

Core Strategy

04 Christchurch Urban Extension Background Paper

Pre-Submission Consultation
2nd April – 25th June 2012



Prepared by Christchurch Borough Council and
East Dorset District Council

April 2012

1 Introduction 2

2 Formation of Pre Submission Options 3

3 Pre Submission Options 54

1 Introduction

1.1 This background paper is one of a number of papers produced as part of the Christchurch and East Dorset Local Development Framework (LDF) to inform the Pre – Submission Core Strategy. This particular paper sets out the refinement of the policy approach toward the Christchurch Urban Extension following consultation undertaken between October 2010 – Jan 2011 on the Core Strategy ‘Options for Consideration’ document. Specifically, this paper identifies a preferred development option for the urban extension which has been the subject of detailed Stage 2 master planning (undertaken by Broadway Malyan). The policy approach for the urban extension informed by Stage 2 master planning work is set out at the end of this document. This background paper should be read alongside stages 1 and 2 of the master planning work for the urban extension which are available on www.dorsetforyou.com.

1.2 Preparation of the Pre - Submission Core Strategy policy for the urban extension has involved consideration of the following:

- National and local policy;
- Core Strategy ‘Options for Consideration’ consultation and ongoing engagement;
- Sustainability Appraisal, Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment;
- Master Planning for the Christchurch Urban Extension;
- Infrastructure delivery and viability studies;
- The Local Development Framework Evidence Base.

1.3 This background paper also identifies, where appropriate, strategic infrastructure requirements to support the delivery of the urban extension which feeds into the wider Core Strategy infrastructure delivery plan and preparation of the Community Infrastructure Levy Charging Schedule.

1.4 This paper should be read in conjunction with the following key issue papers prepared in refining Core Strategy options from initial issues and options consultation undertaken in March 2008 to the ‘Options for Consideration’ consultation undertaken from October 2010 – January 2011.

- **Key Issue Paper 01: The Key Strategy**
- **Key Issue Paper 02: Climate Change and Sustainable Development**
- **Key Issue Paper 03: Managing and Safeguarding the Natural Environment**
- **Key Issue Paper 06: Green Belt**
- **Key Issue Paper 07: Christchurch Urban Extension**
- **Key Issue Paper 08: Transport and Access**
- **Key Issue Paper 13: Delivering Sufficient and Suitable Housing**
- **Key Issue Paper 15: Improving Sports and Leisure Facilities**
- **Key Issue Paper 17: Affordable Housing**

2 Formation of Pre Submission Options

2.1 This section provides a critical assessment of the options put forward for consultation in the Christchurch Urban Extension chapter of the 'Options for Consideration' Core Strategy and provides recommendations for the policy approach to be adopted in the Pre – Submission Core Strategy. The assessment process examines the consultation response received to the 'Options for Consideration' document and key issues arising from this engagement process. The formation of Pre – Submission policy also considers any recent changes in national policy and updates to the evidence base which supplements the policy and evidence review undertaken within the key issue papers listed in the introduction. The assessment below also takes into account key conclusions of the sustainability appraisal, habitats regulations assessment, health impact assessment and equalities impact assessment undertaken for the 'Options for Consideration' Core Strategy. A summary of all the proposed Pre Submission policies for the Christchurch New Neighbourhoods chapter is set out at the end of this document.

Issue and Options Identified in 'Options for Consideration' Core Strategy:

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

Option UE 1

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.

Housing

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.

Overhead Power Cables

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

Allotments

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

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.

Provision of Suitable Alternative Natural Greenspace

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.

Open Space Provision

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.

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

Community Facilities

Retail

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.

Health

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.

Community / Village Halls

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

Transport Infrastructure Requirements

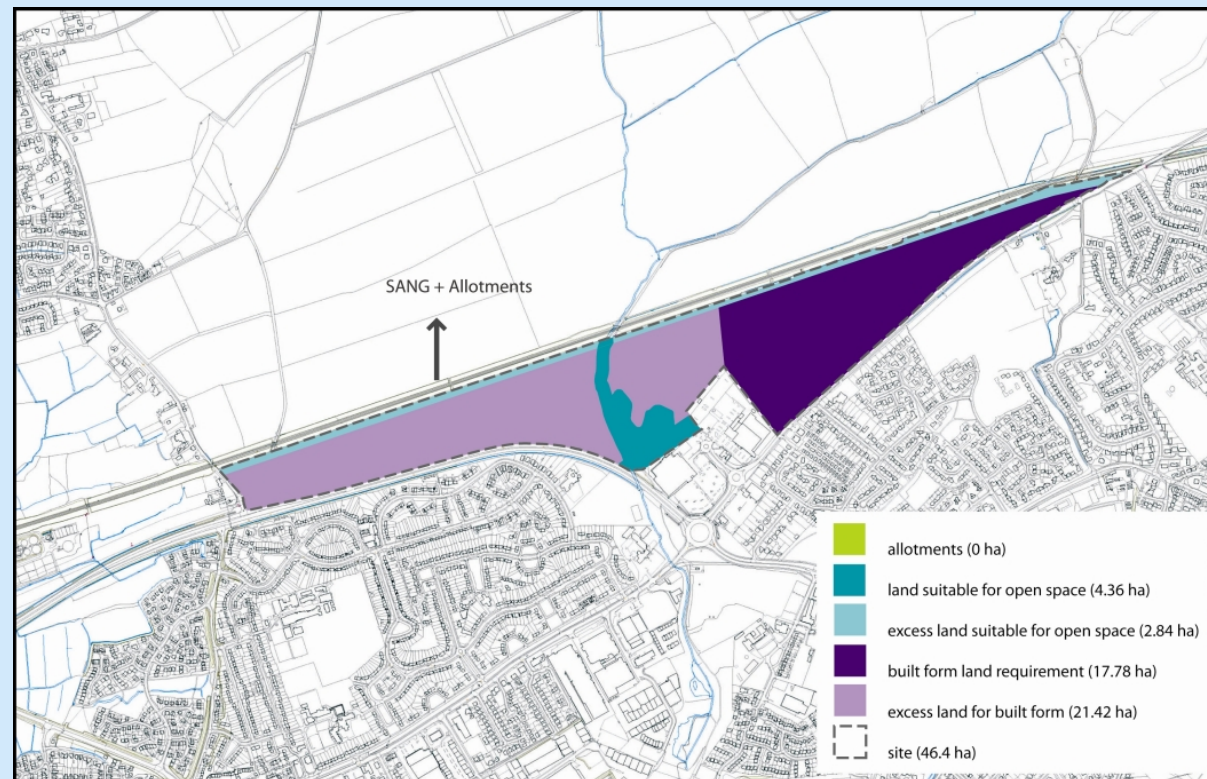
Transport infrastructure improvements required to accommodate the urban extension will be determined by the South East Dorset Multi-Modal Study and the A35 Route Management Project. It is likely that this will involve improvements to A35 junctions, specific improvements are yet to be determined. Improvements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

Sustainable Construction and Renewable Energy

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 Photo Voltaic 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.

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.



Picture 2.1

(The area identified as 'excess land for built form' is required to deliver the housing range set out in this option which is over and above the original figure of 600 dwellings previously identified in the regional spatial strategy).

Option UE 2

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.

Housing

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.

Overhead Power Cables

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.

Allotments

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.

Provision of Suitable Alternative Natural Greenspace (SANGs)

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.

Open Space Provision

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.

Community Facilities

Retail

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

Health

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

Community / Village Halls

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.

Transport Infrastructure Requirements

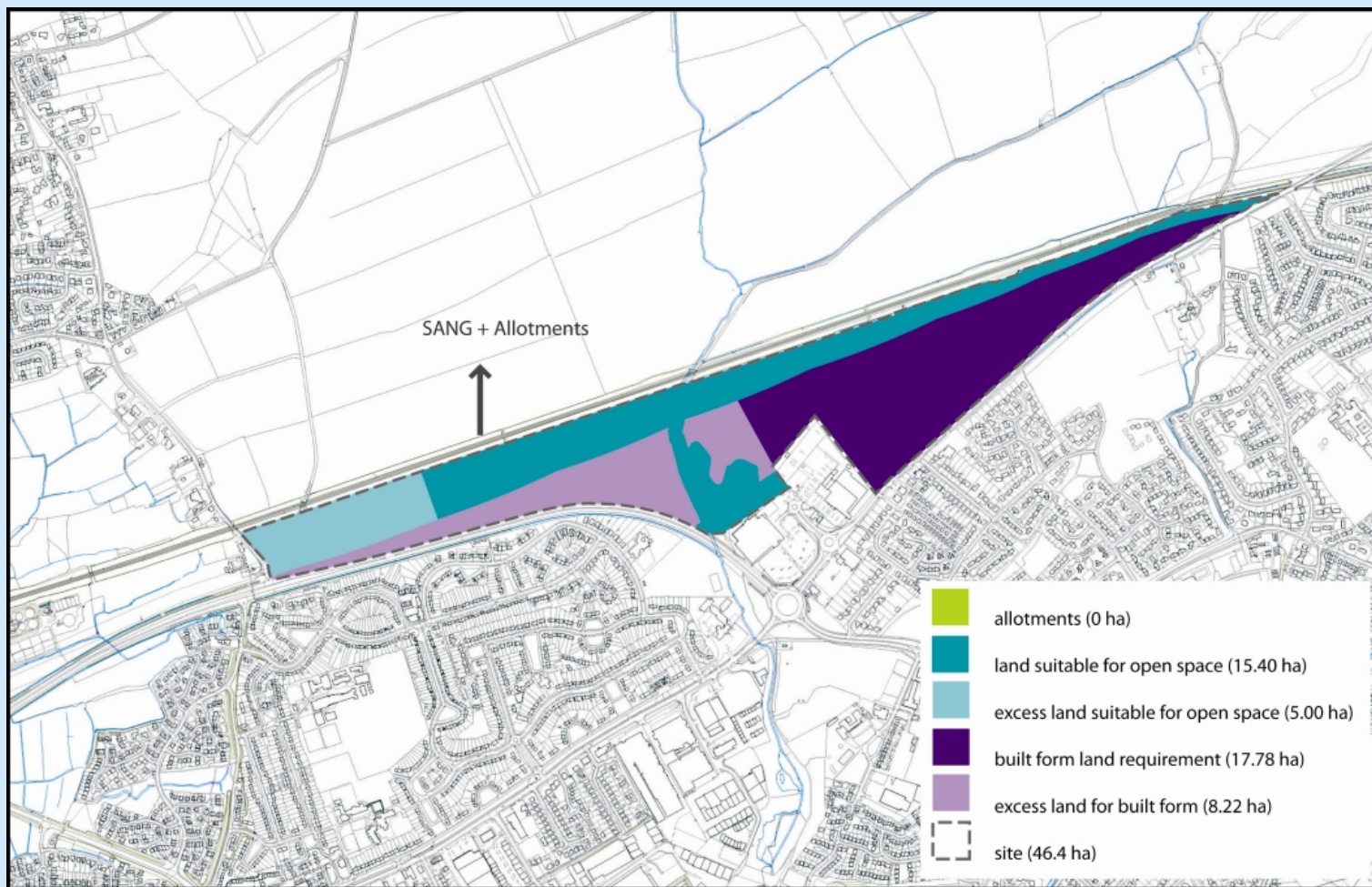
Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi-Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than Option UE1 and is likely to have a lesser impact on the road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

Sustainable Construction and Renewable Energy

This urban extension will be required to comply with Core Strategy climate change policies for sustainable construction as 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 Photo Voltaic 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.

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.



Picture 2.2

(The area identified as 'excess land for built form' is required to deliver the housing range set out in this option which is over and above the original figure of 600 dwellings previously identified in the regional spatial strategy).

Option UE 3

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.

Housing

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.

Overhead Power Cables

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.

Allotments

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.

Provision of Suitable Alternative Natural Greenspace (SANG)

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

Open Space Provision

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.

Community Facilities

Retail

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

Health

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

Community / Village Halls

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.

Transport Infrastructure Requirements

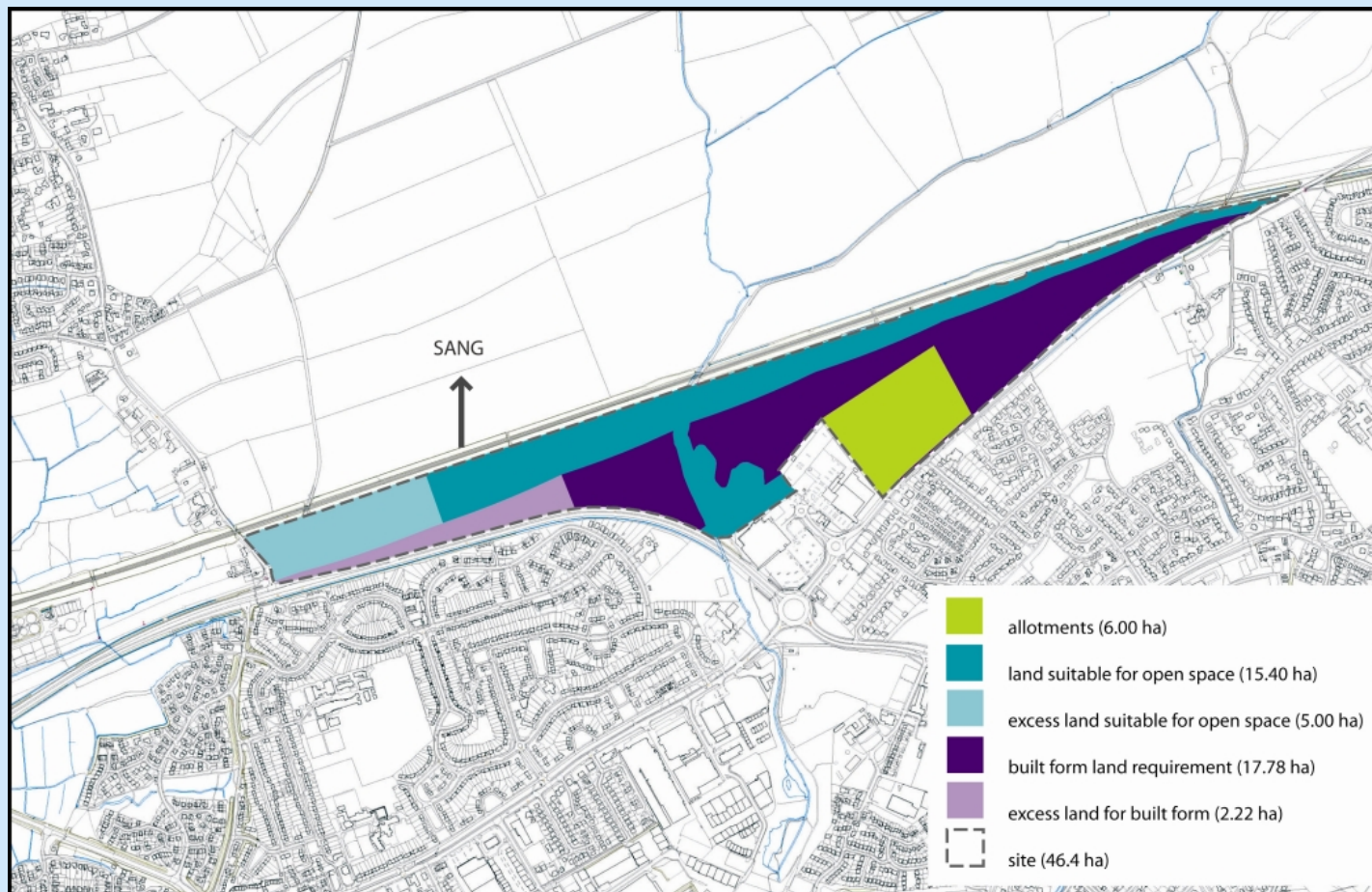
Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than options UE1 and UE2 and is likely to have a lesser impact on 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.

Sustainable Construction and Renewable Energy

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 Photo Voltaic and solar thermal. With development of this scale it is not considered viable to consider site wide technologies such as combined heat and power.

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.



Picture 2.3

(The area identified as 'excess land for built form' is required to deliver the higher end of the range of housing proposed in this option which is fractionally over and above the original figure of 600 dwellings previously identified in the regional spatial strategy).

Option UE 4

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.

Housing

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.

Overhead Power Cables

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.

Allotments

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.

Provision of Suitable Alternative Natural Greenspace

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.

Open Space Provision

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.

Community Facilities

Retail

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

Health

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

Community / Village Halls

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.

Transport Infrastructure Requirements

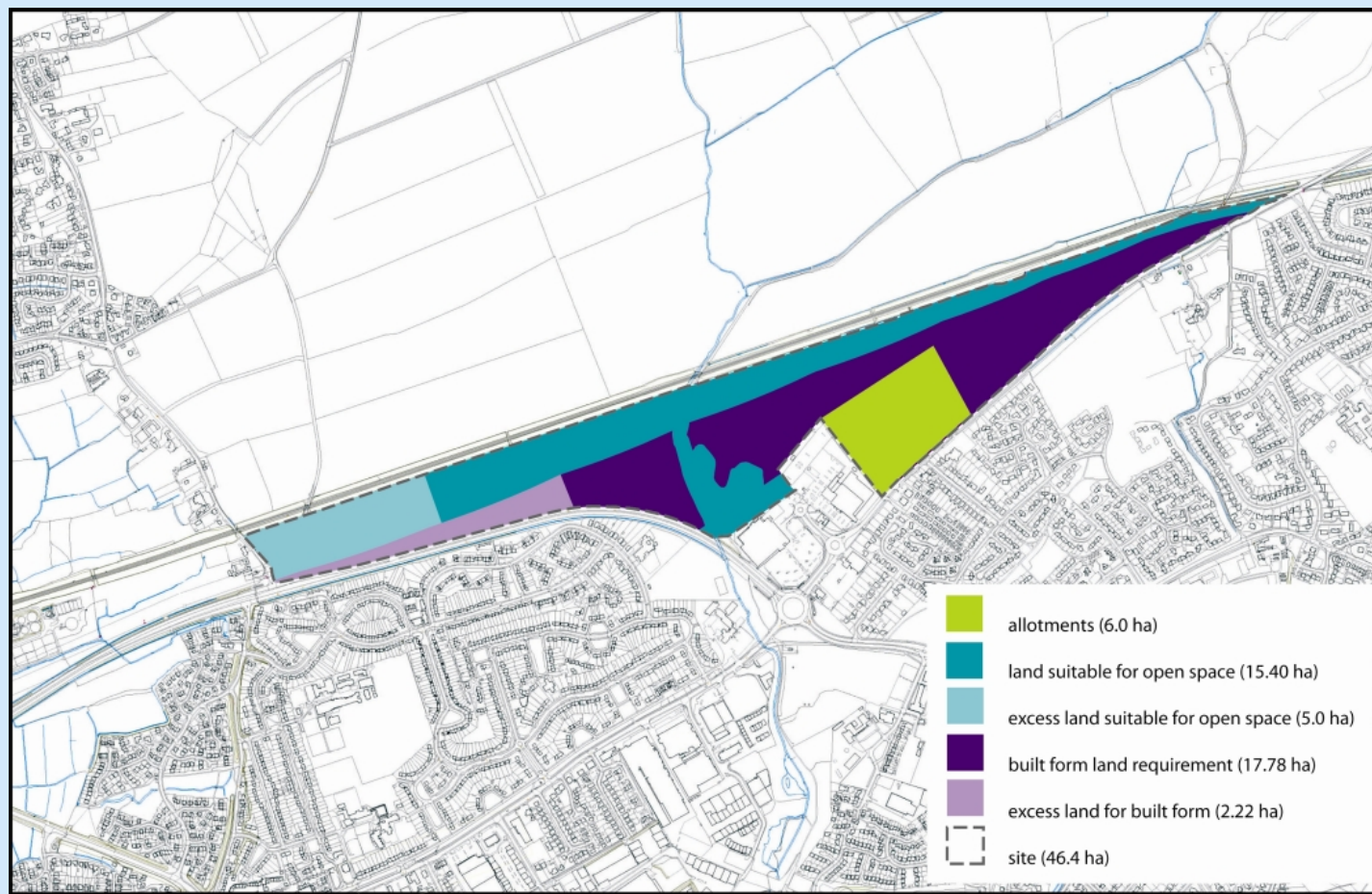
Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi-Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than Options UE1 and UE2 and is likely to have a lesser impact on 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.

Sustainable Construction and Renewable Energy

This urban extension will be required to comply with Core Strategy climate change 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 Photo Voltaic and solar thermal. With development of this scale it is not considered viable to consider site wide technologies such as combined heat and power.

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.



Picture 2.4

(The area identified as 'excess land for built form' is required to deliver the higher end of the range of housing proposed in this option which is fractionally over and above the original figure of 600 dwellings previously identified in the regional spatial strategy).

Consultation Response

Option	Support	Object	No Opinion	Total
Option UE1	81	20	0	101
Option UE2	37	20	0	57
Option UE3	93	19	0	112
Option UE4	217	19	0	236

Table 2.1

Key Comments	Response
<p>Dorset County Council Transport Planning Group (Options UE1 – 4)</p> <ul style="list-style-type: none"> Development in this location is supported. Provision of walking and cycling links to surrounding facilities, particularly to Hinton Admiral rail station as well as improved station facilities should also be included. Master planning work will be informed by the SEDMMTS and the A35 Route Management Study. 	<p>Stage 2 of the master planning process will examine improvements in walking and cycling links and highways improvements will be informed by the South East Dorset Multi Modal Study and the A35 Route Management Study.</p>
<p>Natural England (Options UE1 – 4):</p> <ul style="list-style-type: none"> Provision of green infrastructure can avoid adverse impacts Suitable alternative natural green space of appropriate scale and design must be provided to divert recreational pressures away from the heathlands. Measures must be put in place to safeguard southern damselfly (nationally protected species) NE object to option UE4 as locating a SANG south of the railway line will not provide mitigation of suitable quality to divert recreational pressure away from the heathlands. 	<p>Suitable Alternative Natural Green Space will be provided to serve the urban extension of an appropriate size and location to be agreed with Natural England. It is acknowledged that SANGs provision cannot be south of the railway line in order to satisfy the habitats regulations.</p> <p>The presence of Southern Damselfly has been identified along the River Mude at locations immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park. The habitats regulations assessment has identified mitigation measures including a buffer zone which will avoid adverse impacts. Also none of the options considered involve development in the location where this species is present.</p>

Key Comments	Response
<p>Dorset Wildlife Trust (Options UE1, 2 and 3):</p> <ul style="list-style-type: none"> • DWT have concerns about impact on Burton Common SSSI. • The provision and quality of a SANG will need to be agreed with Natural England and DWT. • DWT suggest that biodiversity and geological conservation, enhancement and restoration should be included within the development alongside requirements for a SANG. The development itself needs to incorporate features of biodiversity within the development area. • DWT object to Option UE4 as it would not be possible to provide a SANG of sufficient quality south of the railway line to direct recreational pressure away from the heathland. 	<p>A SANG will be provided to serve the urban extension to minimise recreational impact on the Dorset Heaths and the New Forest National Park as discussed above. SANGs provision will seek to minimise any adverse impact on the Burton Common SSSI from any increased recreational pressure.</p> <p>The Stage 2 detailed master planning will examine the potential to create areas of biodiversity interest within the development. In particular a buffer zone will be required adjacent to the River Mude and areas of open space and SANG provision will offer the opportunity to establish and enhance areas of biodiversity interest.</p>
<p>RSPB (Options UE1 – 4)</p> <ul style="list-style-type: none"> • The RSPB objects to options UE1, UE2, UE3 and UE4 in relation to uncertainty over mitigation measures. • The RSPB note that substantial, targeted mitigation measures, including the provision of a SANG will be necessary to mitigate adverse impacts on European sites including the New Forest SPA, SAC and Ramsar site. The RSPB also state that the efficacy of SANGs as a measure to address urban pressures on heathlands is still unproven. 	<p>The Core Strategy 'Options for Consideration' Habitats Regulations Assessment sets out mitigation measures to address the environmental impact of the urban extension that will be implemented through the Core Strategy.</p> <p>Stage 2 of the master planning work will inform the strategy for SANGs provision to serve the urban extension. The location and criteria for SANGs provision for the Core Strategy will be agreed with Natural England.</p> <p>The footprint ecology report (June 2011) has been prepared to inform the production of the Joint Heathland DPD which will set out how the heathlands of south east Dorset will be protected from development and urban pressures in the period 2011 - 2026. This report reviews the monitoring undertaken for heathland interim planning framework projects since 2007 to inform the heathlands DPD. In Dorset several capital projects have been funded which have improved accessibility to areas of non heathland adjacent and near heathlands. The monitoring undertaken so far has established that these sites are now well used. The Footprint Ecology report has concluded that further monitoring is required (potentially over several years) to definitively establish the effectiveness of SANGs alongside other forms of heathland mitigation in reducing recreational pressure on the heaths.</p>

Key Comments	Response
<p>The Highways Agency:</p> <ul style="list-style-type: none"> Impact on strategic road network needs to be tested but no significant concerns. Important to maximise public transport services. No mention of potential for new rail halt serving the site. 	<p>The impact of the urban extension has been tested through the South East Dorset Multi Modal Study and the A35 Route Management Study. These studies will inform highways improvements required primarily along the A35 in relation to the impact of the urban extension and anticipated growth across the Borough to 2026.</p> <p>The potential for a new rail halt serving the site has been explored as part of the Stage 1 master planning. Network Rail have expressed the view that a new station serving the Christchurch Urban Extension is unlikely to be viable. Network Rail's requirements for assessing investment in new stations is set out in 'Investment in Stations, (June 2008). This sets out a requirement to first assess alternatives including improved access to existing stations which is examined further as part of the Stage 2 master planning. Other restrictions to delivering a new station include the level difference between the existing railway line, including accessibility requirements and other deliverability issues and costs that this would raise.</p>
<p>Woolf Bond Planning (Representing Taylor Wimpey):</p> <ul style="list-style-type: none"> Support the highest quantum of housing possible within the urban extension. Undergrounding the pylons is readily achievable and can be routed underground adjoining the railway line. Object to the provision of a SANG north of the railway line prior to ongoing discussions with Natural England. 	<p>Stage 2 of the masterplanning work includes a viability assessment of option scenarios that include undergrounding the pylons and concludes that this is a viable option to pursue.</p> <p>The criteria for delivery of a SANG of suitable size and quality will be agreed with Natural England as part of the Stage 2 master planning process.</p>
<p>Meyrick Estates:</p> <ul style="list-style-type: none"> ME could facilitate provision of land outside the development site to deliver suitable alternative natural green space and replacement allotments. SANG should not be within development site and not limited to north of the railway. Option UE1 is supported which maximises the site's potential. 	<p>The criteria for delivery of a SANG of suitable size and quality will be agreed with Natural England as part of the Stage 2 master planning process and preparation of the Pre submission Core Strategy.</p> <p>The impact of undergrounding the pylons has been subject to viability testing.</p>

Key Comments	Response
<ul style="list-style-type: none"> • Implications of moving the power cables needs to be subject to viability testing. • The Core Strategy needs to acknowledge the potential for sand and gravel working north of the railway for the life of the Core Strategy 	<p>The Core Strategy and the masterplanning process is taking into account the potential impact and land requirements of proposed minerals working on the Dorset and Hampshire sides north of the railway at Roeshot.</p>
<p>Tetlow King</p> <p>Tetlow King on behalf of Mrs Pamela Bowyer have put forward a site on land to the south of Burton Village. The site comprises 3.8ha in total and could be accessed off Salisbury Road.</p> <p>Tetlow King refer to the requirements to deliver affordable housing and question the level of affordable housing that can be delivered in the Christchurch Urban Extension in view of abnormal costs such as the undergrounding of the electricity pylons.</p> <p>Tetlow King also question how the SANGs strategy will be delivered for the proposed Christchurch Urban Extension.</p>	<p>This suitability of this site has been considered in the preparation of the housing strategy for the Pre submission Core Strategy. The site is located immediately north of the railway line, to the west of Salisbury Road and is not well related to Burton Village. This site is not considered the most sustainable option for new residential development. This site has been considered in more detail in the Christchurch Urban Extension Key Issues Paper (2010).</p> <p>As a result of viability work undertaken for the Urban Extension and the consideration of abnormal costs the Council has concluded that 35% of all housing can be affordable. The Pre Submission Core Strategy also identifies a more sustainably located site adjoining Burton Village which will be required to deliver 50% affordable housing and will address affordable housing need for Burton. A further site to the east of Marsh Lane is also identified to deliver 50% affordable housing. The Councils updated strategic housing land availability assessment also identifies further sites in the existing urban area which will contribute to affordable housing need.</p> <p>A SANGs strategy has been established with the land owner with the involvement of Natural England for land north of the railway which demonstrates how SANGs can be delivered.</p>
<p>Roeshot Hill Allotments Association:</p> <ul style="list-style-type: none"> • The association does not fully endorse options UE1, 2, 3 and 4. • The existing allotments site at Roeshot Hill should remain. 	<p>The position of the Allotments Association is noted and the Association will involved in ongoing consultation as part of the preparation of the Pre Submission Core Strategy and Stage 2 master planning to determine the future strategy towards the allotments.</p>

Key Comments	Response
<p>Petition:</p> <ul style="list-style-type: none"> A petition has been submitted after the close of the preferred options consultation. The petition contains 1946 signatures which oppose the loss of the Roeshot Hill Allotments. This petition is not being treated as one single response with appropriate weight attached. 	<p>See above comments concerning ongoing consultation regarding the allotments.</p>
<p>The New Forest National Park Authority:</p> <ul style="list-style-type: none"> The Authority supports locating development south of the railway. The Authority supports the provision of suitable alternative natural green space to divert recreational pressure away from the Dorset Heaths and New Forest National Park. Possible adverse impacts on Burton Common SSSI should be avoided. Options should be amended to include reference to the National Park in respect of diverting recreational pressure. Access to a SANG should avoid conflict with proposed minerals working north of the railway line in Hampshire and Dorset. The impact of housing growth on the A35 through Lyndhurst should be assessed including air quality impacts. 	<p>As referred to above the criteria for SANG provision will be agreed with Natural England in order to deliver mitigation that minimises any increases in recreational impact on Burton Common, the Dorset Heaths and the New Forest National Park. The Core Strategy and Stage 2 master planning will consider in detail SANGs provision alongside potential minerals working on the Dorset and Hampshire sides. The Pre Submission Core Strategy policy will specifically refer to the need to divert recreational pressure away from the New Forest in addition to the Dorset Heathlands.</p> <p>The impact of housing growth on the A35 in Dorset has been assessed through the South East Dorset Multi Modal Study (2011) and the A35 Route Management Study (2011). The Council welcomes the opportunity to work with the New Forest National Park Authority, Dorset County Council and Hampshire County Council in assessing cross border transport impacts,</p>
<p>New Forest District Council (Options UE1 – UE4)</p> <ul style="list-style-type: none"> The traffic impacts of the proposed development on the New Forest district need to be adequately assessed (B3347 Avon Valley Road) and A35 through Lyndhurst). The provision of a SANG to divert recreational pressure from the heaths is supported. A co-ordinated approach is required between Christchurch, East Dorset and the National Park in mitigating impacts on sensitive sites in Dorset and the New Forest. 	<p>The Council welcomes the opportunity to work with the National Park in relation to SANGs provision for the urban extension and through the preparation of the South East Dorset Heathlands DPD.</p> <p>See above comments above in response to the New Forest National Park Authority regarding transport impacts.</p>

Key Comments	Response
<p>Peter Atfield, Goadsby (On behalf of Bournemouth and West Hampshire Water)</p> <p>Land to the east of Marsh lane has been submitted to the Core Strategy for consideration for residential development to contribute toward local market and affordable housing need identified in the Strategic Housing Market Assessment.</p>	<p>This site is included as an allocation in the Pre Submission Core Strategy for 90 residential dwellings. This new allocation is discussed in further detail in this document.</p>
<p>The Environment Agency (Options UE1 – UE4) :</p> <ul style="list-style-type: none"> Options for the Christchurch urban extension are in low flood risk areas which is supported. The EA identify key issues to be considered for the urban extension as flood risk / surface water drainage; SuDS, foul drainage, water supply / efficiency, groundwater and contaminated land; sustainable construction; waste management facilities, green infrastructure / biodiversity and pollution prevention. 	<p>Flood risk and flood water attenuation issues are taken into account within the Pre Submission Core Strategy policy.</p> <p>The Pre Submission policy for the urban extension and climate change policies in set out in the Managing the Natural Environment chapter address standards for sustainable construction and flood management, mitigation and groundwater source protection.</p> <p>The strategy towards the provision of green infrastructure and open space is also set out in the Pre Submission policy for the Urban Extension.</p>
<p>Bransgore Parish Council</p> <ul style="list-style-type: none"> The Parish Council support option UE4 and state that the existing character and appearance of the area adjoining Bransgore and the New Forest National Park should be protected. The Parish welcome the opportunity to be involved in further consultation on the Core Strategy. 	<p>Comments noted and welcome further participation in the preparation of the Core Strategy.</p>

Key Comments	Response
General Issues Raised Through the Consultation	
<p>Highways Impact</p> <ul style="list-style-type: none"> There is significant concern about the impact of the urban extension on the capacity of the road network (A35). 	<p>As stated above the impact of the urban extension will be assessed through the A35 Route Management Study and the South East Dorset Multi Modal Transport Study. This will determine where improvements are required and the Council will work closely with Dorset County Council and the developer concerning implementation of transport infrastructure improvements. Key junction improvements will be identified in the Core Strategy and Local Transport Plan 3.</p>
<p>Housing Need</p> <ul style="list-style-type: none"> Some respondents questioned whether there was sufficient housing need to justify the urban extension. 	<p>The Strategic Housing Market Assessment (2011) identifies future requirements for market and affordable housing from 2011 - 2031. The Strategic Housing Land Availability Assessment has undertaken a thorough assessment of available land within the existing urban area and identifies a shortage of land to meet needs identified in the SHMA. On this basis the Christchurch Urban Extension provides an opportunity to deliver a significant amount of new housing to contribute to this identified need.</p>
<p>Affordable Housing Provision</p>	<p>The Council has undertaken a viability assessment to examine the level of affordable housing provision that can be provided within the urban extension. Subject to changes in development viability the Council may seek a higher proportion of affordable housing than the 35% stated in the Pre submission policy for the Urban Extension.</p>
<p>Consideration of land adjoining Burton for residential development</p>	<p>The role and function of Burton Village is set out in the Core Strategy settlement hierarchy, where only very limited development is appropriate which supports the role of the settlement as a provider of services to its home community. Large scale residential development adjoining Burton would not facilitate the delivery of sufficient services to elevate the settlement to a rural service centre.</p> <p>The Pre Submission Core Strategy proposes limited development to the immediate south of Burton Village (45 dwellings) which will provide affordable housing to meet needs identified for the village.</p>

Key Comments	Response
	<p>The Christchurch Urban Extension adjoins the existing urban area and is better connected to existing services. The Stage 1 Urban Extension master planning report provides further examination of the merits of locating development south of the railway.</p>
<p>Provision of public transport services</p>	<p>The Stage 2 master planning for the Urban Extension and the Pre Submission policy establish how a bus service could be routed through the urban extension. There is currently a regular bus service to Sainsburys. Dorset County Council has also submitted a bid for funding from the Local Sustainable Transport Fund which will improve bus priority measures / traffic management measures along the A35.</p>
<p>Infrastructure Requirements</p> <ul style="list-style-type: none"> Respondents raised the issue of the delivery of key infrastructure requirements for the urban extension. 	<p>The stage 2 master planning process identifies the main infrastructure requirements for the urban extension including highways improvements, education, health, public transport, open space, SANG provision and retail. This process also assesses the timing and viability of infrastructure provision to ensure that the preferred strategy and infrastructure plan for the urban extension is deliverable.</p>
<p>Allotments Strategy</p> <ul style="list-style-type: none"> A number of respondents have responded stating that the Roeshot Hill Allotments should remain in their current location. 	<p>The Stage 2 master planning has considered the options of relocating the allotments north of the railway and the alternative option of retaining them in their current position. The Pre Submission Core Strategy draft policy seeks to relocate the allotments, primarily in order to better address local housing need. As stated above, the Council will work closely with the Allotments Association regarding future provision of allotments.</p>
<p>Ecological Impact and the location of development</p>	<p>An ecological survey as undertaken to inform the location of development and this is discussed in detail within the Christchurch Urban Extension Key Issue Paper (2010).</p>

Table 2.2

Core Strategy 'Options for Consideration' Consultation Events

2.3 Roeshot Hill Allotments AGM (April 2010)

2.4 A presentation was given to the Roeshot Hill Allotments AGM concerning the Core Strategy and master planning process to be undertaken for the proposed urban extension at Roeshot Hill. This meeting was held prior to the publication of the Stage 1 master planning and the identification of options to be included in the 'Options for Consideration' Core Strategy. Implications for the Roeshot Hill Allotments were discussed including options for retaining the allotments in their current location and possible relocation to a suitable alternative site. The position of the the allotments association is to maintain the allotments in their current location.

2.5 The Allotments Association were advised of the forthcoming consultation on the 'Options for Consideration' Core Strategy and how to get involved.

2.6 Urban Extension Advisory Group 21st October 2010

2.7 The Christchurch Urban Extension Advisory Group was established in April 2008 and involves a range of stakeholders who are directly involved with bringing forward the urban extension or directly affected by the proposed development. The group has met on a regular basis to inform the preparation of the Core Strategy and master planning process. Attendees of the group include:

- Neighbouring authorities
- Christchurch Councillors
- Parish Councils
- Residents Associations
- Landowners
- The Environment Agency
- Natural England
- Utility Companies
- Bus Companies
- Roeshot Hill Allotments Association
- Sainsburys
- Taylor Wimpey

2.8 This particular Advisory Group meeting was run as part of the 'Options for Consideration' consultation to offer the opportunity for members to comment on options UE1 - 4 included within the Core Strategy consultation.

2.9 Issues raised in relation to Options UE1 - 4.

2.10 Possible Relocation of the Allotments:

2.11 The timing and process for a decision on the future of the allotments was discussed. The position of the allotments association is to retain the Roeshot Hill allotments in their present location.

2.12 The strategy in relation to the allotments for the Pre - Submission Core Strategy will be established through ongoing consultation and the stage 2 masterplanning process. Options for possible relocation of the allotments are likely to involve land north of the railway line and would involve the landowner Meyrick Estates.

2.13 Density of Development

2.14 Concern was raised about the potential provision of 1250 dwellings and the housing densities that this may involve. Stage 2 masterplanning has examined 4 high level options up to a maximum of 933 dwellings. This level of development would include a range of dwelling size and type and densities from 20 - 45dph.

2.15 Undergrounding the Overhead Powerlines

2.16 The cost of and requirement to consider undergrounding of the overhead powerlines was raised. The cost of undergrounding the pylons is very significant and has a major impact on development viability when assessed alongside other infrastructure requirements on the site. It is important that the preferred strategy for the urban extension to be contained in the adopted Core Strategy is financially viable and deliverable in order for the Core Strategy to be considered 'sound'.

2.17 The benefit of undergrounding the pylons was discussed. The powerlines currently run across the whole urban extension site which significantly reduces development capacity and adversely affects residential value and the attractiveness of the development. The maximum amount of development that can be delivered on the site at densities of 20 - 40dph with the pylons retained and the allotments relocated is around 400 dwellings compared with up to a maximum of 933 dwellings with the pylons retained and the allotments relocated. The 2011 Strategic Housing market Assessment has identified a requirement for market and affordable housing for the Borough to 2031 based on predicted population growth and household formation of 3,337 dwellings over the plan period (2013 - 2028). This is significantly above housing potential in the existing urban area as identified through the strategic housing land availability assessment process. In this respect the urban extension performs an important role in contributing towards local housing requirements which provides justification for maximising development potential within the urban extension and the need to underground the pylons.

2.18 Provision of Suitable Alternative Natural Green Space (SANGs)

2.19 Natural England have established the position that it is not possible to provide a SANG of sufficient size and quality south of the railway line to successfully divert recreational pressure away from the Dorset Heaths and the New Forest National Park and satisfy the requirements of the 2010 Habitats Regulations. The Core Strategy will set out criteria for SANGs provision and the urban extension policy its broad location north of the railway line.

2.20 Impact on the Transport Network

2.21 Improvements required to the transport network in relation to the impact of the urban extension and other anticipated development to 2026 will be identified through the A35 Route Management Study and the Stage 2 masterplanning process.

2.22 Dorset and Hampshire Minerals Working

2.23 The Council is objecting to plans for minerals working north of the railway on the Dorset and Hampshire sides. This issue and how it affects the urban extension is discussed further below.

2.24 Flooding Issues

2.25 The Environment Agency considers that options UE1 - 4 do not raise significant flood risk issues as they do not propose development within a flood risk affected area. In planning for the urban extension further details will need to be provided in relation to drainage and the provision of buffer zones around water courses.

2.26 Housing Trajectory

2.27 The relationship between the urban extension and the Borough wide housing trajectory was discussed. It is anticipated that the urban extension may start to come forward from 2014 / 15 onwards and the Stage 2 master planning will examine a possible phasing programme. The Christchurch 5 year housing land supply document will identify a housing trajectory for the Submission Core Strategy informed by the 2011 SHLAA update which will set out a projected phasing programme for the urban extension.

Consideration of Evidence and Policy

2.28 Christchurch Urban Extension Stage 1 Master Planning (Broadway Malyan 2010)

2.29 Broadway Malyan were appointed in January 2010 to prepare a masterplan for the urban extension to the north of the Christchurch urban area to inform the emerging Core Strategy. Stage 1 produced a detailed site analysis, including key constraints to development and site access requirements. This stage has also examined the broad potential to accommodate at least 600 dwellings and whether further potential exists. Broad requirements for infrastructure provision have also been examined including transport, retail / community facilities, utilities, open space and allotments.

2.30 The Stage 1 report produced 5 high level options which alongside ongoing consultation undertaken since Issues and Options in 2008 have informed the 4 options included in the Core Strategy 'Options for Consideration' consultation (Oct 2010 - Jan 2011) set out above. The consideration of responses to this consultation and updates in the evidence (set out below) inform the option to be progressed to the detailed master planning stage (Stage 2) and the policy approach in the Pre Submission Core Strategy.

2.31 Christchurch Urban Extension Initial Viability Assessment:

2.32 Following the completion of Stage 1 master planning and taking into consideration responses to the Core Strategy 'Options for Consideration' consultation, Broadway Malyan, in association with Whiteleaf have undertaken a viability appraisal of the options set out below. These options reflect the main development scenarios for the urban extension that have been established from the options consulted on at the 'Options for Consideration' stage of the Core Strategy and reflect the key permutations of infrastructure choices.

- Option 1: Retain allotments and powerlines - 230 dwellings (approx) (Core Strategy 'Options for Consideration' Options 3 & 4)
- Option 2: Relocate allotments but retain powerlines - 400 dwellings (approx) (Core Strategy 'Options for Consideration' Option 2)
- Option 3: Relocate allotments and underground powerlines - 922 dwellings (approx) (Core Strategy 'Options for Consideration' Option 1)
- Option 4: Retain allotments and underground powerlines - 745 dwellings (approx) (Option not included in 'Options for Consideration Consultation')

2.33 The options set out above have also been tested with affordable housing at 30% and 35%. Each option has a mix of housing size and type including:

- Flats and 2 bed terraced housing (31%)
- 3 bed Houses - Terraced and semi detached (27%)
- 3/4 bed Houses - Semi detached and small detached (23%)
- 4/5 bed house - Detached and large semi detached (19%)

2.34 Housing densities range from 20 - 40dph with the higher density achieved at the centre of the site where flats and 2 bed terraced housing would be concentrated.

2.35 The viability assessment at this stage has considered the following abnormal S106 costs to the development:

2.36 Utilities

- Undergrounding overhead 132kv powerlines
- Diversion of 11kv powerlines
- New connections to electricity substation
- Upgrading of foul sewer on Lyndhurst Road

2.37 Transport

- Improvements at Somerford Roundabout
- 2 x new signalised site access junctions from the A35 Lyndhurst Road, plus extension of shared surfaces towards Somerford Roundabout and Hinton Admiral Station.
- Improvements further west on the A35 to junctions such as Stony Lane, Fountain Roundabout and possibly along Barrack Road.
- Integrated transport strategy and associated infrastructure.

2.38 Acoustic / Environmental

- Archaeological investigations given the need for relatively large excavations for the electric supply and the movement of the allotments.
- Noise mitigation – Nominal allowance for uprated glazing and additional ventilation of dwellings. Also includes approximate cost of acoustic screening fence adjacent to Sainsbury's supermarket.

2.39 Sustainable Urban Drainage (SUDs)

- Surface storage for varying developable areas.

2.40 Education

- Contribution towards expanding existing schools based on increase in population associated with each option.

2.41 Open Space / Suitable Alternative Natural Green Space (SANGs)

- Open space provision will be required for the urban extension in accordance with the PPG17 standards (2007).
- SANGs provision: At the point of this initial viability assessment the detailed attributes and location of the SANG have not been finalised. Therefore, a contribution for each option has been calculated on the basis of the existing South East Dorset heathland interim planning framework (2011).

2.42 Viability Conclusions

2.43 The generally accepted viability threshold equates to £100,000 Net Present Value (NPV) per gross acre when taking into account total costs including land sale. All of the options tested are viable with 30% affordable housing provision. At 35% affordable housing all the options except option 3 are in excess of the £100,000 threshold. However, it is anticipated that the cost of undergrounding the pylons for options 3 and 4 could be substantially lowered as a result of negotiation with the electricity company which would result in both options 3 and 4 being viable.

Net Present Value (NPV) per gross acre (Including total costs and land sale)		
	30% Affordable Housing	35% Affordable Housing
Option 1	£129,000	£111,000
Option 2	£185,000	£166,000
Option 3	£108,000	£91,000

Net Present Value (NPV) per gross acre (Including total costs and land sale)		
Option 4	£121,000	£102,000

Table 2.3

2.44 South East Dorset Multi Modal Study 2008 - 2011 (Atkins)

2.45 Atkins was appointed in June 2008 to undertake the South East Dorset Multi Modal Study which was designed to identify the initiatives and interventions to ensure an excellent transport system in the future, and provide the evidence base to help secure the funding required. The study has been prepared with those organisations with a responsibility or an interest in the operation of the transport network in South East Dorset including:

- Borough of Poole
- Bournemouth Borough Council
- Dorset County Council
- Highways Agency
- Government Office for the South West
- South West Regional Development Agency and South West Councils
- Department for Transport

2.46 The Strategy developed by the SEDMMS forms the long term strategy for the Local Transport Plan (LTP) and the short term implementation plans for the two programmes have been dovetailed. The transport model has assessed the forecast changes to the transport system by 2026 taking into account the projected increases in population and employment in the area. For Christchurch this has tested the impact of 900 dwellings within the urban extension and 2,550 dwellings coming forward in the Christchurch urban area and 15ha of employment development coming forward at the airport business park. These figures have been informed by the Christchurch Strategic Housing Land Availability Assessment (2009 base year) urban extension master planning (Stage 1, 2010) and employment land review. The study has now reached completion with the preparation of a Preferred Strategy and Implementation Plan. The Implementation Plan and programme includes the outline costs for strategy components and potential funding sources that feed directly into LTP3. The transport strategy is a live document subject to review as part of the 3 year LTP implementation plan and as such can be responsive to variations to the scale and pace of housing, industrial, office and leisure developments.

2.47 The SEDMMS sets out an implementation plan including measures for delivery in the short (2011 - 2014), medium 2014 - 2020) and long term (2020 - 2026). Due to the current situation with available funding the short term strategy focuses on low cost / high return schemes for the first 3 years. Short term measures of relevance to the Christchurch urban extension include:

- Low cost improvements to public transport (especially with bus showcase corridors) and community services
- Junction improvements

- Walking and cycling schemes
- Development / progress of major scheme bids

2.48 Medium term measures for the period 2014 - 2020 assumes that funding will return to pre - recession levels and would see the implementation of a number of strategic improvements to public transport and highway networks including:

- Phase 1 bus Showcase Corridors - North Bournemouth & A35 Christchurch to Poole
- Improvements at key junctions
- Cycling and walking (completion of strategic network)
- Hinton Admiral rail park and ride

2.49 The SEDMMTS provides a high level assessment of the impact of anticipated development including the Christchurch urban extension to 2026 and the identifies the locations for key junction improvements. Due to current funding restrictions the short term strategy focuses on demand management measures and encouraging the use of more sustainable modes of transport. Key junction improvements required to accommodate new development and the Christchurch urban extension are anticipated to come forward in the medium term (2014 - 2020). The A35 Route Management Study identifies specific design options for junctions along the A35 and further detail on the study and priority junction improvements is set out below.

2.50 Bournemouth, Poole and Dorset Local Transport Plan 3 Strategy Document: 2011 - 2026 (April 2011)

2.51 The Local Transport Plan has been directly informed by the South East Dorset Multi Modal Study and share the same implementation plan. The detail and timing of schemes in the LTP are as those set out above for the SEDMMTS.

2.52 A35 Route Management Study (Dorset County Council)

2.53 The Christchurch A35 RMS provides a detailed strategy in response to the impact of anticipated development to 2026. In order to effectively model the impact of future development on the highway network a local Paramics model has been developed to cover the section of the A35 from Stony Lane to the borough boundary not covered by the existing SEDMMTS transport model. The study identifies design options for key junctions including Fountain Roundabout, Stony Lane and Somerford Roundabout. The Stage 2 master planning process for the urban extension will address the fine detail of site access and permeability.

2.54 Strategic Housing Market Assessment (JG Consulting, 2011)

2.55 The Strategic Housing Market Assessment update for 2011 provides updated assessments of the local demand for affordable housing and market housing. The Strategic Housing Market Assessment identifies a requirement for the provision of 3,337 dwellings in the Borough between 2013 - 2018 based on anticipated population growth and household formation. There is an annual need for the provision of 330 affordable homes per annum based on absolute housing need. The Christchurch Urban Extension is the only site of strategic significance in the Borough with the capacity to deliver a significant level of housing to contribute to local housing need.

2.56 Christchurch Strategic Housing Land Availability Assessment 2011 Update

2.57 The SHLAA update identifies a potential of 3125 dwellings for Christchurch Borough which includes 850 dwellings in the Christchurch Urban Extension as identified in the Stage 2 master planning report.

2.58 Christchurch Level 2 Strategic Flood Risk Assessment (SFRA) (Halcrow, 2009)

2.59 Stage 2 masterplanning and the Core Strategy policy approach for the Christchurch Urban Extension will be consistent with the requirements of PPS25 and the Level 2 SFRA. A limited extent of the urban extension north of Sainsburys superstore and adjacent to Watery Lane is subject to high flood risk (Zone 3a, 1 in 100 year) to 2126. A larger extent of land north of Sainsburys and east of Watery Lane to the railway line is subject to medium risk (Zone 2, 1 in 1000 year) to 2126. Flood risk affected areas form a small proportion of the site and development is not proposed in this location. The Christchurch Urban Extension Key Issue Paper (October 2010) provides further background detail concerning floodrisk.

2.60 Ecological Survey (Fieldwork Ecological Services, 2007)

2.61 Ecological survey work was completed in 2007 and detailed findings are set out in the Christchurch Urban Extension Key Issue Paper published in October 2010. The main findings of the survey were:

- In terms of biodiversity the area is poor as would be expected taking into account the current land management
- There are no protected or Biodiversity Action Plan habitats within the survey area
- 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
- There are some vulnerable species that use this landscape including bats and field hedgerow birds

2.62 Further survey work was undertaken in 2010 has identified the presence of Southern Damselfly on the River Mude at locations immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park. Southern Damselfly are a fully protected red data book species.

2.63 Mitigation Measures

2.64 Southern Damselfly

2.65 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.

2.66 Options UE1 - 4 do not propose built development along Watery Lane which enables the creation of green corridor to avoid any adverse impact on the damselfly population.

2.67 Skylark

2.68 The Skylark is 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.

2.69 Hampshire and Dorset Minerals Plans

2.70 Dorset County Council and Hampshire County Council have identified land north of the railway line for minerals extraction and when considered as one site extends from Hawthorn Road east to the Borough boundary and eastwards into Hampshire. The Council has objected to Dorset and Hampshire's plans on the basis of impact on the highways network.

2.71 It is possible for the urban extension to come forward alongside minerals working notwithstanding the issue of the cumulative impact of these proposals on the highway network. Plans for minerals extraction also constrain the area available for SANGs provision north of the railway line. SANGs provision is discussed further in the Stage 2 master planning work and the SANGs strategy prepared with Meyrick Estates and Natural England.

2.72 Hampshire Minerals and Waste Plan (Feb 2011)

2.73 The Hampshire site proposal at Roeshot is bounded by the River Mude to the east, Hill Lane to the north and the boundary of Burton Common to the east. The proposal has a site area of 87ha and has a proposed total yield of 4 million tonnes. The draft plan sets out a proposal to restore the site to agriculture with access and biodiversity elements linking the site to the New Forest National Park. The Council has objected to plans for minerals extraction in this location due to the impact of HGVs on the highway network.

2.74 The plan is currently being revised following consultation undertaken between February and March 2011 and Pre - Submission consultation is scheduled for November 2011.

2.75 Bournemouth, Dorset and Poole Draft Minerals Core Strategy (Oct 2010)

2.76 The Minerals Core Strategy sets out the framework for minerals development in terms of the future scale and pattern of minerals working and how this will be managed. This includes an apportionment for sand and gravel to 2028. Dorset County Council consider that they will experience difficulty in identifying sufficient sites to meet the 2009 guideline apportionment figures for sand and gravel and this is likely to result in Christchurch sites remaining in the Minerals site allocations document for sand and gravel extraction.

2.77 Dorset Minerals Site Allocations (October, 2008)

2.78 Initial consultation on the MSAD was undertaken between October and December 2008 which proposed land north of the railway to the east of Burton bounded by Hawthorn road to the west, Hill Lane to the north and the River Mude to the east. The next stage of consultation is planned for January 2012 following consultation on the revised draft minerals Core Strategy (July - Sept 2011).

'Options for Consideration' Sustainability Appraisal

2.79 Ecological survey work undertaken in 2007 identifies that the main impact of development options considered here is upon species. The survey has identified the potential for an adverse impact on bats which are a protected species. Since survey work was undertaken in 2007 the Council has observed a colony of Southern Damselfly on the River Mude south of the railway line which would be affected by the development options considered here for the urban extension. The survey identifies a range of mitigation / compensation measures to avoid / minimise adverse impacts on species present in the area.

2.80 The increase in population as a result of the urban extension is likely to create increased recreational pressure on the Dorset Heaths and the New Forest National Park and effective mitigation measures are required to reduce this impact. All of the options considered at this stage will require the provision of a SANG of suitable location, size and quality to be agreed with Natural England. This should be alongside measures established through the South East Dorset Heathland DPD including access / habitat management and visitor education. As heathland mitigation is a cross border issue appropriate mitigation measures could be explored with the New Forest and the National Park Authority. Options UE1 to UE3 involve the provision of SANGs north of the railway line which provides the opportunity to establish an area of suitable size and attractiveness to effectively reduce recreational impact on the Dorset Heaths and the New Forest National Park. Option UE4 provides a SANG south of the railway and Natural England has stated that this will not provide a SANG of suitable size or quality to provide effective mitigation. Options UE1 to UE4 provide the opportunity to meet PPG17 open space standards and provide suitable opportunity for recreation.

2.81 Development south of the railway line immediately adjoining the existing urban area is the least constrained area from an access perspective and is in closest proximity to essential services. Transport infrastructure improvements required to support the development will be identified through Stage 2 of the master planning process and the outputs of the A35 Route Management Study. Development options UE1 to UE4 are the least constrained options in terms of site access requirements in comparison to alternative locations north of the railway line and immediately south of Burton village.

2.82 Options UE1 to UE4 will increase levels of road traffic which has implications for increased emissions (CO₂ and NO_x). The extent of any adverse impact will depend upon the successful implementation of mitigation measures set out above across the plan area and in response to all new development. Option UE1 will generate the highest level of development and may have the most significant adverse impact on pollution and climate change. Option UE2

involves less housing than option UE1 and may contribute less to pollution and climate change. Option UE3 and UE4 provide the least housing and may contribute the least to pollution and climate change. All options here will increase demand for water usage which can be kept within acceptable limits through enhanced water efficiency and water harvesting and reuse.

2.83 Options UE1 to UE4 locate development immediately north of the Christchurch urban area and south of the railway line. The A35 and railway provide clear defensible boundaries to avoid urban sprawl and significant adverse landscape impact north of the railway. In consideration of the options, Option UE1 represents the most efficient use of land which maximises the development potential south of the railway line. Overall Option UE1 performs best in sustainability terms in maximising development potential and in relation to proximity to community facilities and regular public transport services. A higher level of development south of the railway line would also yield more development contributions which will assist the provision of transport infrastructure and essential community facilities. Option UE1 followed by Option UE2 make the most positive impact on meeting housing need and the economy through provision of higher levels of housing providing housing for local people and employees.

Relevant Sustainability Appraisal Objectives	Option UE1	Option UE2	Option UE3	Option UE4
1) Protect and enhance habitats and species	Uncertain Impact	Uncertain Impact	Uncertain Impact	Uncertain Impact
2) Sustainable use of resources	Strong Positive Impact	Positive Impact	Positive Impact	Positive Impact
3) Minimise pollution	Uncertain Impact	Uncertain Impact	Uncertain Impact	Uncertain Impact
4) Climate change	Uncertain Impact	Uncertain Impact	Uncertain Impact	Uncertain Impact
5) Reduce the need to travel	Positive Impact	Positive Impact	Positive Impact	Positive Impact

Relevant Sustainability Appraisal Objectives	Option UE1	Option UE2	Option UE3	Option UE4
7) Improve health	Positive Impact	Positive Impact	Positive Impact	Positive Impact
8) Provide suitable and affordable housing	Strong Positive Impact	Positive Impact	Positive Impact	Positive Impact
9) Social cohesion and access to services	Strong Positive Impact	Strong Positive Impact	Strong Positive Impact	Positive Impact
10) Protect historic buildings and archaeological sites	Uncertain Impact	Uncertain Impact	Uncertain Impact	Uncertain Impact
11) Maintain local distinctiveness	Positive Impact	Positive Impact	Positive Impact	Positive Impact
12) Sustainable economic growth	Strong Positive Impact	Positive Impact	Positive Impact	Positive Impact

Table 2.4

‘Options for Consideration’ Habitats Regulations Assessment

2.84 The HRA assessment identifies an uncertain impact on European habitats but possible impacts could include:

- Physical disturbance / damage or loss of habitat for southern damselfly
- Recreational pressure
- Non physical disturbance such as noise and light pollution
- Erosion / trampling
- Air pollution
- Interruption to hydrological regimes (e.g. from water abstraction or water pollution)

2.85 These are most likely to have an impact on the following habitats:

2.86 River Avon SAC, Avon Valley SPA/Ramsar.

2.87 May also impact New Forest SAC/SPA/ Ramsar, Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.

2.88 The Core Strategy sets out a range of policies which seek to provide effective mitigation for the potential impacts identified above. Proposed Core Strategy policies seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). Options UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. The management of recreation) and the emerging Dorset Green Infrastructure Strategy. Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction'). Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments include (Objective 3; Objective 6; KS19; KS20 (AO); ME7).

2.89 Discussions between Christchurch Borough Council and Natural England have identified the requirement to ensure a green corridor (buffer zone) is provided along Watery Lane (to avoid adverse effects on the southern damselfly) 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.

2.90 The 'Options for Consideration' HRA assessment concludes that the impact on European habitats is uncertain for options UE1 - 4. The urban extension boundary is within 5km of part of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC and the New Forest SAC/SPA/Ramsar site. The Interim Planning Framework (IPF) for the Dorset Heathlands seeks developer contributions for any new housing development within 5km of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC, as the recreation pressure from new residents could contribute to significant effects. However, the IPF and the emerging Joint Dorset Heathland DPD should help to provide SANGs to help reduce this recreational pressure (the size and type of SANGs, likely to be provided north of the railway, would be agreed with Natural England).

2.91 Options UE1 - UE4 provide the opportunity to deliver significant new provision of on site open space south of the railway line. Options UE2 - 4 involve less housing development than option 1 and enable the provision of more on site open space which reduces pressure on the New Forest SAC/SPA/Ramsar.

2.92 Significant effects may also be incurred for options UE1 - UE4 on other sites, such as the River Avon SAC and Avon Valley SPA/Ramsar, as a result of increases in water abstraction and pressure on sewage treatment capacity.

2.93 Significant effects on the southern damselfly (a qualifying feature of the New Forest SAC and Dorset Heaths SAC) from off-site habitat loss (on the River Mude) are not considered likely to occur as a result of options UE1 - 4 as these options do not propose built development along Watery Lane, which enables the creation of green corridor to avoid any adverse impact on the damselfly population.

‘Options for Consideration’ Health Impact Assessment

2.94 The HIA identifies positive impacts for health from the provision of new housing. The impact of noise from the A35 and the railway are also raised as issues which will require effective mitigation as identified in the stage 2 master planning. There is also a need to encourage the use of walking and cycling with the associated health benefits.

2.95 Where options consider the relocation of allotments it is important that the need for additional allotment space is addressed and will be addressed as part of the stage 2 master planning. The provision of Sustainable Urban Drainage Systems will be required to address any potential effects of surface water flooding.

‘Options for Consideration’ Equalities Impact Assessment

2.96 The provision of new housing for options UE1 - 4 would provide a level of housing to meet the needs of older people and those with disabilities. The provision of more housing will have a positive impact on affordability and the ability of young people to purchase a property.

Infrastructure Requirements

Infrastructure Requirements				Timing	Funding Source / Cost	Responsibility
Infrastructure	Option UE1	Option UE2	Option UE3	Option UE4		
Utilities						

Infrastructure Requirements					Timing	Funding Source / Cost	Responsibility
Feature	Option UE1	Option UE2	Option UE3	Option UE4			
Upgrade of 132kv pylons	NA	NA	√	√	2014 onwards	S106	Developer
						Equal cost between options 3, and 4.	
Diversion of 11Kv power lines	√	√	√	√	2014 onwards	S106	Developer
						Equal cost between options.	
New connections to / from electricity sub station	√	√	√	√	2014 onwards	S106	Developer
						Equal cost between options.	
Upgrading of foul sewer on Lyndhurst Road	√	√	√	√	2014 onwards	S106	Developer
						Equal cost between options.	
Transport							
Removal of grade	x	x	x	x	2014 onwards	NA	Dorset County Council / Developer

Infrastructure Requirements				Timing		Funding Source / Cost	Responsibility
Infrastructure	Option UE1	Option UE2	Option UE3	Option UE4			
separated crossings / replacement by at grade crossing points							
Potential all round junction at Sparrow	x	x	x	x	2014 onwards	NA	Dorset County Council / Developer
improvements at Somerford Road to address existing accident issues. Road safety assessment required to	√	√	√	√	2014 onwards	S106 Range in cost to development between options	Dorset County Council / Developer

Infrastructure Requirements					Timing	Funding Source / Cost	Responsibility
Feature	Option UE1	Option UE2	Option UE3	Option UE4			
assess issues and suggest suitable solutions.							
2 x new signalled site access junctions from the A35 Lyndhurst Road, plus extension of shared surfaces towards Somerford Road and Hinton Admiral Station	√	√	√	√	2014 onwards	S106 Equal cost between options.	Dorset County Council / Developer

Infrastructure Requirements				Timing	Funding Source / Cost	Responsibility	
Feature	Option UE1	Option UE2	Option UE3	Option UE4			
<p> impacts further west on A35 should be prevent traffic lead to a more incremental additional impact on the operation of the junctions at Stony Lane and Fountains Road - may also apply to Barrack Road. </p>	√	√	√	√	2014 onwards	S106 Range in cost to development between options	Dorset County Council / Developer

Infrastructure Requirements					Timing	Funding Source / Cost	Responsibility
Infrastructure	Option UE1	Option UE2	Option UE3	Option UE4			
Integrated transport strategy and associated infrastructure. E.g. Extensions to the 1a and or 1c bus services (additional vehicles and drivers and the provision of supporting infrastructure such as bus gates as well as real time information).	√	√	√	√	2014 onwards	S106 / Community Infrastructure Levy	DCC, Bus companies

Infrastructure Requirements					Timing	Funding Source / Cost	Responsibility
Feature	Option UE1	Option UE2	Option UE3	Option UE4			
Acoustic / environment							
Additional infrastructure given the need for relatively large excavations for the electric supply and the movement of the elements.	√	√	√	√	2013 / 2014	S106 Equal cost between options.	Developer
Noise mitigation - Nominal allowance for uprated glazing	√	√	√	√	2014 onwards	S106 Range in cost to development between options	Developer

Infrastructure Requirements					Timing	Funding Source / Cost	Responsibility
Feature	Option UE1	Option UE2	Option UE3	Option UE4			
and additional ventilation of dwellings. Also includes approximate cost of acoustic screening fence adjacent to Sainsbury's supermarket							
Open Space / Recreation							
On site open space provision	√	√	√	√	2014 onwards	S106 Range in cost to development between options	Developer
Suitable Alternative Natural	√	√	√	√	2014 onwards	S106	Developer, Landowner, Christchurch Borough Council

Infrastructure Requirements				Timing		Funding Source / Cost	Responsibility
Feature	Option UE1	Option UE2	Option UE3	Option UE4			
Green Space (Hartland Millaton)						Range in cost to development between options	

Table 2.5

Conclusions

2.97 Option UE1 proposes to 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. At the 'Options for Consideration' stage this option was assessed as delivering in the region of 950 - 1,250 dwellings.

2.98 This option received significant support but less than options UE3 and UE4 which retain the Roeshot Hill Allotments in their current location. Support for this option was received in addressing local housing need and the provision of a high quality development which undergrounds the pylons.

2.99 Option UE1 best addresses future housing requirements identified in the Strategic Housing Market Assessment and constitutes the 'maximisation' option with the relocation of the Roeshot Hill Allotments and undergrounding of the pylons. From the consultation responses and master planning work to date undergrounding of the pylons is fundamental for the attractiveness of the development, residential values and maximising development potential.

2.100 The provision of SANGs north of the railway will help to divert recreational pressure away from the Dorset heathlands and the New Forest. The strategy towards SANGs provision established for the Pre Submission Core Strategy will address the uncertainty in impact identified in the habitats regulations assessment conducted at the pre submission stage of the Core Strategy. The Pre Submission Core Strategy policy and Stage 2 master plan will also provide further detail of the buffer zone required along the River Mude to avoid adverse impacts on southern damselfly and enhance biodiversity.

2.101 The broad level of development identified in Option UE1 has been assessed through the South East Dorset Multi Modal Study and the A35 Route Management Study which determines where improvements are required along the network to accommodate the urban extension and development in the wider area over the plan period. The delivery of transport infrastructure improvements will be facilitated by developer contributions and bids for central government funding.

2.102 The viability of option UE1 has been assessed as part of the master planning work discussed above and could deliver 35% affordable housing.

2.103 The Sustainability Appraisal concludes the Option UE1 is the most sustainable option. This option maximises development potential best contributing towards local housing need. A higher level of development south of the railway line would also yield more development contributions which will assist the provision of transport infrastructure and essential community facilities.

2.104 Option UE1 relocates the Roeshot Hill Allotments north of the railway line and further work is required to determine the precise location for their relocation and the criteria for provision to better address the borough wide need for allotments provision.

2.105 Option UE1 is considered the most sustainable option to be the subject of more detailed master planning as part of Stage 2 which informs the Pre Submission Core Strategy policy for the urban extension. This is on the basis of housing delivery, the ability to create a high quality, well designed development which avoids adverse impacts on sensitive habitats.

2.106 Option UE2 proposes to 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. At the 'Options for Consideration' stage this option was assessed as delivering in the region of 650 - 850 dwellings.

2.107 Option UE2 was the least favoured in the consultation as it delivers less housing than Option UE1, retains the powerlines and relocates the Roeshot Hill Allotments.

2.108 This option retains the overhead power lines which limits development potential and adversely affects the attractiveness of the development and residential values. Undergrounding of the pylons was considered by respondents to the consultation as critical for achieving a high quality development. This option delivers a lower level of housing than Option UE1 in addressing local housing requirements identified in the Strategic Housing Market Assessment. On this basis Option UE2 is not considered appropriate to be the subject of further master planning as part of stage 2.

2.109 Option UE3 proposes to locate housing, open space, retail and community facilities and allotments south of the railway line, retain the high voltage power lines and move suitable alternative natural green space north of the railway line. At the 'Options for Consideration' stage this option was assessed as delivering in the region of 500 - 650 dwellings.

2.110 This option was the second most favoured behind Option UE4 as it retains the Roeshot Hill Allotments in their present location. This option is not considered the most sustainable as it retains the overhead powerlines and delivers the least housing to address local requirements.

2.111 Option UE4 proposes to 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. At the 'Options for Consideration' stage this option was assessed as delivering in the region of 500 - 650 dwellings.

2.112 This option cannot be taken forward for further assessment as part of the Stage 2 master planning as the provision of suitable alternative natural green space south of the railway line will not provide effective mitigation to divert recreational pressure away from the Dorset heathlands and the New Forest. In this respect this option cannot satisfy the requirements of the habitats regulations. This option alongside option UE3 delivers the least housing to meet local requirements.

2.113 In conclusion Option UE1 will be taken forward for further assessment as part of the Stage 2 Master Planning undertaken on behalf of the Council by Broadway Malyan. In view of the high level of consultation responses received the Stage 2 master planning will also examine the implications for retaining the Roeshot Hill Allotments in their current position. Please refer to the Stage 2 master plan and accompanying viability assessment which are available on www.dorsetforyou.com which inform the policy approach for the urban extension to be taken forward in the Pre Submission Core Strategy.

Christchurch New Neighbourhoods

Introduction

2.114 Following completion of the Core Strategy 'Options for Consideration' consultation and the abolition of the draft South West Regional Spatial Strategy the Council has undertaken further evidence gathering to establish a local housing strategy and housing target for inclusion in the Pre submission Core Strategy. The approach to preparing the housing strategy is in accordance with government guidance and the emerging National Planning Policy Framework (2011). This process has involved an update to the Bournemouth and Poole Strategic Housing Market Assessment which identifies the requirement for market and affordable housing from 2011 - 2031.

2.115 The housing requirement identified through the SHMA has been balanced against the level of housing that can be sustainably delivered in the Borough over the plan period to 2028 as assessed in the Council's Strategic Housing Land Availability Assessment. As a result of the recent SHLAA assessment the Council has identified a shortfall in housing land required to meet the housing requirement identified in the SHMA. On this basis two additional sites currently located in the Green Belt are proposed for allocation to better address future housing needs. Further detail on the consideration of these sites is set out below.

The Evidence Base

2.116 Bournemouth and Poole Strategic Housing Market Assessment (2011)

2.117 The SHMA update has examined the requirement for market and affordable housing provision for the Bournemouth and Poole Housing Market Area for the period 2011 - 2031 and was completed following the Core Strategy 'Options for Consideration' consultation. For the Core Strategy plan period there is a requirement for 3,337 new market and affordable dwellings to be provided between 2013 - 2028. This housing figure is based on projected population increase and household formation associated with this population growth. The housing requirement identified in the SHMA is balanced against the level of housing that can be sustainably delivered in the Borough during the plan period which is identified in the council's Strategic Housing Land Availability Assessment discussed below.

2.118 Christchurch Strategic Housing Land Availability Assessment (2011)

2.119 The update to the SHLAA undertaken in 2011 has involved a thorough reassessment of all the included sites. This has reassessed sites affected by floodrisk, selected employment sites and the identified new sites in the existing urban area.

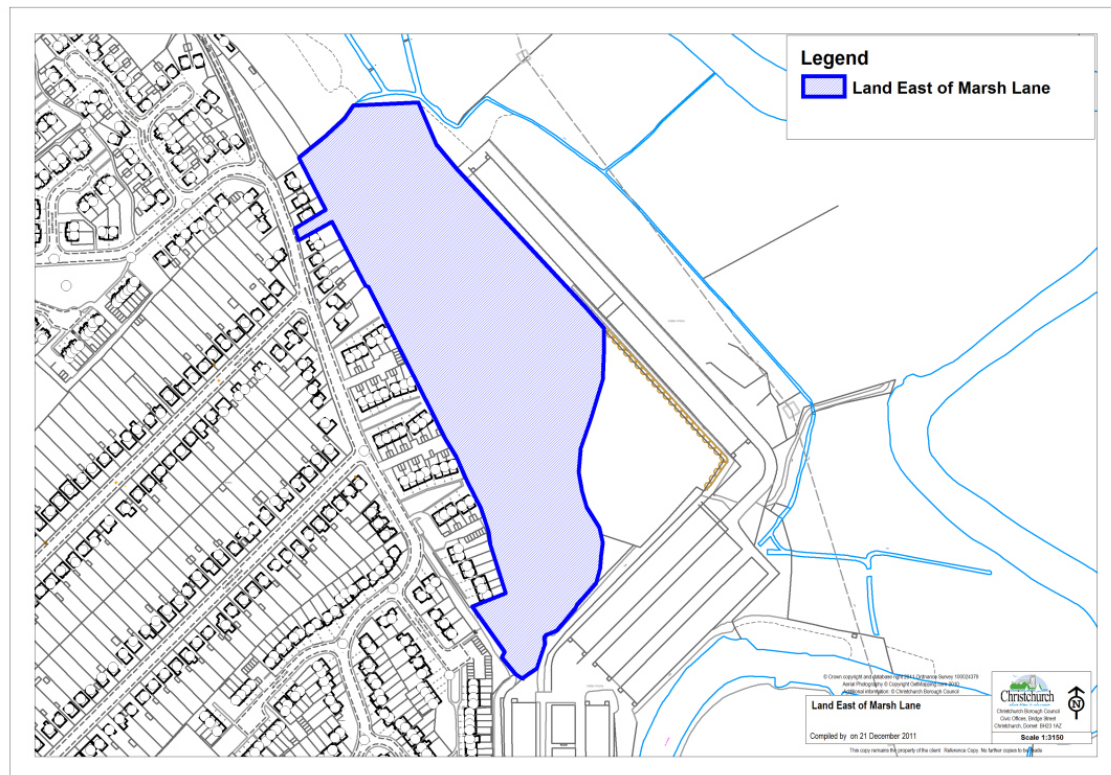
2.120 The reassessment of sites that are affected to some degree by floodrisk currently included to the end of the SHLAA period has resulted in a loss of 68 units. Sites located in areas of high flood risk where safe access and egress cannot be achieved have been excluded. These sites were originally included on the basis that improvements in flood defences may enable them to come forward in the longer term but the delivery of necessary flood defences to facilitate this is currently uncertain.

2.121 The Council has re-examined the potential for residential development on selected lower quality employment sites which are less sustainable where mixed use development may be appropriate. This approach has continued to protect those employment sites identified in the Core Strategy as higher quality and key to meeting projected employment land requirements.

2.122 As part of the 2011 SHLAA update the Council also issued a call for sites. Sites submitted included the Bournemouth and West Hants Water site to the east of Marsh lane and land immediately to the south of Burton. These sites located in the Green Belt have only been considered following the detailed re assessment of potential within the existing urban area and in order to better address local housing need identified in the Strategic Housing Market Assessment (2011). A detailed assessment of these sites is set out below.

2.123 As a result of this reassessment the SHLAA identified a potential of 3125 dwellings for the plan period (2013 - 2028) which includes 2140 dwellings in the existing urban area, 850 dwellings at Roeshot Hill, 90 dwellings to the east of Burton and 45 dwellings to the south of Burton Village.

Land to the East of Marsh Lane



Picture 2.5

2.124 Location

2.125 This site is currently located within the Green Belt adjoining the existing Christchurch urban area in Jumpers Ward and within 1.5km of Christchurch town centre and a range of community facilities. Regular public transport services are also accessible from Fairmile Road.

2.126 Impact on European Sites

2.127 Part of the site is located within the 400m of St Catherines Hill SPA, SAC, Ramsar where residential development is inappropriate in accordance with the Heathlands Interim Planning Framework. No residential development will be located within 400m of the heathland. The site is capable of delivering in the region of 90 dwellings at an average of 30 dwellings per hectare and requires the provision of suitable alternative natural green space to divert recreational pressure away from the heathlands. There is potential to provide on site SANG which must be delivered in accordance with the SANG criteria set out in draft Policy ME3 of the Pre Submission Core Strategy.

2.128 Open Space

2.129 The Council's open space assessment has identified standards for open space provision which are included in the Pre Submission Core Strategy. The provision of open space will be in accordance with these standards and appropriate to meet the needs of the Christchurch West Local Needs Area as defined in the PPG17 open space assessment.

2.130 Floodrisk

2.131 The site has been considered in relation to the Council's strategic flood risk assessment which identifies future flood risk to 2126 over the life time of a residential development taking into account climate change and sea level rise. When taking this into account the site is located entirely within zone 1 where residential development is appropriate.

2.132 Transport

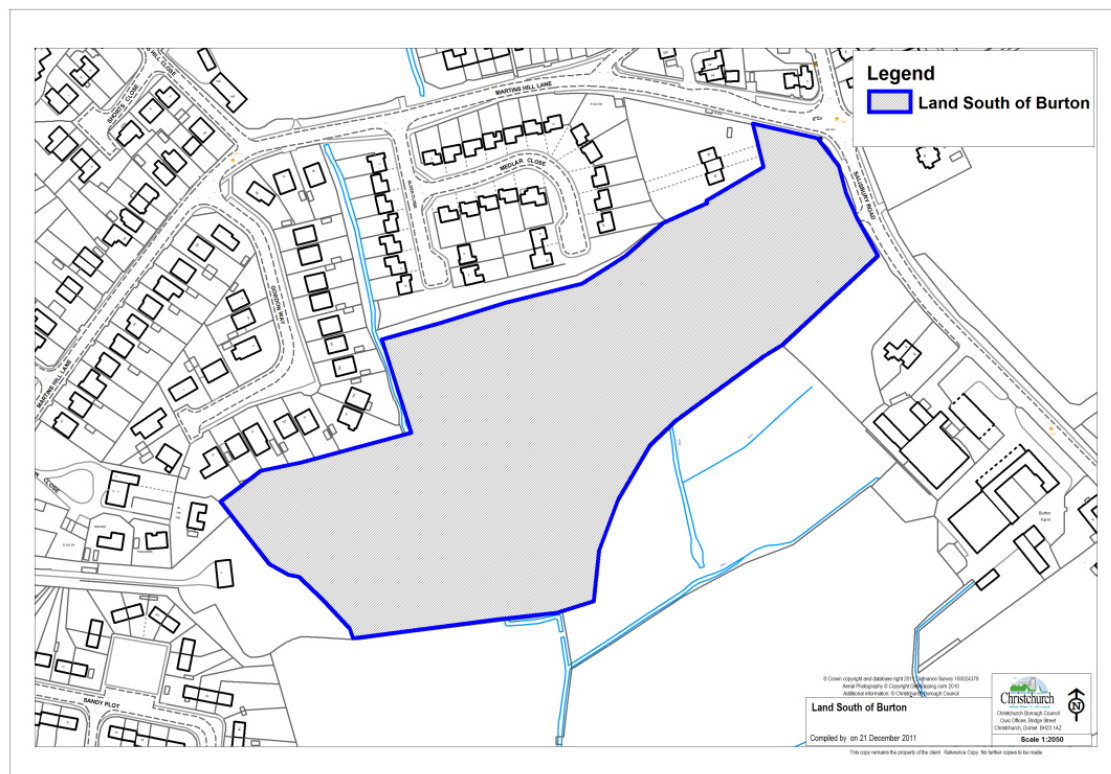
2.133 The South East Dorset Multi Modal Study (2011) has tested the impact of up to 3,400 new dwellings coming forward in the Borough to 2026. The level of residential development identified in the Pre Submission Core Strategy including this site is within the quantum of development tested in the South East Dorset Multi Modal Study. The Local Transport Plan 3 identifies transport infrastructure improvements required to bring forward 3,400 dwellings which broadly takes into account the impact of this development on the transport network.

2.134 The site adjoins the existing urban area and will need to provide pedestrian and cycle access to provide necessary integration. Site access will need to be established to the northern end of the site. The proposed development will need to mitigate its impact on the transport network with necessary developer contributions.

2.135 Housing

2.136 In view of proximity to St Catherine's Hill the site has potential to deliver in the region of 90 dwellings which takes account for the provision of on site Suitable Alternative Natural Green Space, open space and development at an average of 30 dwellings per hectare. In accordance with the draft Pre Submission affordable housing policy set out in the Meeting Local Needs chapter of the Core Strategy the development will be required to deliver 50% affordable housing.

Land to the South of Burton Village



Picture 2.6

2.137 Location

2.138 The site is located to the west of Salisbury Road and to the south of Burton Village and within 2.5km of Christchurch town centre and a range of local facilities.

2.139 Impact on European Sites

2.140 The assessed potential of the site of 45 dwellings is below the threshold for requiring suitable alternative natural green space to serve the site alone. North of the railway and to the east of Salisbury Road Suitable Alternative Natural Green Space is proposed in relation to the Christchurch Urban Extension to divert recreational pressure away from the heathlands. Linkages can be established from this site south of the Burton to the SANG area north of the railway line and to the east of Salisbury Road.

2.141 Open Space

2.142 The Council's open space assessment has identified standards for open space provision which are included in the Pre Submission Core Strategy. The provision of open space will be in accordance with these standards and appropriate to meet the needs of the Christchurch North Local Needs Area as defined in the PPG17 open space assessment.

2.143 Floodrisk

2.144 A proportion of the site is located within flood zones 3a and 2 when considered against the Council's Strategic Flood Assessment (Level 2, 2009). In this respect the development potential of the site has been assessed at 45 which avoids locating any residential development within flood zones 3 and 2.

2.145 Transport

2.146 The South East Dorset Multi Modal Study (2011) has tested the impact of up to 3,400 new dwellings coming forward in the Borough to 2026. The level of residential development identified in the Pre Submission Core Strategy including this site is within the overall quantum of development tested in the South East Dorset Multi Modal Study. Dorset County Council as transport authority have previously raised concerns about the sustainability of large scale development at Burton. DCC have stated that a low level of development could be accommodated here as the site is within walking distance of Burton facilities and cycling distance of Roeshot Hill and Christchurch facilities. The planned improvement of Staple Cross for pedestrians / cyclists in conjunction with the Christchurch Urban Extension at Roeshot Hill will also increase the potential for sustainable access to Christchurch and safe access to the site can be established from Salisbury Road. A footway will also need to be provided along the front of the site and the village gateway with the speed limit moved further south.

2.147 Housing

2.148 The assessed potential of the site is 45 dwellings which avoids development within flood risk affected areas and assumes an average density of 30 dwellings per hectare. In accordance with the draft Pre Submission affordable housing policy set out in the Meeting Local Needs chapter of the Core Strategy the development will be required to deliver 50% affordable housing.

2.149 **The policy approach for these sites to be included in the Pre Submission Core Strategy is set out in section 3 of this background paper.**

3 Pre Submission Options

3.1 The following policies for the Christchurch 'new neighbourhoods' for inclusion in the Pre-Submission Core Strategy has been established following consideration of consultation responses, stages 1 and 2 of the master planning process, viability appraisal and sustainability appraisal and habitats regulations assessment, health and equalities impact assessment. Please refer to the Stage 1 and 2 master planning reports and viability assessments which are available on www.dorsetforyou.com.

Christchurch Urban Extension

Policy CN1

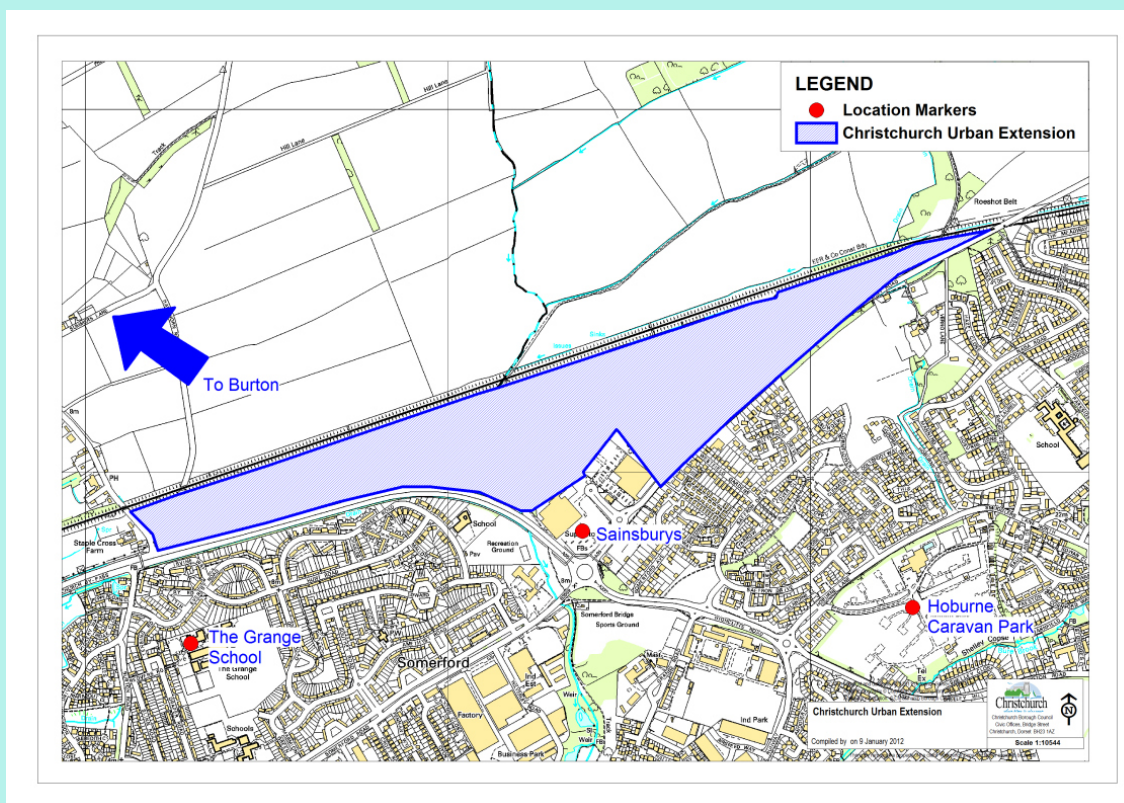
Christchurch Urban Extension.

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.

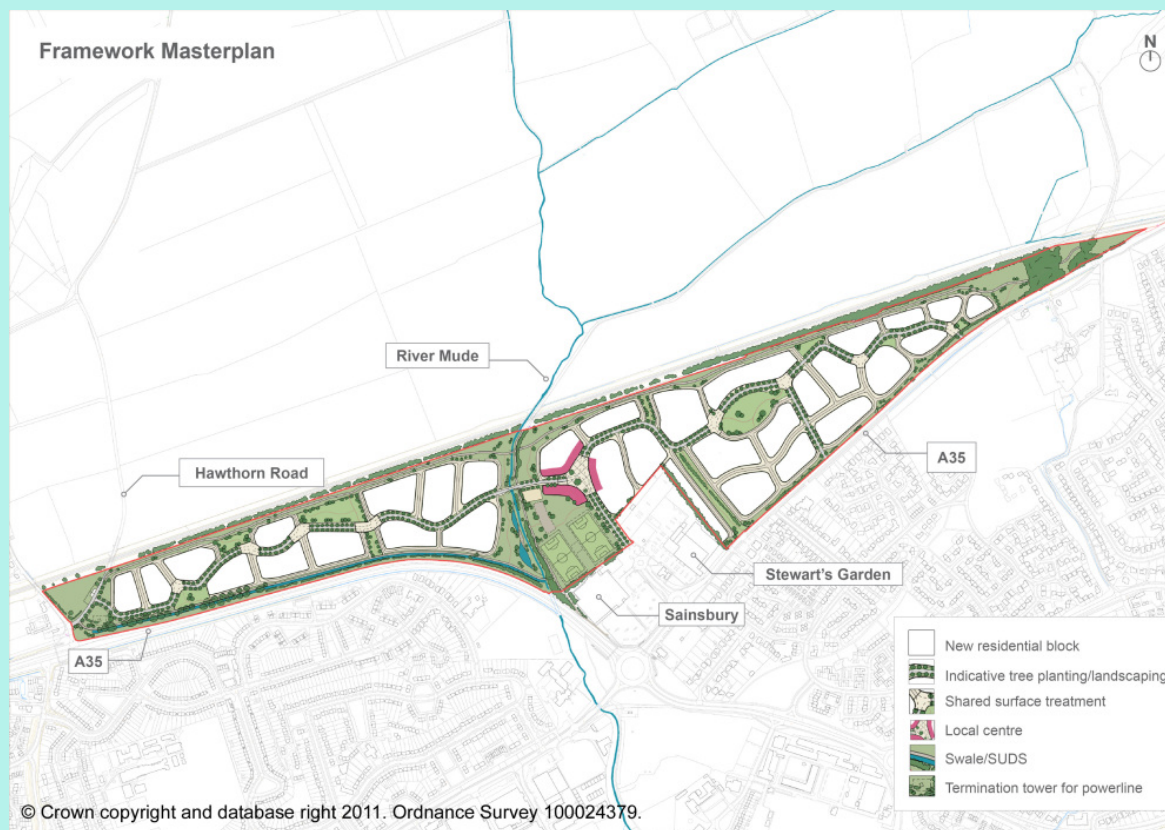
The Urban Extension will act as an attractive gateway to the north of the borough connecting to the existing historic settlement of Christchurch. Development within the site will achieve a high standard of design which reflects high quality examples of local vernacular, respects local densities, historic 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.



Picture 3.1



Picture 3.2 Indicative Master Plan Layout

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 Green Space 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:

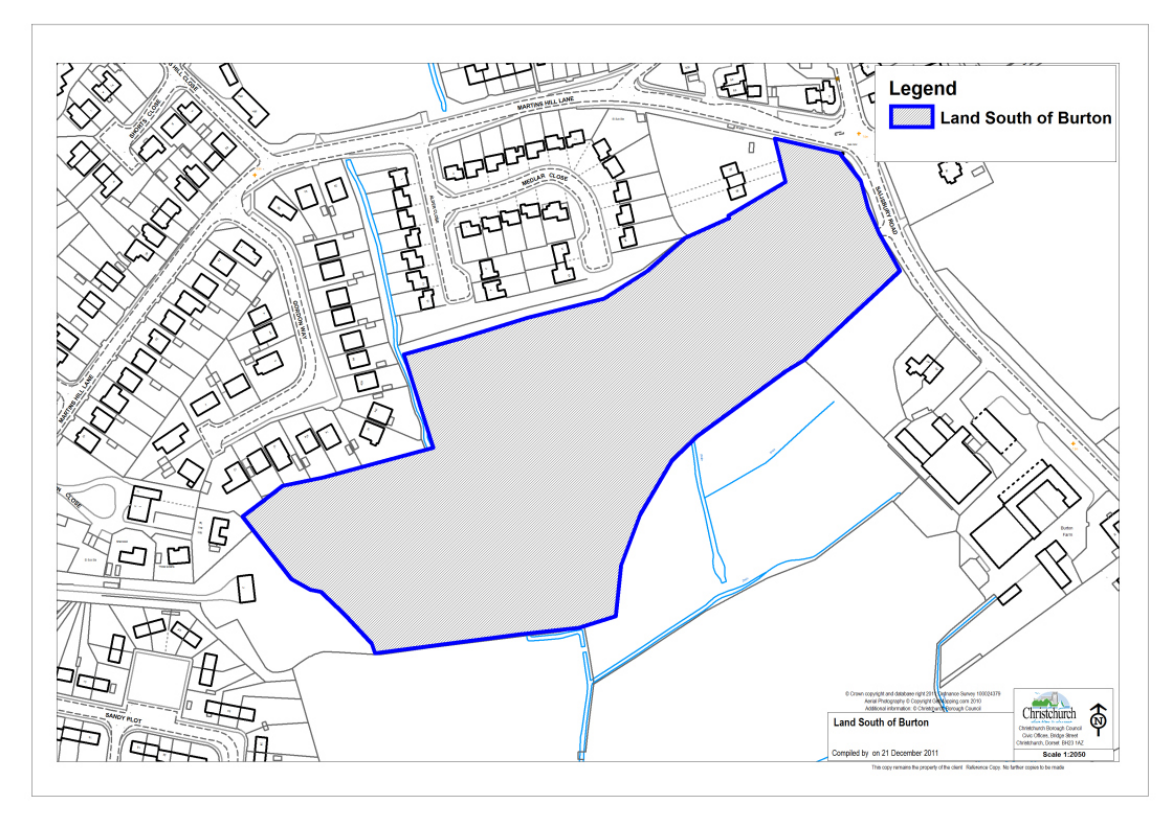
- A35 Somerford Roundabout
- A35 Stony Lane Roundabout
- A35 Fountains Roundabout

Land South of Burton Village

Policy CN2

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.



Picture 3.3

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 establish 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

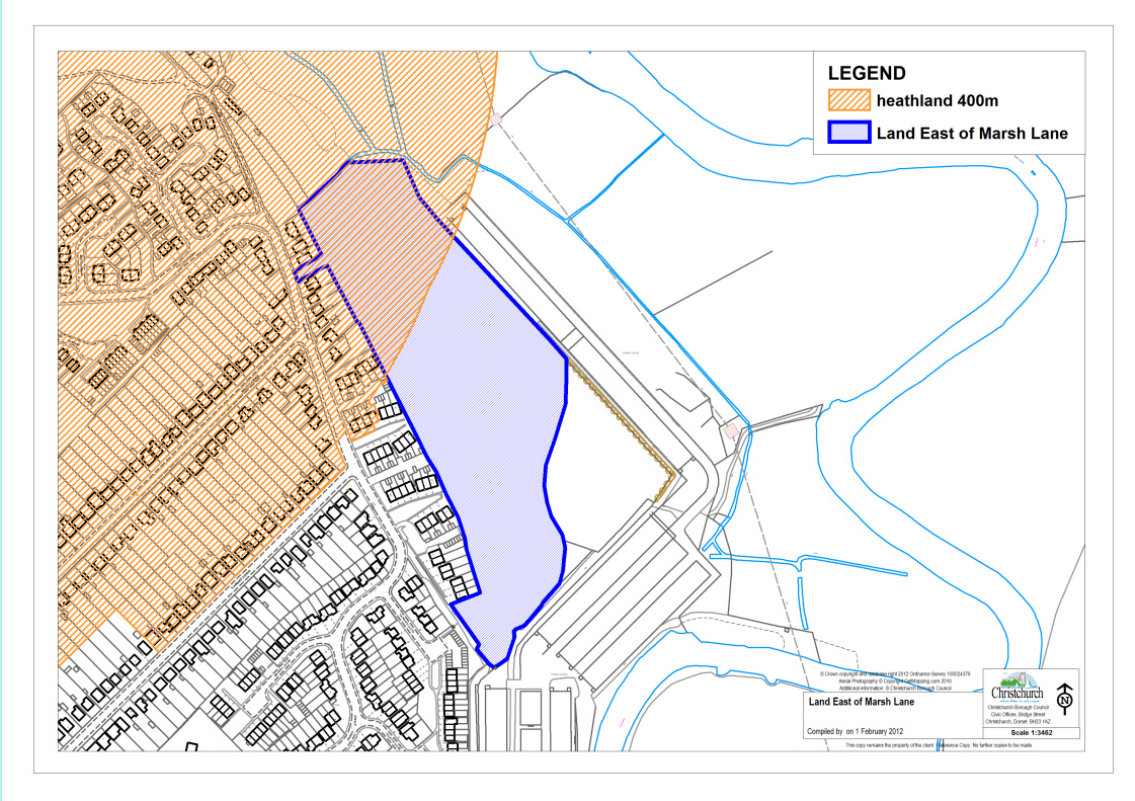
- The main access to the site will be from Salisbury Road in order to avoid areas of flood risk and provide safe access and egress.
- The development will provide necessary works and make necessary contributions to mitigate its impact on the transport network.
- The site should provide pedestrian and cycle access to integrate the site with the rest of the village.

Land to the East of Marsh Lane

Policy CN3

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.



Picture 3.4 Land East of Marsh Lane

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 Green Space 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 necessary 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.