – Other

4.293 Ken Parke state that housing development should be located away from the railway line and busy roads due to the potential for noise disturbance to future occupiers. This response has been made in relation to the promotion of their clients' site north of the railway line and to the East of Burton. Noise issues need to be explored in relation to the location of development but this does not preclude development coming forward south of the railway line.

4.294 The National Park Authority wish to see criteria which influences the visual impact of the development from the National Park and to make its setting a material planning consideration. This will be considered within the master planning process with options set out in the Urban Extension SPD.

4.295 The Environment Agency emphasise that the location of development within the area of search should accord with the outputs of the SFRA level 2 and criteria set out in PPS25. This issue is covered by national policy and there is no requirement for the Core Strategy to set out a specific policy approach.

4.296 The EA require additional criteria to be included:

- Provide adequate foul water drainage infrastructure
- Ensure all surface water run – off from new development is controlled as near to its source as possible with sustainable drainage systems. This reduces floodrisk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc.
- Maximise the use of water efficiency measures
- Ensure all development includes sustainable design and construction measures, which comply with the Code for Sustainable Homes (residential) or BREEAM (Industrial)
- Ensure contaminated sites are appropriately remediated
- Incorporate waste management within development.

4.297 Martin Hanham of Stewart and Sons requested that the expansion of Stewarts Garden Centre should be allowed in planning for the Christchurch urban extension.

4.298 Options to address issue UE2 put forward during the issues and options consultation in 2008 are addressed in the Christchurch and East Dorset Core Strategy 'Options for Consideration' document under the following issue:

4.299 Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements for the north Christchurch Urban Extension? (Core Strategy Chapter 'Christchurch Urban Extension')

4.300 Section 5 of this background paper sets out options included in the Christchurch and East Dorset Core Strategy 'Options for Consideration' consultation document which have been established from ongoing consultation and master planning work undertaken by Broadway Malyan. For further detail regarding how these options have been put together please refer to the Stage 1 Masterplan Context Report (2010) prepared by Broadway Malyan.

5 Options

5.1 The following options have been established from ongoing consultation undertaken since issues and options in 2008 and have been informed by masterplanning work undertaken by Broadway Malyan. For further detail regarding how these options have been put together please refer to the Stage 1 Masterplan Context Report (2010) prepared by Broadway Malyan.

5.2 They build upon the capacity testing undertaken through the Strategic Housing Land Availability Assessment, set out in Section 4 of this Key Issues Paper, which sub-divided the old RSS Area of Search south of the railway line into areas, with an assumed capacity for housing in each area. The Stage 1 Masterplanning study has taken this work forward alongside an examination of key constraints and opportunities on the site, to develop four options for consideration as set out below.

Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements of the north Christchurch Urban Extension?

Option UE1

5.3 Locate housing, open space and retail / community facilities south of the railway line. Move allotments and suitable alternative natural green space to north of the railway line and move the overhead high voltage power cables underground.

5.4 Housing

5.5 This option could accommodate in the region of 950 – 1250 dwellings dependant on the housing mix and densities achieved across the site. The higher end of this range at 1250 dwellings could be achieved at a net density of 30 dwellings per hectare. Affordable housing provision must be consistent with policies set out in Chapter 14 (Meeting Local Needs). It is not considered viable to request provision for affordable housing over and above the requirements set by the borough wide policy. Detailed issues relating to design and the phasing of development will be set out in supplementary planning document for the urban extension.

5.6 Overhead Power Cables

5.7 This option removes the overhead high voltage power cables and realigns them within the railway noise buffer zone.

5.8 Allotments

5.9 This option involves relocation of the Roeshot Hill Allotments to an alternative site north of the railway line.

5.10 The identification of an alternative site for allotment provision should conform to the following criteria:

- Allotment provision should be in a suitably accessible location which can be accessed by a range of transport modes.
- Allotments should be located away from areas likely to be affected by plans for minerals working.
- An alternative site should be of appropriate quality and size to provide additional allotment plots over and above existing provision at Roeshot Hill.

5.11 Provision of Suitable Alternative Natural Greenspace

5.12 There is a need for the urban extension to provide ‘suitable alternative natural greenspace’ (SANGs) close to the site to allow residents from the new development to utilise this space for recreational purposes. The provision of SANGs is also intended to reduce the recreational impact on the nearby heathlands which are designated Special Protection Areas (SPA). The quantity of SANG provision appropriate for the urban extension should be agreed with Natural England. It will be necessary to locate a SANG north of the railway line to provide an area of sufficient size.

5.13 Open Space Provision

5.14 The accessibility standards for provision of open space set out in the Core Strategy should be considered in determining open space provision for the urban extension. For a development of 950 dwellings sufficient open space could be provided on site to meet the Core Strategy open space standards. The additional need generated by a development of 1250 dwellings would need

to utilise existing open spaces close to the development. There is natural and semi natural green space near Verno Lane and Watermans Park recreation Ground in Somerford, however these areas are separated from the site by the A35 which currently have limited accessibility.

5.15 Types of open space to be provided within the urban extension should include:

- Parks and gardens
- Informal green space
- Natural green space
- Outdoor active sports space
- Children and young people's space

5.16 Community Facilities

5.17 Retail

5.18 The urban extension benefits from being located adjacent to a Sainsburys store and Stewarts Garden Centre which contains a number of smaller retail units. The site is also located in close proximity to retail parks located along Somerford Road. In addition to this provision there will be a requirement for some small additional retail units to be provided to serve every day needs.

5.19 Health

5.20 From consultation with the Dorset Primary Care Trust, GPs and other healthcare specialists the potential for a health care centre has been identified for the urban extension site.

5.21 Community / Village Halls

5.22 The Council's Planning Policy Guidance Note 17 Open Space Study sets out standards for the provision of community halls. In accordance with this standard this option will generate a requirement for a community hall located centrally on the site. A community hall should be provided with the following facilities:

- A hall sufficiently large to be used for a variety of recreation and social activities
- A small meeting/committee room
- Kitchen

- Storage
- Toilets
- Provision of disabled access and use
- Car parking

5.23 Transport Infrastructure Requirements

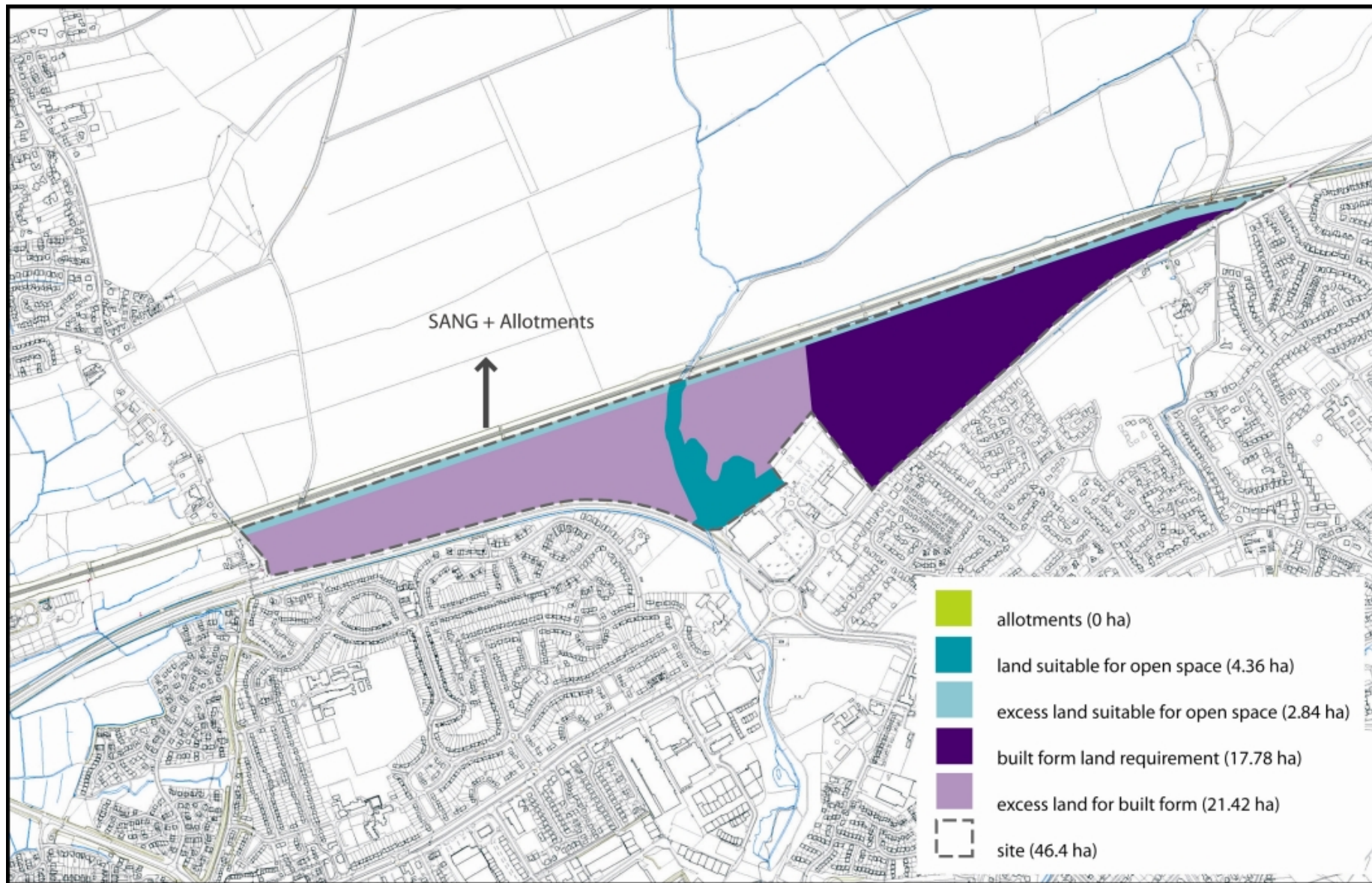
5.24 Transport infrastructure improvements required to accommodate the urban extension will be determined by the South East Dorset Multi-Modal Study and the A35 Route Management Project. It is likely that this will involve improvements to A35 junctions, specific improvements are yet to be determined. Improvements in public transport services should be provided to serve the needs of the urban extension.

5.25 Sustainable Construction and Renewable Energy

5.26 The urban extension will be required to comply with climate change policies in Chapter 12 (Managing the Natural Environment). Future energy requirements for the site should be provided by dwelling based sources, e.g. heat pumps, solar PV and solar thermal. The provision of technologies, such as site wide combined heat and power, may also be viable if extended to other parts of the locality where there is sufficient heat demand.

5.27 Flood / Water Attenuation

5.28 Sufficient land should be identified for the provision of surface water storage. The level and location of flood storage required to support this option should be agreed with the Environment Agency.



Picture 1

Option UE2

5.29 Locate housing, open space and retail/community facilities south of the railway line. Move the Allotments and Suitable Alternative Natural Green Space north of the railway line, but retain the overhead high voltage power cables.

5.30 Housing

5.31 This option could achieve in the region of 650 – 850 dwellings dependent on the housing mix and densities achieved across the site. The higher end of this range at 850 dwellings could be achieved at a net density of 30 dwellings per hectare. Affordable housing provision should be consistent with borough wide policies set out in Chapter 14 (Meeting Local Needs). It is not considered viable to require provision for affordable housing over and above the requirements set by the borough wide policy for this option.

5.32 Overhead Power Cables

5.33 This option maintains the overhead high voltage power cables in their current position. Not moving the power lines removes a significant cost to the development, but has a significant negative impact on residential values and available land that can be utilised for the urban extension.

5.34 Allotments

5.35 As with Option UE1 this option relocates the Roeshot Hill Allotments to an alternative site north of the railway line. The identification of an alternative allotments site should conform to the criteria set out under Option UE1.

5.36 Provision of Suitable Alternative Natural Greenspace (SANGs)

5.37 As set out under Option UE1 there is a requirement to provide a SANG to reduce the recreational impact on the heathlands generated by new development in this location. The quantity of SANG provision will need to be agreed with Natural England. Based on general standards for SANG provision adopted by Natural England, it will be necessary to locate a SANG north of the railway line to provide a site of sufficient size.

5.38 Open Space Provision

5.39 There is sufficient land available with this option to significantly exceed the level of open space provision required by the proposed Core Strategy open space standards which can be provided on site. Types of open space to be provided on site are set out under Option UE1.

5.40 Community Facilities

5.41 Retail

5.42 This option would also require some additional small retail units to provide for everyday needs.

5.43 Health

5.44 As stated for Option UE1 this option could also accommodate a health care centre to meet community needs.

5.45 Community / Village Halls

5.46 In accordance with the standards for provision identified in the Councils PPG17 open space assessment this option would require the provision of a community hall with the facilities requirements as set out under Option UE1.

5.47 Transport Infrastructure Requirements

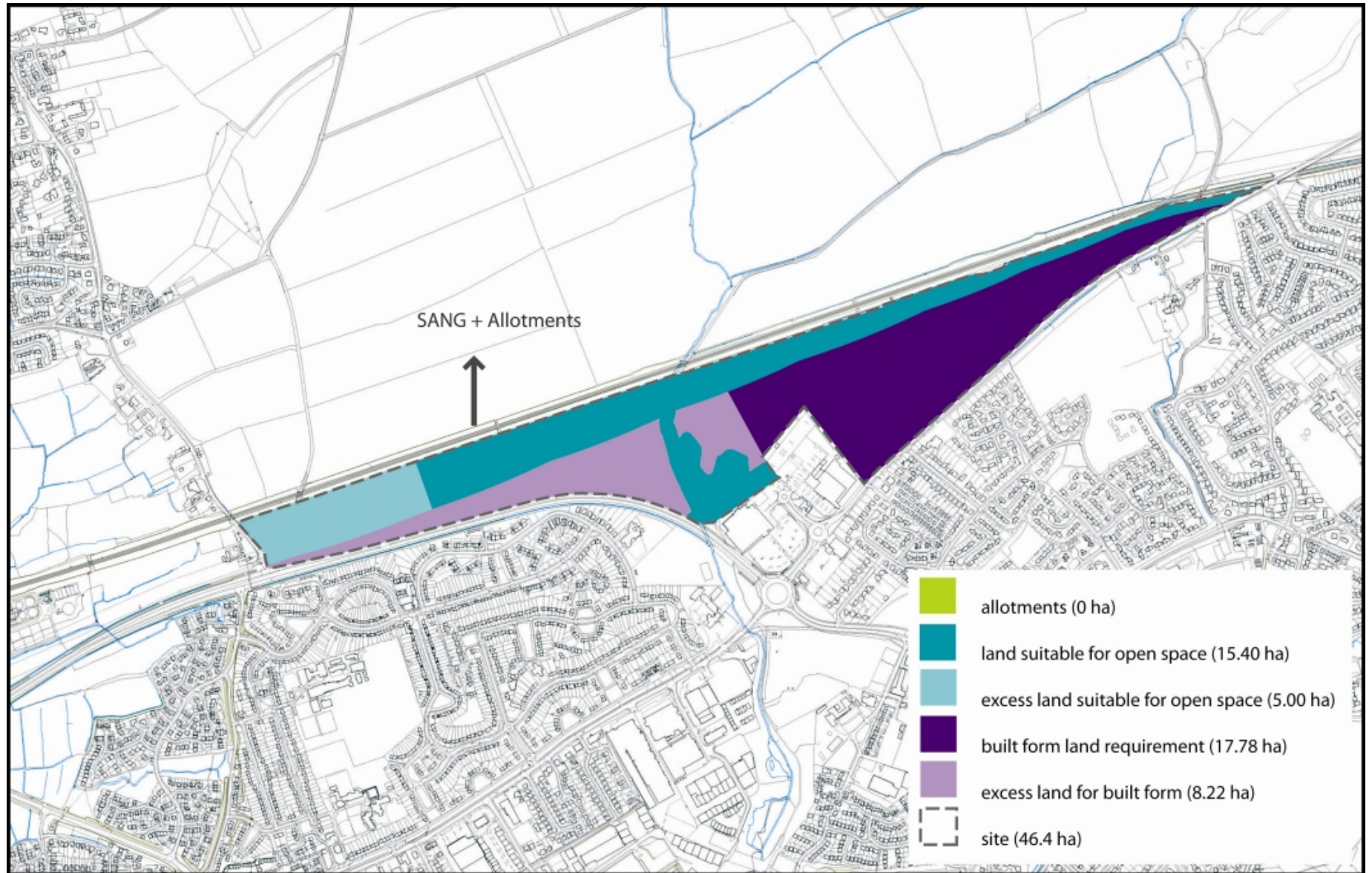
5.48 Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi-Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than Option UE1 and is likely to have a lesser impact on the road network. As with Option UE1 it is likely that this option will require improvements to A35 junctions and improvements to public transport services.

5.49 Sustainable Construction and Renewable Energy

5.50 This urban extension will be required to comply with Core Strategy climate changes policies for sustainable construction as set out in Chapter 12 (Managing the Environment). Future energy requirements for the site should be provided by dwelling based sources e.g. heat pumps, solar PV and solar thermal. The provision of technologies such as site wide combined heat and power may also be viable if extended to other parts of the locality where there is sufficient heat demand.

5.51 Flood / Water Attenuation

5.52 Sufficient land should be identified for the provision of surface water storage. The level and location of flood storage required to support this option should be agreed with the Environment Agency.



Picture 2

Option UE3

5.53 Locate housing, open space, retail and community facilities and allotments south of the railway line, retain the high voltage power lines but move suitable alternative natural green space north of the railway line.

5.54 Housing

5.55 This option could accommodate in the region of 500 – 650 dwellings dependent on the housing mix and the densities achieved across the site. The higher end of this range at 650 dwellings could be achieved at a net density of 30 dwellings per hectare. Affordable housing provision must be consistent with borough wide policies set out in chapter 14 (Meeting Local Needs). It is not considered viable to request affordable housing provision over and above the requirements set by the borough wide policy due to the cost of other infrastructure demands on the site. As with options UE1 and UE2 detailed issues of design and phasing of development would be set out in a Supplementary Planning Document.

5.56 Overhead Power Cables

5.57 This option maintains the overhead high voltage power cables in their current position. Not moving the power lines removes a significant cost to the development but has a significant negative impact on residential values and available land that can be utilised for the urban extension.

5.58 Allotments

5.59 This option involves retaining the Roeshot Hill Allotments in their current position. This has implications for the level of housing that can be achieved within the urban extension and the ability to deliver the borough wide housing target. Retaining the allotments in this position also raises urban design issues for the layout of housing at Roeshot Hill.

5.60 Provision of Suitable Alternative Natural Greenspace (SANG)

5.61 The provision of SANGs north of the railway line will need to be provided in accordance with the criteria set out under option UE1.

5.62 Open Space Provision

5.63 There is sufficient land available with this option to significantly exceed the level of open space provision required by the proposed Core Strategy open space standards which can be provided on site. Types of open space to be provided on site are set out under Option UE1.

5.64 Community Facilities

5.65 Retail

5.66 This option would also require some additional small retail units to provide for everyday needs.

5.67 Health

5.68 As stated for options UE1 and UE2 this option could also accommodate a health care centre to meet community needs.

5.69 Community / Village Halls

5.70 In accordance with the standards for provision identified in the Councils PPG17 open space assessment this option would require the provision of a community hall with the facilities requirements as set out under options UE1 and UE2.

5.71 Transport Infrastructure Requirements

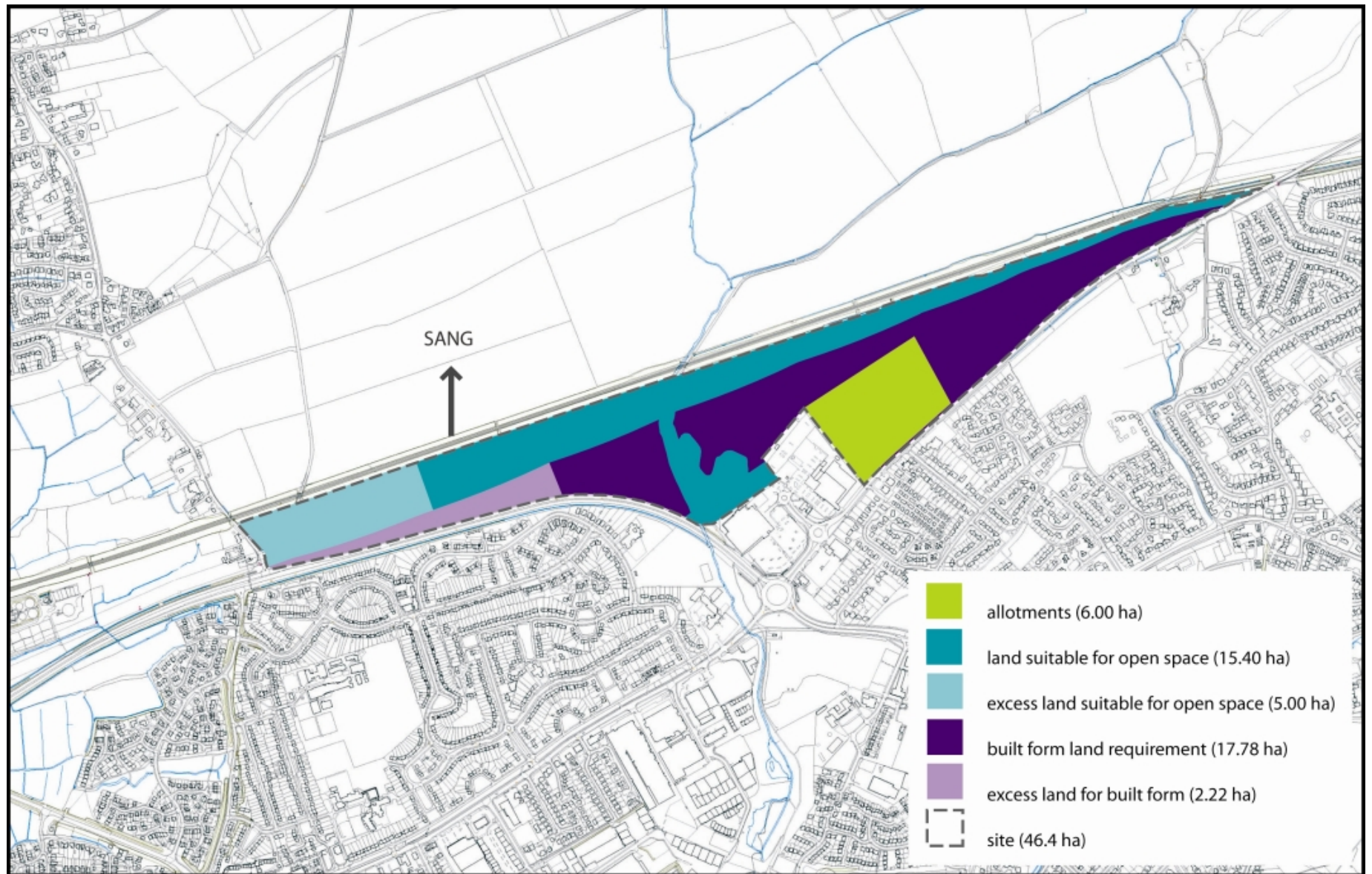
5.72 Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than options UE1 and UE2 and is likely to have a lesser impact on the road network. As with Option UE1 and UE2 it is likely that this option will require improvements to A35 junctions and improvements to public transport services.

5.73 Sustainable Construction and Renewable Energy

5.74 This urban extension will be required to comply with Core Strategy climate change policies for sustainable construction. Future energy requirements for the site should be provided by dwelling based sources e.g. heat pumps, solar PV and solar thermal. With development of this scale it is not considered viable to consider site wide technologies such as combined heat and power.

5.75 Flood / Water Attenuation

5.76 Sufficient land should be identified for the provision of surface water storage. The level and location of flood storage required to support this option should be agreed with the Environment Agency.



Picture 3

Option UE4

5.77 Locate housing, open space, retail and community facilities, allotments and suitable alternative natural green space south of the railway line and retain the power lines.

5.78 Housing

5.79 This option could accommodate in the region of 500 – 650 dwellings dependent on the housing mix and the densities achieved across the site. The higher end of this range at 650 dwellings could be achieved at a net density of 30 dwellings per hectare. Affordable housing provision must be consistent with borough wide policies set out in Chapter 14 (Meeting Local Needs). It is not considered viable to request affordable housing provision over and above the requirements set by the borough wide policy due to the cost of other infrastructure demands on the site. As with Options UE1, UE2 and UE3 detailed issues of design and phasing of development would be set out in a Supplementary Planning Document.

5.80 Overhead Power Cables

5.81 This option maintains the overhead high voltage power cables in their current position. Not moving the power lines removes a significant cost to the development but has a significant negative impact on residential values and available land that can be utilised for the urban extension.

5.82 Allotments

5.83 This option involves retaining the Roeshot Hill Allotments in their current position. This has implications for the level of housing that can be achieved within the urban extension and the ability to deliver the borough wide housing target. Retaining the allotments in this position also raises urban design issues for the layout of housing at Roeshot Hill.

5.84 Provision of Suitable Alternative Natural Greenspace

5.85 This option includes approximately 20 hectares of land available for open space. In meeting the proposed Core Strategy open space standards there is a need for about 7ha to be devoted to open space. The remaining 13ha available for SANG provision is to the lower end of general standards applied by Natural England. Additionally Natural England, have raised concerns that it would not be possible to provide a SANG of appropriate quality south of the railway to divert new residents away from the nearby heathlands. Therefore, there is concern that this option would not meet the requirements of the habitats regulations.

5.86 Open Space Provision

5.87 There is sufficient land available with this option to meet the proposed Core Strategy open space standards which can be provided on site. Types of open space to be provided on site are set out under Option UE1.

5.88 Community Facilities

5.89 Retail

5.90 This option would also require some additional small retail units to provide for everyday needs.

5.91 Health

5.92 As stated for Option UE1, UE2 and UE3 this option could also accommodate a health care centre to meet community needs.

5.93 Community / Village Halls

5.94 In accordance with the standards for provision identified in the Councils PPG17 Open space Assessment this option would require the provision of a community hall with the facilities requirements as set out under Option UE1.

5.95 Transport Infrastructure Requirements

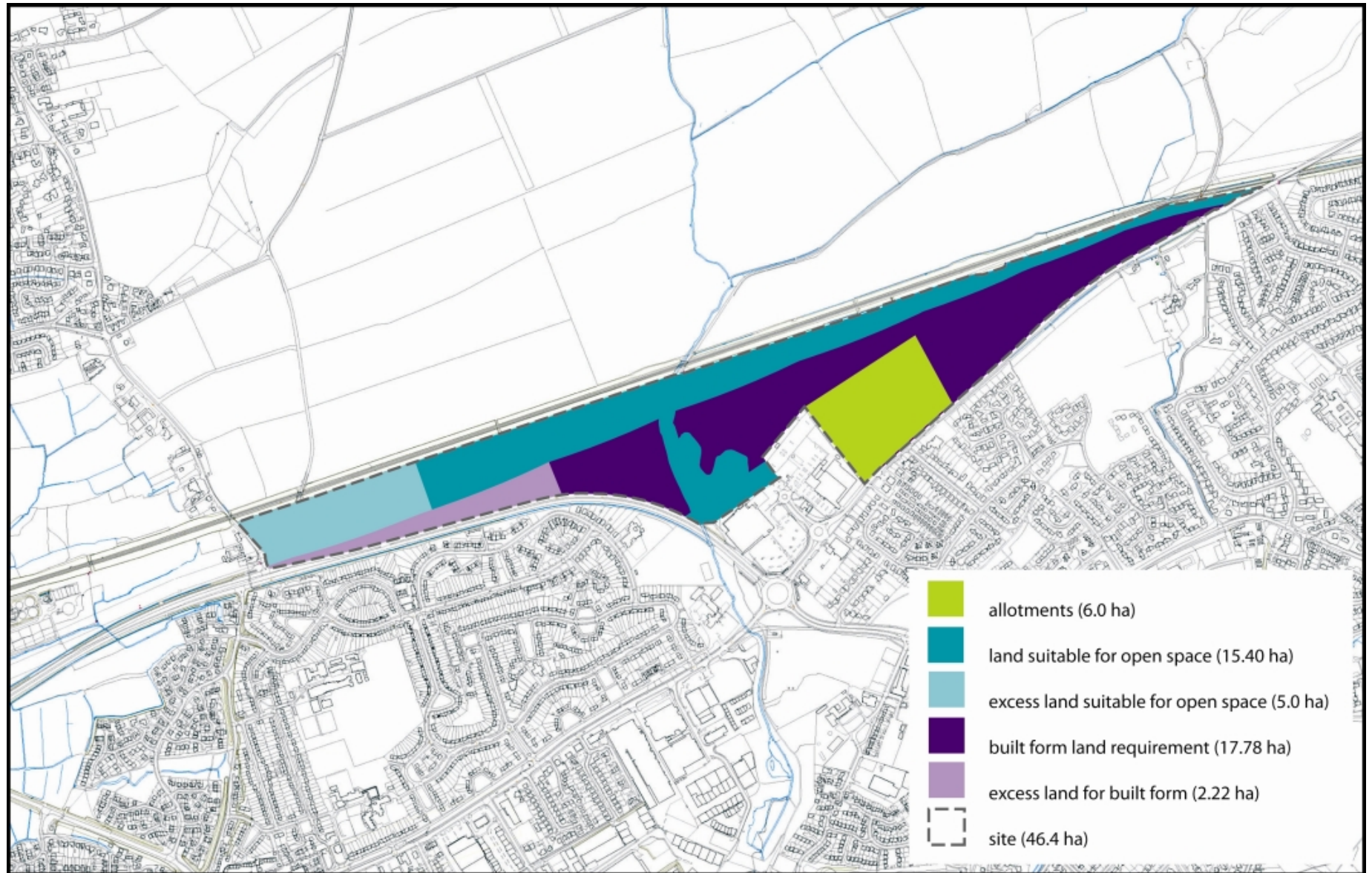
5.96 Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi-Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than Options UE1 and UE2 and is likely to have a lesser impact on the road network. As with Option UE1 and UE2 it is likely that this option will require improvements to A35 junctions and improvements to public transport services.

5.97 Sustainable Construction and Renewable Energy

5.98 This urban extension will be required to comply with Core Strategy climate changes policies for sustainable construction set out in Chapter 12 (Managing the Natural Environment). Future energy requirements for the site should be provided by dwelling based sources e.g. heat pumps, solar PV and solar thermal. With development of this scale it is not considered viable to consider site wide technologies such as combined heat and power.

5.99 Flood / Water Attenuation

5.100 Sufficient land should be identified for the provision of surface water storage. The level and location of flood storage required to support this option should be agreed with the Environment Agency.



Picture 4