

6 Christchurch New Neighbourhoods

Christchurch Urban Extension

Introduction

6.1 An Urban Extension was previously identified in the South West Regional Spatial Strategy Proposed Changes (2008) for 600 dwellings north of Christchurch. The 'area of search' comprised land north and south of the railway to the east of Burton and south of the railway to the Borough boundary at Roeshot Hill.

6.2 The Coalition Government is currently in the process of revoking the South West Regional Spatial Strategy through the Localism Act, which received royal assent in November 2011. However, the Government maintains an emphasis on meeting local housing need through locally established housing targets. There remains a high level of local housing need to address over the plan period to 2028 as identified in the Council's Strategic Housing Market Assessment (2012). There is also a shortage of housing land supply and the North Christchurch Urban Extension provides the opportunity to deliver a significant level of new housing. On this basis the Urban Extension remains as part of the housing strategy for the Borough as it remains the most sustainable option for new greenfield development in Christchurch.

6.3 The Core Strategy addresses the following issues in relation to the Urban Extension:

- The location and level of housing development which may be accommodated.
- The design and density of housing and integration with existing development.
- The location and requirements for the provision of open space and suitable alternative natural greenspace (SANG) for recreation.
- On site ecology and biodiversity.
- Flood risk and water attenuation.
- Undergrounding the overhead power cables which run across the site.
- The relocation of the Roeshot Hill Allotments.
- Community facilities and retail requirements.
- Appropriate renewable energy technologies which may be accommodated as part of the development.
- Site access and permeability by vehicle, bike and on foot.
- Transport infrastructure requirements necessary to accommodate development.

6.4 A substantial evidence base has also informed the development of policy including the following:

- North Christchurch Masterplan Report Stage 2 (Broadway Malyan, 2011).
- North Christchurch Urban Extension Stage 1 Masterplan Context Report (Broadway Malyan, 2010).
- The Christchurch Strategic Flood Risk Assessment (Halcrow, 2009).
- The South East Dorset Multi Modal Study (2011).
- The A35 Route Management Study (2011).
- Suitable Alternative Natural Greenspace Strategy (2011).
- Bournemouth & Poole Strategic Housing Market Assessment Update (2012).
- Christchurch Strategic Housing Land Availability Assessment (2011).

6.5 For further detail concerning the development of options contained in this chapter please refer to the following documents which are available on www.dorsetforyou.com.

- Christchurch Urban Extension 'Pre-Submission' Background Paper (2012).
- Christchurch Urban Extension 'Options for Consideration' Key Issues Paper (2010).

- Burton Area Profile (2012)
- Grange Area Profile (2012)
- Mudeford and West Highcliffe Area Profile (2012)

The Location, Scale and Infrastructure Requirements for a Christchurch Urban Extension

6.6 In 2009 the Council commissioned master planning and urban design consultants Broadway Malyan to undertake a master planning study for the proposed North Christchurch Urban Extension. The master planning work has been completed in two stages and the first stage was completed in 2010 to inform the 'Options for Consideration' stage of the Core Strategy and included the following:

- A detailed site analysis, including key constraints to development and site access requirements
- An assessment of the site potential for residential development
- The broad requirements for infrastructure provision including transport, retail/community facilities, utilities, open space and allotments

6.7 Stage 1 of the masterplanning examined a number of options relating to the inclusion or removal of a number of key constraints on the land south of the railway line, including; overhead powerlines; statutory allotments and different levels of Suitable Alternative Natural Greenspace (SANG) required due to the site's proximity to the Dorset Heathlands and the New Forest. Of the five options generated in the Stage 1 report four were included in the 'Options for Consideration' consultation which were:

- Option UE1: Relocate allotments and SANG north of the railway line and move powerlines underground (950 - 1,250 dwellings).
- Option UE2: Relocate allotments and SANG north of the railway line, but retain powerlines (650 - 850 dwellings).
- Option UE3: Relocate allotments and powerlines in current location, but move SANG north of the railway line (500 - 650 dwellings).
- Option UE4: Retain allotments and powerlines and locate SANG to the south of the railway line (500 - 650 dwellings).

6.8 Following consultation on the 'Options for Consideration' Core Strategy in 2010 / 11 there was support for the principle of maximising the development potential south of the railway line. Natural England raised objection to option UE4 as this option would not meet the requirements for the provision of Suitable Alternative Natural Greenspace. Options UE2 and UE3 would result in a housing development site that was in close proximity to the powerlines, creating potential marketability problems. Option UE3 also raised issues of urban design where the allotments create a 'pinchpoint' on the site. Options UE3 and UE4 also delivered the least amount of housing to make a significant contribution to local housing need identified in the Bournemouth and Poole Strategic Housing Market Assessment (2011).

6.9 Following the consultation feedback and the examination of planning and design issues Option UE1 was considered the most appropriate option to take forward. Option UE1 made the most significant contribution towards addressing local housing need and involved the undergrounding of the pylons making the site more marketable. Prior to commencing more detailed master planning for Stage 2 a high level viability assessment was undertaken and established that all options could potentially work from a viability point of view. More detailed master planning has been undertaken as part of Stage 2 on what is now Policy CN1 and this report has also examined the implications for retaining the Roeshot Hill Allotments in their current position. The Stage 2 master planning has considered the following:

- Further assessment of site capacity to accommodate residential development.
- Examination of design and appropriate densities reflecting positive examples in the existing urban area.

- Mix of housing to be provided in relation to local need.
- The provision of open space networks and green infrastructure.
- The provision of Suitable Alternative Natural Greenspace.
- Site access and permeability by vehicle, bicycle and on foot.
- Provision of replacement allotments.
- Requirements for community facilities and on site retail provision.

Key Facts

The Urban Extension is located in proximity to the following habitats:

- Purewell Meadows SSSI (430m).
- Somerford SNCI (less than 30m south of the survey area).
- Burton Common SSSI (within 400m).
- Christchurch Harbour SSSI (2-3km).
- Avon Valley SPA, Ramsar (within 1.5km).
- River Avon SAC (Within 1.5km).
- New Forest SPA, SAC Ramsar (nearest parts of the National Park 4-5km).
- Dorset Heaths SAC (within 3-4km).
- There are no statutory ecological designations within the site.
- There are no local non statutory designations within the site.
- There are a number of important ecological features within the area, including some mature trees and hedgerows (Fieldwork Ecological Surveys 2007).
- The River Mude flows through the study area and is a UK and Dorset priority habitat and green link for rare and protected species.
- Southern Damselfly have been found within the site on the River Mude.
- The majority of the site falls within an area of low flood risk (zone 1). There are some small areas affected by flood zone 2 and 3a adjacent to the River Mude the majority of which is to the east of the river, north of the existing supermarket.
- The Roeshot Hill Allotments have statutory status.
- The Burton Conservation Area is located at the western edge of the site (east of Salisbury Road) and Verno Lane Conservation Area (located to the south of Roeshot Hill).
- A Scheduled Ancient Monument is located at Staple Cross.
- Overhead power cables run across the site on land south of the railway north of Ambury Lane across Watery Lane to the borough boundary at Roeshot Hill.
- In Christchurch there is an annual need for 225 new residential dwellings based on population growth and household formation.
- There is potential to accommodate between 765 – 933 dwellings on the site with densities ranging from 20 - 45 dwellings per hectare.
- The standard adopted by Natural England for the provision of Suitable Alternative Natural Greenspace is 8 – 16 ha per 1,000 people.
- The Open Space, Sport and Recreation Study (2007) for Christchurch identifies standards for open space provision which the development must provide for.

6.10 Housing Provision

6.11 The Bournemouth and Poole Strategic Housing Market Assessment (2011) identifies a requirement for 3,375 dwellings to be provided during the Core Strategy plan period 2013 - 2028. The Christchurch Strategic Housing Land Availability Assessment (2011) identifies a housing potential of 2140 in the existing urban area. Due to the shortage of housing land supply in the existing urban area and in order to make a significant contribution towards local housing need it is important to maximise development potential within the urban extension. This can be achieved at appropriate densities which positively integrate the development with the existing urban area and the village of

Burton. More detailed master planning undertaken for Stage 2 has identified a potential of between 765 and 933 dwellings with densities ranging across the site from 20 - 45 dwellings per hectare. This has informed the development potential set out in Policy CN1 of 850.

6.12 As part of the viability assessment undertaken for the master planning work different levels of affordable housing provision were tested alongside other infrastructure costs. This concluded that currently it is viable to provide 35% of all housing within the site as affordable. Changes in the economic climate may result in a higher level of affordable housing becoming viable in the future and as such the Council may require a level of provision above the 35% minimum.

6.13 Development will be located in areas of low flood risk according to the Council's Strategic Flood Risk Assessment (Level 2, 2009). Open space will be provided in the centre of the site where there are areas affected by flood zone 2 and 3a and residential development will be located within flood zone 1. Additionally, as part of the provision of sustainable urban drainage systems, sufficient land must be provided within the Urban Extension for the provision of water storage. The master planning work identifies suitable locations for flood water storage and the precise location and level of flood storage provision as part of the development will need to be agreed with the Environment Agency.

6.14 Green Belt

6.15 The town of Christchurch is set within the South East Dorset Green Belt. One of the main functions of the Green Belt is to prevent the coalescence of settlements. The necessary development of the Urban Extension will require the existing Green Belt boundary to be amended to allow for the development of the site, but with the strong, new enduring Green Belt boundaries formed by the railway line to the north, and the existing roads to the east and west, this will not lead to a coalescence of Christchurch with Burton and therefore will not be contrary to Green Belt policy.

6.16 Local Centre

6.17 The master planning has examined in detail the potential for establishing a local centre which Sainsbury's and Stewarts Garden Centre will form part of. The local centre will provide for day to day retail needs and retail provision will not have an adverse impact on Christchurch Town Centre and Highcliffe District Centre.

6.18 The Joint Retail Assessment (2008) concludes that there is no requirement for additional convenience floorspace over the plan period. The Urban Extension is served by a good range of food stores including Sainsbury's and Lidl, and is close to Christchurch Town Centre.

6.19 The local centre provides the opportunity to deliver a range of community facilities such as a community building which may include a hall, meeting rooms and changing facilities for sports pitches to be provided on site. From consultation with the health authority there is also a need for a health centre which is consistent with localised delivery of health care services.

6.20 Open Space and Recreation

6.21 The Councils' open space audit undertaken by Inspace in 2007 has identified standards for open space provision in the Borough. Master planning work undertaken for the Urban Extension by Broadway Malyan has identified requirements for open space provision that meet the standards for provision identified in the open space audit and Policy HE4 of the Core Strategy for a development of 850 dwellings. The Urban Extension will need to provide sufficient open space in accordance with the Core Strategy policy.

6.22 Suitable Alternative Natural Greenspace (SANG)

6.23 Suitable Alternative Natural Greenspace must be provided for the urban extension to mitigate against increased recreational pressure on the Dorset Heathlands, the New Forest and Sites of Special Scientific Interest including Burton Common. The provision of SANG for the Urban Extension

must meet the criteria in Core Strategy policy ME3 in order for SANG provision to be considered functional by Natural England. Core Strategy criteria for the provision of SANG has been informed by Natural England guidance for the Thames Basin Heaths which is set out in the Footprint Ecology report 'Analysis and presentation of IPF monitoring and projects to inform the Heathland DPD (2011).

6.24 SANG provision for the Urban Extension to be provided north of the railway line will also link to a wider green infrastructure network including a green corridor southwards along the Mude Valley to the coast.

6.25 A SANG strategy has been prepared for the Urban Extension by the landowner in consultation with Natural England and this is available to view on the Council's website. The strategy provides an example of an approach to SANG provision which is acceptable in view of the standards set out in Policy ME3 and considered deliverable prior to residential development coming forward within the Urban Extension. In order to allow for flexibility alternative approaches to SANG provision that are in accordance with the criteria set out in ME3 may be acceptable.

6.26 SANG must be provided in perpetuity and management and monitoring procedures will be established with the landowner to ensure that the SANG remains functional. It is envisaged that the development will be phased over a period of 9 years and ongoing monitoring will determine whether there is a requirement to make improvements to SANG provision between phases of the development.

6.27 The Council will work closely with the Dorset and Hampshire minerals planning authorities and the landowner in relation to opportunities for increased recreational provision that may be secured north of the railway line post minerals working. Opportunities may exist for further SANG enhancements which could take the form of a country park north of the railway line to the east of Burton to Burton Common.

6.28 On Site Ecology

6.29 Within the site there is a requirement to conserve natural habitats and protected species and this will involve the creation of a buffer zone within the site along the River Mude. Ecological site surveys have found the presence of Southern Damselfly along the River Mude which is a red data book protected species. The provision of a buffer zone along the river and locating development away from this area will provide mitigation to avoid adverse impacts on this protected species and the surrounding habitat.

6.30 Archaeology and Cultural Heritage

6.31 Staple Cross, a roadside cross and a Scheduled Ancient Monument, lies to the south-western boundary of the proposed Urban Extension. Development of the Urban Extension will enhance the setting of this SAM.

6.32 There are two Conservation Areas in close proximity to the site, at Burton and Verno Lane. The site adjoins the Burton Conservation Area at the western edge, where there are a number of listed buildings which look out towards the site. Verno Lane is a small self contained Conservation Area to the eastern most point of the site south of Lyndhurst Road. Development within the Urban Extension will avoid adverse impacts on these Conservation Areas and development within the western and eastern ends of the Urban Extension will integrate positively in respect of densities and design with these Conservation Areas.

6.33 Overhead Power Cables

6.34 Overhead power cables currently run across the site south of the railway line from Staple Cross to the most eastern point at Roeshot Hill. In order to maximise development potential and to deliver a high quality development the pylons will be moved underground. Options for the under

grounding of the pylons have been examined as part of the master planning process and the associated costs to the development have been factored into the viability appraisal. It is envisaged that the pylons will be moved underground within the railway noise buffer zone.

6.35 Sustainable Construction and Renewable Energy

6.36 As part of Stages 1 and 2 of the master planning work for the Urban Extension the potential for sustainable construction and provision of renewable energy has been assessed. The viability assessment for the Urban Extension concluded that the Core Strategy should not require higher standards of sustainable construction than those set out within the national programme for achieving low carbon development.

6.37 Suitable renewable technologies for the Urban Extension are likely to include dwelling based sources, e.g. heat pumps, solar photo voltaic and solar thermal. The provision of technologies, such as site wide combined heat and power will also be encouraged subject to feasibility and viability. Technologies and incentives will change over the lifetime of the development in response to the Government's carbon and energy targets and policy which requires a flexibility in approach. Energy solutions will be based on locally available resources and locally appropriate solutions. The following local factors are relevant to Roeshot;

- The site (and the wider South East Dorset conurbation) is surrounded by large swathes of forest; as a resource it is a major store of energy and has significant and ready potential for exploitation;
- There is a readily available local source of high quality wood fuel processed within 5km of the site, transport impacts of exploiting this resource would be minimal.

6.38 In order to provide flexibility for site-wide provision of renewable energy systems, consideration should be given to the integration of renewable energy and/ or district heating systems to serve all phases of the development.

6.39 Allotment Provision

6.40 The Roeshot Hill statutory allotments will be relocated north of the railway line to land to the east of Salisbury Road bounded by Hawthorn Road and Summers Lane. The allotments are to be relocated in order to deliver more housing within the Urban Extension required in relation to local housing need identified in the Council's Strategic Housing Market Assessment (2011) and to improve the design quality of the site by removing a 'pinch point' to the development at Roeshot Hill. The Council has prepared a borough wide allotments strategy (2011) which has identified current and future requirements for allotment provision across the borough over the plan period and sets out standards to be applied to the provision of new allotments. The replacement allotments for Roeshot Hill will form part of a larger 'hub site' contributing towards current unmet need and future requirements.

6.41 Transport Infrastructure

6.42 The South East Dorset Multi Modal Transport Study (SEDMMTS)(2011) has tested the impact of anticipated development in the existing urban area, the Urban Extension and development at the airport and business park based on the Council's Strategic Housing Land Availability Assessment, Employment Land Review and the Bournemouth, Dorset and Poole Workspace Study (2011).

6.43 The A35 Route Management Study (2011) has provided a more detailed assessment building on the work undertaken for the South East Dorset Multi Modal Transport Study through localised transport modelling examining the impact of development on the A35 from Fountains Roundabout to the borough boundary on Lyndhurst Road.

6.44 The SEDMMTS and A35 Route Management Study dovetail with the Local Transport Plan 3 Implementation Plan which identifies improvements required to the highway network in Christchurch required to accommodate the Urban Extension and growth in the wider area. The transport strategy set out in the Local Transport Plan identifies junction improvements including to A35 junctions through Christchurch and the North Bournemouth and A35 Christchurch to Poole bus showcase corridor for the period 2014 - 20. Improvements in relation to anticipated development are likely to be required to Fountains Roundabout, Stony Lane, and Somerford Roundabout.

6.45 As part of the master planning process for the Urban Extension Broadway Malyan and WSP have examined site access requirements and the need for access points at Staple Cross, Sainsburys (bus only) and two further vehicle access points on Lyndhurst Road. Establishing access to the site from Staple Cross will require a redesign of the junction.

6.46 The Urban Extension will be required to mitigate its impact on the road network and is likely to be required to make necessary contributions to Fountains Roundabout, Stony Lane, Staple Cross Junction and Somerford Roundabout.

6.47 The development will be accessible from a main west - east spine road which will be accessible for a bus service to be routed through the site as part of enhancements to local bus services. The site will also be accessible by walking and cycling with links created from the development to the existing local and national cycle network.

6.48 Minerals Working

6.49 Dorset County Council and Hampshire County Council have identified land north of the railway for the extraction of sharp sand and gravel. When considered as one site it extends from Hawthorn Road east to the borough boundary and eastwards into Hampshire. The Hampshire Minerals and Waste Plan has reached an advanced stage and the Dorset Minerals Site Allocations document is at an earlier stage with further consultation planned for early 2012. The Council will continue to work closely with Dorset and Hampshire County Councils and the land owner regarding potential minerals extraction and to ensure appropriate contributions are made by the minerals developer for improvements required on the road network in Dorset. The Council will also work with these key stakeholders to ensure that minerals working does not prejudice the delivery of a high quality development at Roeshot Hill and functional SANGs provision north of the railway line in accordance with Core Strategy Policy ME3.

North Christchurch Urban Extension Strategic Allocation

Policy CN 1

Christchurch Urban Extension.

Land south of the railway line to the east of Salisbury Road to the borough boundary at Roeshot Hill is identified for a strategic housing allocation and will be released from the Green Belt.

The Urban Extension will act as an attractive gateway to the north of the borough connecting to the existing historic settlement of Christchurch. Development within the site will achieve a high standard of design which reflects high quality examples of local vernacular, respects local densities, historic and environmental features. The development will comprise two walkable neighbourhoods and be well connected to the existing urban area and the wider rural countryside through enhanced bus connections, footpaths and cycle ways.

A local centre at the heart of the development will form the focal point for the development where local services will be enhanced. A central green space within the development will create an attractive and usable environment within a network of open spaces that link to a green

infrastructure network to the countryside in the north and southwards along the Mude Valley to the coast. The River Mude will become a key green spine through the heart of the site that will create an area of biodiversity and recreational value.

The Roeshot Hill Allotments will be relocated north of the railway line as part of a larger hub site for the borough and the overhead power cables will be moved underground in order to maximise the potential of the site for housing, and to create a high quality development.

Housing Strategy

About 850 dwellings will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. It is envisaged that development will be phased over a period of 9 years with possible commencement in 2014/15.

The mix of housing delivered in the Urban Extension will be informed by the Council's Strategic Housing Market Assessment and the master plan which provides the basis for an appropriate housing mix and proportion of housing type.

Affordable Housing

A minimum of 35% of all housing on the site will be affordable. The Council will seek to maximise affordable housing provision in accordance with Policy LN3 and may require a higher proportion of affordable housing subject to changes in viability.

Densities

The Urban Extension Masterplan sets out residential plots of varying densities across the site which will inform development proposals and provide the basis for acceptable densities. Acceptable densities will be in the region of 20 – 45dph.

Design

The Urban Extension will achieve a high quality of design consistent with the principles set out in the master plan. The buildings within the site will pick up on the town's high quality examples of local vernacular, whilst also appreciating local densities and typologies and the need to provide sustainable, marketable and flexible units. New development will also avoid adverse impacts on the adjoining Burton and Verno Lane conservation areas and the setting of the Staple Cross Scheduled Ancient Monument will be enhanced.

Local Centre and Central Park Area

The western and eastern neighbourhoods will be anchored by a local neighbourhood centre adjacent to a central greenspace. The local centre will provide a community hub and cater to local day to day needs with small scale retail provision. The existing Sainsbury's, retail units and Stewarts Garden Centre will form part of the centre.

The Sainsbury's store within the Urban Extension and food stores nearby on Somerford Road provide a good range of convenience goods provision to meet local need over the plan period. Proposals for additional provision of convenience and comparison floorspace within the Urban Extension must demonstrate no adverse impact on the vitality and viability of Christchurch and Highcliffe Centres.

The central greenspace adjacent to the local centre will provide the focus for recreational facilities including new playing pitches, formal open space provision, areas of informal recreation and natural green space.

On Site Ecology

A river buffer will be established within the Urban Extension along the River Mude to conserve natural habitats and protected species.

Open Space and Recreation

The quality of provision must also reflect the relationship of the Urban Extension to provision in the adjoining 'Local Needs Areas' of Christchurch North, Central and East as defined in the PPG17 study. The provision of on site sports, recreation and open space will be consistent with the recreational strategy set out in the master plan.

Allotment Provision

The Roeshot Hill Allotments will be relocated to land north of the railway line to the east of Salisbury Road, bounded by Summers Lane and Hawthorn Road. This site will serve as a 'hub' site for the Borough in delivering a level of allotment provision contributing towards projected borough wide allotment requirements to 2028. The specification for replacement allotments should be consistent with the Council's Allotments Strategy (2012).

Protection of Sensitive Habitats and Species

Suitable Alternative Natural Greenspace will be provided north of the railway line in an area extending eastward from Salisbury Road to Burton Common SSSI to avoid and mitigate any impact of the development on the South East Dorset Heathlands, the New Forest and the SSSI. This SANG will link to a wider green infrastructure network, including a provision of links in the Urban Extension and a southern link through the Mude Valley to the coast.

SANG provision must be in accordance with the criteria set out in Policy ME3 of the Core Strategy. The Christchurch Urban Extension SANG Strategy (2012), agreed with Natural England demonstrates an acceptable approach to mitigating the impact of the Urban Extension.

Overhead Power Cables

The overhead high voltage power cables will be realigned and undergrounded within the railway noise buffer zone and shall also contribute to the green infrastructure of the Urban Extension with adequate access, lighting and natural surveillance from properties.

Sustainable Construction and Renewable Energy

The Urban Extension will be required to comply with climate change policies in Chapter 13 (Managing the Natural Environment). Future energy requirements for the site will include dwelling based sources, e.g. heat pumps, solar photo voltaic and solar thermal.

The provision of technologies, such as site wide combined heat and power will also be encouraged, subject to feasibility and viability. Any planning application should consider a site-wide energy and/or heating solution unless it can be demonstrated that a better alternative for reducing carbon emissions for the development can be achieved.

Flood / Water Attenuation

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.

Transport and Accessibility

Access will be established to the site consistent with the master plan with access points envisaged at Staple Cross, the Sainsbury's access road (bus only) and two further points along the Lyndhurst Road. These routes will be connected through an internal road network to enable buses to be routed through the development to the Sainsbury's bus interchange, and to allow the interconnection of the eastern and western sections of the development.

As part of the pedestrian and cycle network to promote sustainable travel patterns from the outset and support SANG function, the transport strategy for the site must include:

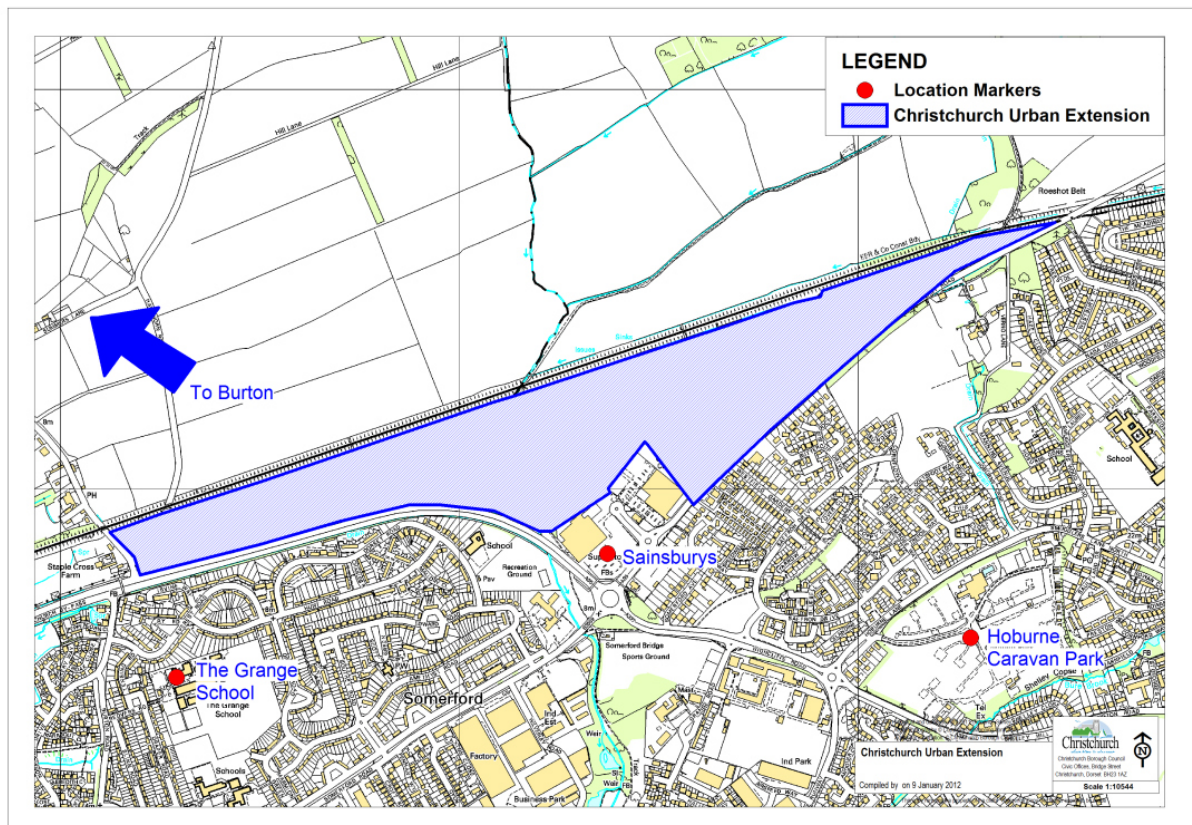
- A pedestrian / cycle link through the urban extension site from the bridleway at Roeshot Hill (north section of Verno Lane) to Hawthorn Road and from Ambury Lane to Old Lyndhurst Road.

The development will be required to mitigate its impact on the transport network with the provision of improvements to the following:

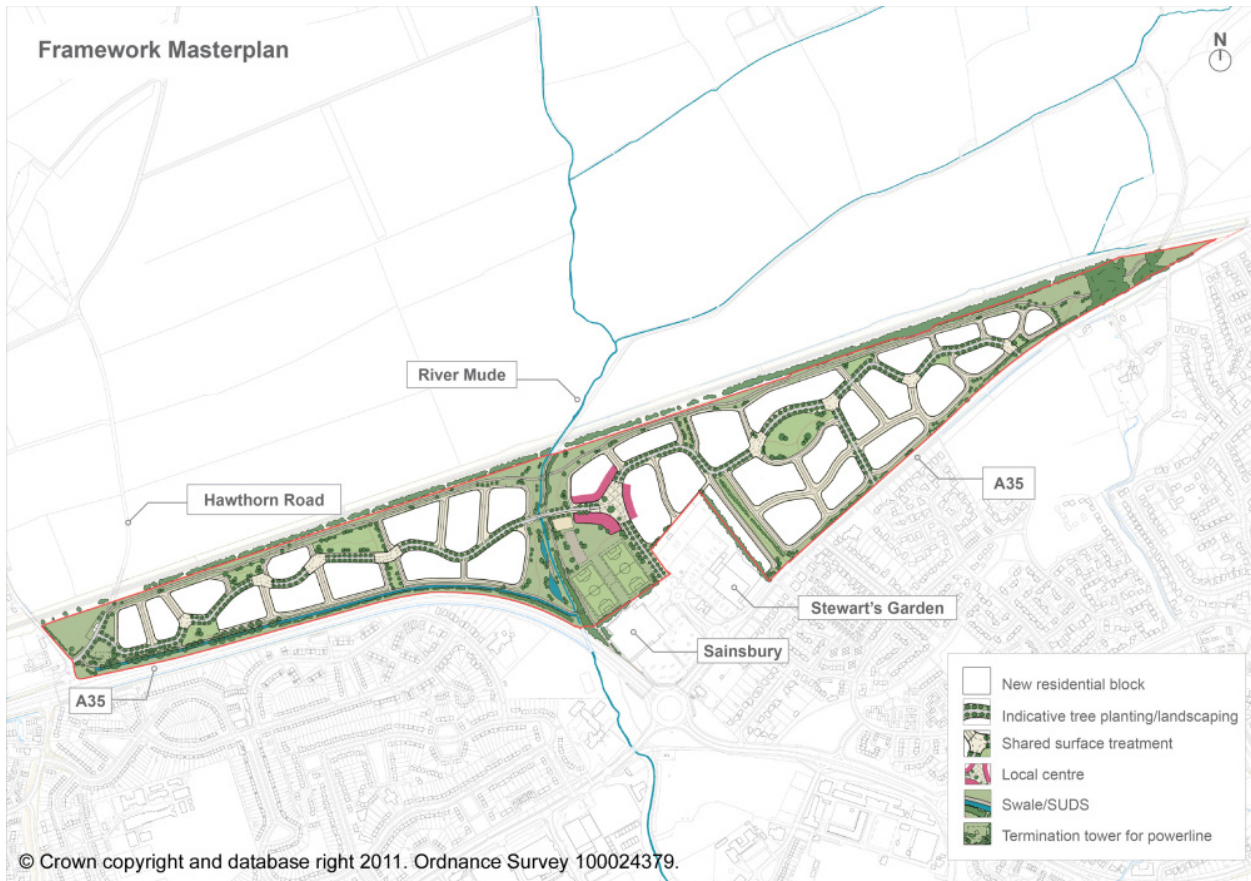
- A35 Lyndhurst Road
- A35 Staple Cross Junction

Contributions towards the following junctions may also be required including:

- A35 Somerford Roundabout
- A35 Stony Lane Roundabout
- A35 Fountains Roundabout



Map 6.1 Christchurch Urban Extension



Map 6.2 Indicative Masterplan Layout

Delivery and Monitoring

6.50 The delivery of the Urban Extension will primarily involve the landowner, developer, Dorset County Council and Christchurch Borough Council. It is envisaged that the development will be phased over a period of 9 years commencing in 2014/15.

6.51 The timing for key junction improvements along the A35 as set out in the policy is identified in the Local Transport Plan 3 and will be dependant on major scheme bids and contributions from the Urban Extension and development in the wider area. Key junction improvements such as Fountains Roundabout and Stony Lane are identified in the LTP to come forward in the medium term between 2014 - 2019. Short term improvements such as implementation of the Bus Showcase Corridor along the A35 will be implemented in the period to 2014.

6.52 The Council will also work closely with Dorset County Council and bus service providers to achieve improvements in the provision of services that will serve the Urban Extension.

6.53 Suitable Alternative Natural Greenspace serving the Urban Extension will need to be in place prior to development coming forward within the site. The performance of the SANG will be monitored on an ongoing basis and improvements will be required to SANG provision if monitoring indicates the SANG is not functional in respect of the criteria set out in Policy ME3. A management agreement will also be established as part of the Section 106 agreement for the SANG.

6.54 The Council will work closely with the Roeshot Hill Allotments Association, the landowner and developer to deliver replacement allotments north of the railway line in accordance with statutory requirements and the standards of provision set out in the Council's Allotments Strategy (2012).

6.55 The undergrounding of the pylons will be secured through negotiation with the relevant electricity distributor and the cost of achieving this has been factored into the viability assessment for the development. The feasibility of achieving this has been assessed as part of the master planning process.

6.56 The delivery of community facilities, retail, and health facilities as part of a local centre will involve close working between the Council, the developer and the health authority.

Burton and East of Marsh Lane New Neighbourhoods

Introduction

6.57 In contributing towards local housing need identified in the Strategic Housing Market Assessment (2011) two further sites have been identified for limited residential development. These sites have been identified through a strategic review of housing land informed by the Council's Strategic Housing Land Availability Assessment (2011). The shortage of available housing land in the Christchurch urban area and the extent of local housing need provide exceptional circumstances for amendment to the Green Belt boundary in these two locations.

6.58 Limited development of approximately 45 dwellings will contribute to the market and affordable housing requirements of Burton Village while maintaining its status as a village within the Core Strategy Settlement Hierarchy. The need for affordable housing in Burton Village has been identified in the Burton local housing needs survey (2006).

6.59 This development will be located to the immediate south of Burton and will enable access to services within the village and facilities in Christchurch town centre. Linkages will also be established from the site to suitable alternative natural green space located north of the railway line to the east of Salisbury Road, provided for the Christchurch Urban Extension.

6.60 Land to the east of Marsh Lane in Jumpers Ward adjoins the existing urban area and provides the opportunity to deliver in the region of 90 dwellings accessible to local facilities and Christchurch town centre.

6.61 This site is located adjacent to the Avon Valley Special Protection Area / Ramsar Site and within close proximity of the River Avon Special Area of Conservation and Town Common Site of Special Scientific Interest component of the Dorset Heaths Special Area of Conservation and Dorset Heaths Special Protection Area / Ramsar site. The northern part of the site is within 400m of Town Common where residential development will not be permitted commensurate with the Dorset Heathlands Interim Planning Framework. This development will provide on site Suitable Alternative Natural Greenspace in order to minimise its impact on Town Common.

6.62 Development will also need to avoid adverse impacts on off site areas used by qualifying species of the Avon Valley Special Protection Area and Ramsar site and Dorset Heathlands Special Protection Area.

6.63 These developments will be required to mitigate their impact on the transport network and will make appropriate contributions towards improvements required to accommodate development.

Land South of Burton Village

Policy CN 2

Land south of Burton village

Land to the west of Salisbury Road to the south of Burton village is allocated for residential development. The Green Belt boundary will be amended to exclude land identified for new housing.

Housing Strategy

- The strategic amendment to the Green Belt will allow limited residential development to meet the local housing needs of Burton Village, including the provision of affordable housing.
- Approximately 45 houses will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. Development will be phased over a period of 3 years with possible commencement in 2014/15. A minimum of 50% of all housing will be affordable consistent with Policy LN3.

Design and Density

- The layout and design of the development will be consistent in scale and character with Burton Villlage and the Conservation Area.

Open Space and Recreation

- Open space provision will be in accordance with the standards for quantity, quality and accessibility as defined in Policy HE4 of the Core Strategy. Provision of open space must be appropriate to the needs of the Christchurch North Local Needs Area.

Protection of Sensitive Habitats and Species

- The development will contribute to the Suitable Alternative Natural Greenspace provided for the North Christchurch Urban Extension, and will provide linkages to this new greenspace.

Sustainable Construction and Renewable Energy

- The development will need to comply with policies ME4 and ME5 of the Core Strategy in relation to sustainable standards of construction and provision of renewable energy.

Community Facilities

- There is an opportunity for new development to provide funding toward the improvement of community facilities within the village, particularly a village hall. The Council will seek to negotiate a contribution toward such facilities from this development.

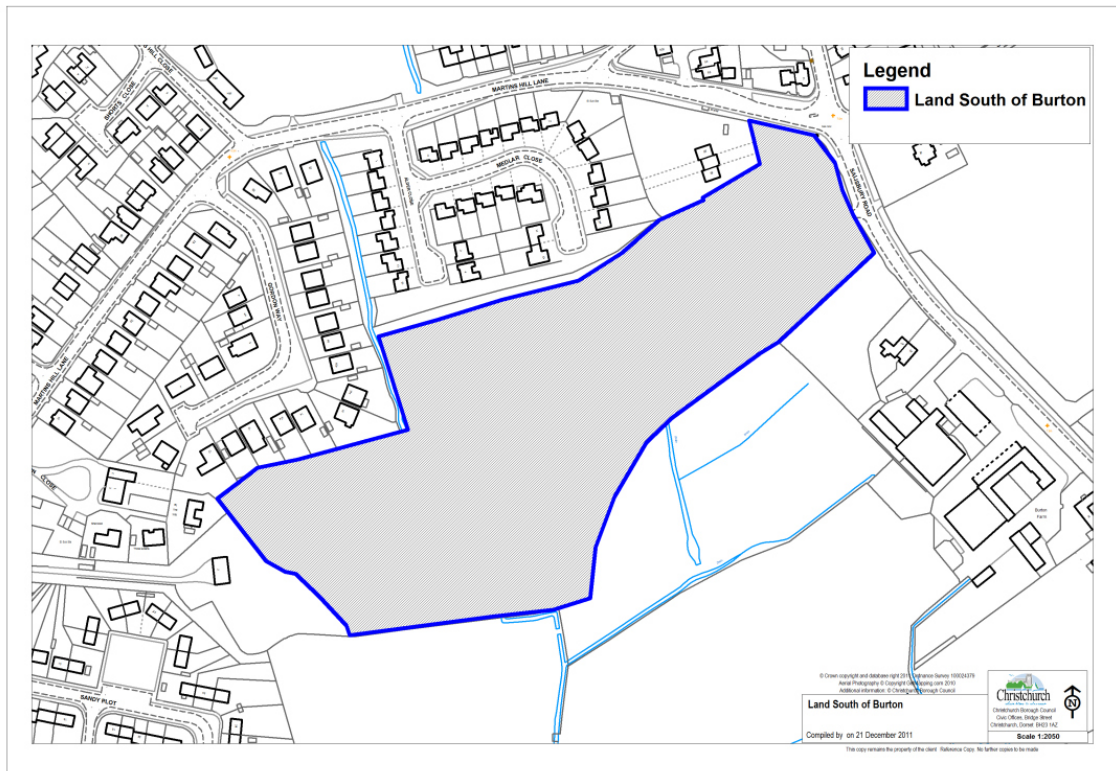
Flood / Water Attenuation

- A flood management strategy will be prepared to address on site flood risk.

Transport and Access

- The main access to the site will be from Salisbury Road in order to avoid areas of flood risk and provide safe access and egress.

- The development will provide necessary works and make appropriate contributions to mitigate its impact on the transport network.
- The site should provide pedestrian and cycle access to integrate the site with the rest of the village.



Map 6.3 Land south of Burton village

Land East of Marsh Lane

Policy CN 3

Land east of Marsh Lane

Land to the east of Marsh Lane off Fairmile Road is allocated for residential development. The Green Belt boundary will be amended to exclude land identified for new housing.

Housing Strategy

- The strategic amendment to the Green Belt will allow limited residential development to meet the local housing needs, including the provision of affordable housing.
- Approximately 90 houses will be delivered on the allocated site. Development will be phased over a period of 3 years with possible commencement in 2016/17. A minimum of 50% of all housing will be affordable consistent with Policy LN3.
- Residential development will be located outside of the 400m heathland exclusion zone to avoid adverse impacts on the Town Common component of the Dorset Heaths Special Area of Conservation and Dorset Heaths Special Protection Area / Ramsar site.

Design and Density

- The layout and design of the development will be consistent in scale and character with the surrounding urban area.

Open Space and Recreation

- Open space provision will be in accordance with the standards for quantity, quality and accessibility as defined in Policy HE4 of the Core Strategy. Provision of open space must be appropriate to the needs of the Christchurch West Local Needs Area.

Protection of Sensitive Habitats and Species

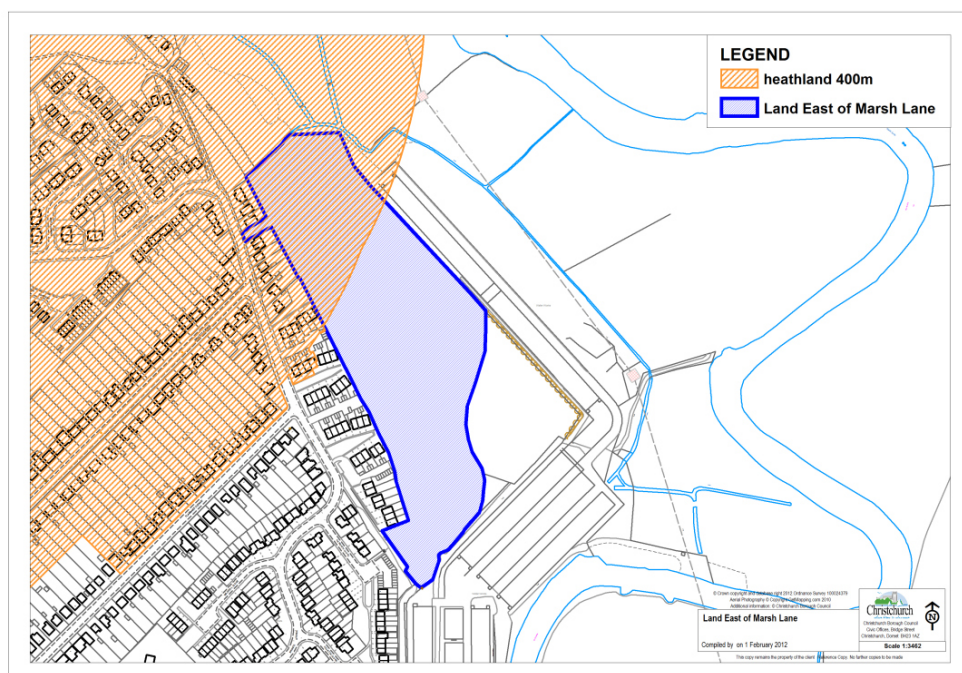
- Suitable Alternative Natural Greenspace will be provided within the site in accordance with the standards set out in Core Strategy Policy ME3.
- To avoid adverse impacts on off-site areas used by qualifying species of the Avon Valley Special Protection Area and Ramsar Site and Dorset Heathlands Special Protection Area appropriate survey work will be undertaken prior to development in order to allow suitable mitigation measures to be devised and implemented.

Sustainable Construction and Renewable Energy

- The development will need to comply with policies ME4 and ME5 of the Core Strategy in relation to sustainable standards of construction and provision of renewable energy.

Transport and Access

- The main access to the site will be from Marsh Lane.
- The development will provide necessary works and make appropriate contributions to mitigate its impact on the transport network.
- The site should provide pedestrian and cycle access to integrate the site with the existing urban area.



Map 6.4 Land east of Marsh Lane

Delivery and Monitoring

6.64 The delivery of these sites for residential development will involve working closely with landowners, developers, Dorset County Council and local service providers so that development is accommodated with necessary improvements to key infrastructure and community facilities. Strategic transport infrastructure improvements required to support new development over the plan period are set out in the Local Transport Plan 3 and in the Core Strategy.

6.65 The annual housing completions survey will continue to monitor the delivery of new housing against housing targets set out in the Core Strategy.