

**Matter 4 Written Representation / 558499
Sembcorp Bournemouth Water**

**CHRISTCHURCH & EAST DORSET CORE STRATEGY
EXAMINATION IN PUBLIC**

MATTERS & ISSUES 4A/1, 4B1-3

STRATEGIC ALLOCATIONS - CHRISTCHURCH

AUGUST 2013

1.0 INTRODUCTION

1.1 This written representation submission comprises a response to the issues identified by the Inspector for the Examination in Public (EIP) into the soundness of the Christchurch & East Dorset Core Strategy (CS). This submission is on behalf of Sembcorp Bournemouth Water (“Sembcorp”) and deals with matters that are supplementary to the main evidence submitted on their behalf.

2.0 MATTER & ISSUE 4A/1

2.1 CHRISTCHURCH URBAN EXTENSION: DOES THE EVIDENCE DEMONSTRATE THAT THIS IS THE MOST SUSTAINABLE SITE FOR AN URBAN EXTENSION IN THE LIGHT OF ANY ALTERNATIVES?

2.2 The Christchurch Urban Extension Site (CN 1) is situated at Roeshot Hill. Whilst it is well related to a number of the existing and small scale proposed employment areas in the borough, it is poorly related to the strategic growth area at Bournemouth International Airport (Policies BA1 - BA3). The airport is 9 kilometres to the west, accessed by road from Roeshot Hill via the A35 Christchurch By-Pass, Bargates, Fairmile Road and Christchurch Road, to Hurn. Any residents living on the proposed urban extension, but working at the airport, will have a long round journey along this stretch of the busy strategic highway network.

2.3 Roeshot Hill and Bournemouth International Airport comprise the two largest strategic allocations in the CS, yet have a very poor relationship between each other in transportation terms. Travel between the two is likely to encourage high levels of car usage.

2.4 The re-allocation of the Marsh Lane site, as advocated in separate representations on behalf of Sembcorp (with a commensurate reduction in the Roeshot Hill allocation), will place new residential development within closer proximity of the allocated employment land at the airport. The distance between the two is only 5.5 kilometres - 3.5 kilometres closer than

Roeshot Hill - a daily saving of 7 kilometres for two way journeys to and from work.

- 2.5 The re-instatement of the Marsh Lane allocation therefore represents a more sustainable alternative than relying solely on the urban extensions at Roeshot Hill and South Burton. These locations are towards the eastern extreme of the borough. Their development will exacerbate travel patterns to and from the strategic employment area at Bournemouth International Airport.

3.0 MATTER & ISSUE 4B/2

- 3.1 LAND SOUTH OF BURTON VILLAGE: IS THE FIGURE OF 45 DWELLINGS JUSTIFIED AND ACHIEVABLE?

- 3.2 The figure of 45 dwellings is not justified, for the reasons set out in our representations relating to Matter & Issue 1/3.

4.0 MATTER & ISSUE 4B/3

- 4.1 LAND SOUTH OF BURTON VILLAGE: DOES THE ALLOCATION TAKE ACCOUNT OF THE AFFECT ON THE CONSERVATION AREA?

- 4.2 The conservation area has been the subject of a Character Appraisal and Management Plan (ED 71). This identifies a number of special features, including:

- The linear form of development, comprising a 'string' of settlements.
- An open, rural, agricultural setting.
- The survival of farms and buildings with strong agricultural origins.

- 4.3 Section 72 of the Planning (Listed Building and Conservation Areas) Act places a duty on Local Planning Authorities to pay special attention to the desirability of preserving and enhancing the character of Conservation Areas (CA's). The exercise of that duty extends not only to CA's, but also their

setting; i.e. the immediate environs. The area that is the subject of Policy CN 2 includes land within the CA, and just beyond it.

- 4.4 The key issue is that plan policies, and the development that flows from them, must not only preserve a CA, it must enhance it. It is submitted here that the development of the Policy CN 2 site will do neither. The characteristics identified in the Character Appraisal will be adversely affected. Residential development will encroach into that part of the CA that immediately adjoins Salisbury Road. Here, the character is spacious and open, with intermittent farm and other buildings creating an environment that is essentially very rural and open in character.
- 4.5 This is different to the character that exists to the north of the Salisbury Road / Martin's Hill junction. This is much more suburban. Policy CN 2 will have the effect of extending the suburban character to the south; to the detriment of the CA.
- 4.6 Additionally, the land beyond the CA, to the west, comprises open farmland. It forms a rural gap between Burton and the railway line to the south - beyond which is the sewage treatment works and the urban area of Christchurch. This rural setting very much compliments the character of the CA - as set out in the Character Appraisal.
- 4.7 For these reasons the CS is not considered to be sound. This merits the deletion of Policy CN 2 and retention of the site as statutory Green Belt.