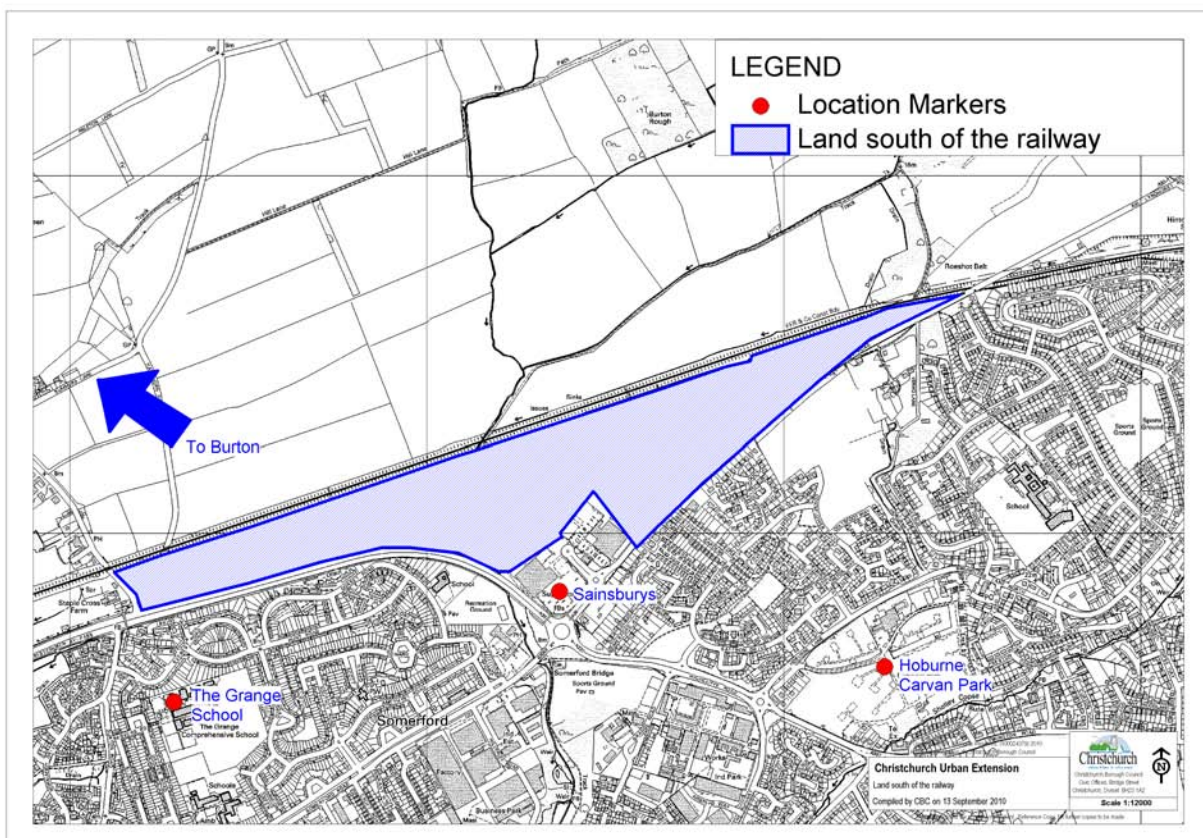


6 Christchurch Urban Extension

6.1 An 'area of search' (7c) was previously identified in the South West Regional Spatial Strategy Proposed Changes (2008) for 600 dwellings. The 'area of search' comprises land north and south of the railway to the east of Burton and south of the railway to the Borough boundary at Roesht Hill.



6.2 Although the South West Regional Spatial Strategy has now been revoked there is still a high level of housing need to address over the plan period to 2027. On this basis the North Christchurch Urban Extension remains as part of the housing strategy for the Borough as it remains the most sustainable option for new greenfield development in Christchurch.

6.3 The Core Strategy addresses the following issues in relation to the proposed urban extension:

- Options relating to the broad location and level of housing development which may be accommodated within the urban extension.
- The general location and requirements for the provision of open space and suitable alternative natural greenspace (SANG) for recreation
- Options relating to the location of the overhead power cables which run across the site south of the railway
- Options relating to the location of future allotment provision and the existing Roesht Hill Allotments
- Community facilities requirements including health, retail and community halls
- Renewable energy technologies which can be accommodated as part of the development
- Transport infrastructure requirements necessary to sustainably accommodate the urban extension.

6.4 Further detailed master planning work for the North Christchurch Urban Extension will be prepared as part of the production of a supplementary planning document which will be the subject of further consultation.

6.5 Options set out in this section have been established following responses received to the Core Strategy Issues and Options consultation (March 2008) and informed by the evidence base. For further detail concerning the development of options contained in this chapter please refer to the following documents.

- **North Christchurch Urban Extension Stage 1 Masterplan Context Report 2010 (Broadway Malyan)**
- **Key Issue Paper 7: Christchurch Urban Extension**
- **Burton Area Profile 2010**
- **Grange Area Profile 2010**
- **Mudford and West Highcliffe Area Profile 2010**

Rules, Regulations and Advice

6.6 National

Climate Change

- Residential and commercial development must consider climate change in reducing energy use, reducing emissions, promoting renewable energy and the location and design of development (supplement to PPS1)

The Location of Development

- A sustainable pattern of development should be achieved which protects the natural and historic environment and ensures high quality design and efficient use of land
- Residential and commercial development should be highly accessible by public transport, walking and cycling
- Housing developments should be in suitable locations, with a good range of community facilities, and good access to jobs, key services and infrastructure
- Housing development should be located away from areas at high risk of flooding (PPS3 and PPS25)

Housing

- Sufficient good quality new homes including an appropriate mix of housing and adequate levels of affordable housing should be provided
- Land should be used efficiently through higher density and mixed use development
- Special consideration should be given to the housing needs of children, including gardens, play areas and green spaces
- Larger homes should be built alongside flats and smaller properties (PPS3)

Biodiversity and Geological Conservation

- Planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible
- Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology (PPS9)

Infrastructure

- Appropriate infrastructure and services must be provided to support development within the urban extension
- The provision of accessible, high quality space, sport and leisure recreation provision is a key factor in delivering sustainable development (PPS1)

Transport

- New development should secure the fullest possible use of sustainable transport and reduce the need to travel by car. (PPG13)

6.7 Local

Environment and Landscape

- Bringing forward development within the area of search must consider the impact on agricultural land uses, continuity of views, potential intrusion or severance of recreational access links (Borough Wide Character Assessment)
- The environment should be safeguarded now and for the future (PPS9)

Housing

- Affordable housing and provision of family housing is a key priority
- There is a need to deliver a sufficient number and type of housing to meet local need
- There is a concern about over development and increased density of new developments
- Housing development should incorporate sustainable building materials, energy and use of resources leading to zero carbon development (PPS3)

Community Facilities

- There should be improved access to services, employment and leisure facilities (PPS1)

Where are we now?

Key Facts
<p>The 'area of search' for the Christchurch Urban Extension is located in proximity to the following habitats:</p> <ul style="list-style-type: none"> • Purewell Meadows SSSI (430m) • Somerford SNCI (less than 30m south of the survey area) • Burton Common SSSI (within 400m) • Christchurch Harbour SSSI (2-3km) • Avon Valley SPA, Ramsar (within 1.5km) • River Avon SAC (Within 1.5km) • New Forest SPA, SAC Ramsar (Within nearest National Park 4-5km) • Dorset Heaths SAC (within 3-4km) • There are no statutory ecological designations within the North Christchurch urban extension 'area of search' • There are no local non statutory designations within the area of search • There are a number of important ecological features within the study area, including some mature trees and hedgerows (Fieldwork Ecological Surveys 2007) • The area is predominantly intensive mixed farmland and the land is relatively ecologically poor with reference to protected notable or Biodiversity Action Plan (BAP) habitats • The River Mude flows through the study area and is a UK and Dorset priority habitat and green link for rare and protected species

- Notable species in the study area include farmland birds such as skylarks and linnets, common reptiles and feeding bats
- The majority of the land south of the railway falls within an area of low flood risk (zone 1). There are some areas of medium probability of flooding (zone 2) adjacent to the River Mude, the majority of which is to the east of the river, north of the existing supermarket.
- The Roeshot Hill Allotments have statutory status. If the allotments are relocated a suitable alternative site would need to be identified.
- The Burton Conservation Area is located at the western edge of the site (east of Salisbury Road) and Verno Lane Conservation Area (located to the south of Roeshot Hill).
- A Scheduled Ancient Monument is located at Staple Cross
- Overhead power cables run across the site on land south of the railway north of Ambury Lane across Watery Lane to the Borough boundary at Roeshot Hill.
- In Christchurch there is an annual demand for 243 affordable housing dwellings and 293 open market housing dwellings.
- There is potential to accommodate between 600 – 1,250 dwellings on land south of the railway line depending on development densities and site layout (Broadway Malyan Stage 1 Master Planning)
- A general standard adopted by Natural England is for the provision of suitable alternative natural green space is 8 – 16 ha per 1,000 people
- The Open Space, Sport and Recreation Study for Christchurch identifies standards for open space provision for the Borough.

A Strategic Site Allocation

6.8 The north Christchurch urban extension is proposed as a strategic site allocation in the Core Strategy for housing development. The urban extension and the Airport are the only areas in Christchurch Borough where strategic release of the Green Belt is being considered.

Archaeology and Cultural Heritage

6.9 The proposed urban extension is located in close proximity to two Conservation Areas which include the Burton Conservation Area at the western edge of the site (east of Salisbury Road) and Verno Lane Conservation Area (located to the south of Roeshot Hill). Development within the urban extension will need to have a positive impact on the character of these conservation areas.

6.10 There is a Scheduled Ancient Monument located at Staple Cross to the south western boundary of the area of search which is a roadside cross located at the junction of the Burton Parish boundary. Scheduled Ancient Monuments should not be directly affected by development.

Ecology

6.11 There are no statutory ecological designations within the North Christchurch urban extension 'area of search'. Several sites exist within the wider area:

- Purewell Meadows Site of Special Scientific Interest (430m)
- Somerford Site of Nature Conservation Interest (less than 30m south of the survey area)
- Burton Common Site of Special Scientific Interest (within 400m)
- Christchurch Harbour Site of Special Scientific Interest (2-3km)
- Avon Valley Special Protection Area, Ramsar (within 1.5km)
- River Avon Special Area of Conservation (Within 1.5km)
- New Forest Special Protection Area, Special Area of Conservation Ramsar (Within nearest National Park 4-5km)
- Dorset Heaths Special Area of Conservation (within 3-4km)

6.12 There are a number of important ecological features within the study area, including some mature trees and hedgerows. With the exception of two small woodlands and several ecologically poor conifer shelter belts the area is intensive mixed farmland and the land is relatively ecologically poor with reference to protected, notable or Biodiversity Action Plan habitats. Paddocks south of Ambury Lane are an exception to this and have several nests of meadow ant. The River Mude flows through the study area and in addition to being a UK and Dorset Biodiversity Action Plan priority habitat is an important green link for the support and movement of rare and protected species.

6.13 The only notable species on the study area are farmland birds such as skylarks and linnets, probably common reptiles and use of hedges by feeding bats. In terms of biodiversity the area is poor. The River Mude may also support a number of protected species, such as water vole and otter.

Flood Risk

6.14 The Christchurch Borough Strategic Flood Risk Assessment involving extensive hydraulic modelling of the watercourses in the area was undertaken in 2009. The majority of the land south of the railway falls within an area of low flood risk (zone 1). There are some areas of medium probability of flooding (zone 2) adjacent to the River Mude, the majority of which is to the east of the river, north of the existing supermarket.

The Roeshot Hill Allotments

6.15 The Allotments at Roeshot Hill are located south of the railway line within the area identified for the Christchurch urban extension.

6.16 Stage 1 of the Christchurch master planning work undertaken by Broadway Malyan has generated a range of options for the urban extension some of which involve relocation of the allotments north of the railway line.

6.17 The allotments have statutory status and any potential relocation of the allotments would need to comply with legislation.

6.18 There is an undersupply of allotments in the Borough and the Christchurch Urban Extension provides an opportunity to deliver additional allotment space which could be accommodated north of the railway line.

The Overhead Electricity Cables

6.19 Overhead high voltage power cables run across the site on land south of the railway north of Ambury Lane across Watery Lane to the Borough boundary at Roeshot Hill. In their current position the power cables reduce development potential and are likely to have a significant impact on residential values for the urban extension. Moving the power cables underground is a costly exercise but would significantly increase the development potential of the site.

Housing and Affordable Housing Need

6.20 The Christchurch Housing Needs and Demand Survey (2007) identifies demand for the provision of 293 open market dwellings per year and 243 affordable dwellings per year. The level of housing demand is beyond what can be delivered in the Borough on suitable, available and achievable sites. The urban extension provides an opportunity to deliver a significant level of housing that will make a big contribution to meeting future need.

Situation without a Regional Spatial Strategy

6.21 An 'area of search' (7c) was identified for the north Christchurch urban extension in the South West Regional Spatial Strategy Proposed Changes for the provision of 600 dwellings.

6.22 The new Coalition government has now revoked regional spatial strategies. However, the government maintains an emphasis on meeting housing need through locally established housing targets.

6.23 This Core Strategy consultation document sets out a range of possible housing targets for the Borough as a whole. For all options considered there is a need for the urban extension to come forward to address local market and affordable housing need and enable a local housing target to be met.

6.24 The Christchurch Urban Extension still forms part of the Core Strategy on the basis of meeting local housing need and this provides justification for strategic release of the Green Belt in this location.

Urban Extension Master Planning Work

6.25 Broadway Malyan architecture and urban design consultants have undertaken an initial stage of master planning work for the urban extension. The main components of this work include:

- Production of a detailed site analysis, including key constraints to development and site access requirements
- To review the potential to accommodate at least 600 dwellings and estimate whether greater potential exists
- To identify broad requirements for infrastructure provision including transport, retail / community facilities, utilities, open space and allotments

6.26 This Stage 1 work has informed the Core Strategy options identified in this consultation document. Stage 2 of this process will involve detailed master planning on a refined development option determined in response to this consultation.

Location of development within the area of search

6.27 Issues and Options consultation undertaken on the Core Strategy between March and May 2008 asked for views concerning the appropriate location for development within the 'area of search'. The consultation supported the option of focusing development south of the railway line.

6.28 As part of the Stage 1 Master planning work Broadway Malyan undertook a detailed sustainability analysis concerning whether development should be located north or south of the railway line within the 'area of search'. The assessment concluded that the most sustainable location for development is south of the railway line. The assessment summary is set out below:

Land North of the Railway
<ul style="list-style-type: none"> • Poor / limited connectivity to the town centre / local centre • Poor connectivity to other community and social facilities • Poor road access • Large areas subject to flood risk • Possible impact on the Burton Conservation Area • Potential minerals extraction location • Potential coalescence issues relating to Burton • A lack of a defensible boundary to prevent urban sprawl • Adverse impact on sensitive landscape • Land north of the railway is not suitable for development but can contribute towards open space provision and the provision of suitable alternative natural green space (SANGs). A SANG located close to the development would provide a large area for recreation and also reduce the recreational impact generated by the new development on the nearby heathlands.
<p>Conclusion: This area should NOT be considered for development</p>

Land South of the Railway
<ul style="list-style-type: none"> • Located closer to the local shopping centre at Sainsburys • Better connectivity (generally to community and social facilities) • Good road access • Lesser requirement for extensive transport infrastructure improvements compared to locating development to the north • Little impact on conservation areas • Clear defensible boundaries to the site – no coalescence issues • Less sensitive landscape
<p>Conclusion: The site should be considered for development</p>

Impact of the Urban Extension on the Heathlands

6.29 The urban extension is likely to provide housing for a minimum of 1,400 people with the provision of 600 new dwellings. It is important that measures are put in place to minimise any increase in recreational pressure on the Dorset heathlands and the New Forest National Park. The provision of suitable alternative natural greenspace or SANG as a large area for recreational purposes is accepted by Natural England as a measure to reduce recreational impacts on the heaths. There will be a need for a SANG within walking distance of the urban extension. The size, quality and location of a SANG will need to be agreed with Natural England.

Transport and Accessibility

6.30 Land south of the railway is well located to the existing urban area and close to regular bus services. This area is located adjacent to the A35 corridor which is identified in the current Local Transport Plan as a Prime Transport Corridor for the focus of future development and improvements in transport.

6.31 The urban extension will generate additional traffic which will have an impact on the capacity of the existing highway network. It is important that the urban extension can be accommodated on the existing road network with junction or network improvements that can be delivered in an appropriate timescale. Improvements in public transport and pedestrian / cycle ways and better links to Christchurch and Hinton Admiral train stations will also be necessary to reduce the impact on the highway network.

6.32 The South East Dorset Multi Modal Study and the A35 Route Management Study are examining the impact of the urban extension on the highway network. These studies will determine the specific improvements required to junctions.

6.33 The impact of the urban extension on the New Forest will need to be examined including pressure for recreation and traffic. Hampshire County Council has identified a site north of Roeshot Hill for possible minerals extraction which would generate a number of lorry movements which may also have a significant impact on the National Park.

Renewable Energy and Sustainable Construction

6.34 The North Christchurch Urban Extension as a strategic site for major new housing development provides an opportunity to deliver a low carbon development. Master Planning work undertaken by Broadway Malyan has undertaken an assessment of renewable energy technologies which could be utilised in the development and this is reflected in the options put forward in this chapter.

6.35 Options concerning standards for sustainable construction applicable to the urban extension are set out in Chapter 12 (Managing the Natural Environment).

Possible Minerals Extraction

6.36 Part of the land located north of the railway is identified for possible minerals extraction. The Dorset site is located north of the railway line, bounded by Hawthorn Road to the west, Hill Lane to the north and the River Mude to the east. The proposed Hampshire site is located north of the railway line to the west of the River Mude and to the north east of Walkford. Should these plans for minerals extraction come forward it would not preclude development coming forward south of the railway. However, the combined impact of the urban extension and lorry movements generated by possible minerals extraction will need to be addressed.

What you said at Issues and Options

Location of development within the area of search

- Overall respondents favoured locating development south of the railway line
- Limiting development to south of the railway line provides the best opportunity to provide frequent public transport routes
- In assessing the most suitable location for the urban extension the overarching strategy should be to incorporate the urban extension into the existing urban fabric. This would enable better integration with existing public transport, cycling and walking infrastructure for access to services, facilities and employment prospects for new residents.
- Concern was raised generally about the loss of Green Belt and the potential for urban sprawl
- Development should be located in an area least constrained by floodrisk and according to the outputs of the Christchurch Strategic Flood Risk Assessment (Level 2, 2009).
- Housing development should not be located near to the over head high voltage power cables and preference was for re routing them underground.
- A number of respondents stated that the allotments should not be relocated to enable housing development on the existing allotment site at Roeshot Hill
- Development should be located accessible to a range of community facilities including schools, shops, doctors, post office and banking facilities

The following sites were put forward for consideration in addition to land south of the railway line:

- Land south of Burton Village (Approx 3.8ha)
- Land located north of the railway line contained within Summers Lane and Preston Lane and Salisbury Road and Hawthorn Road (Approx 40ha)
- Land east of Marsh Lane (6.2ha)

Ecology

- The Core Strategy needs to set out a detailed strategy for mitigating recreational impacts on the Dorset heaths and the New Forest National Park resulting from increased recreational pressure from housing growth across South East Dorset inclusive of the North Christchurch Urban Extension.
- Impacts on Burton Common SSSI in particular need to be carefully considered due to its proximity to the urban extension
- New Forest District Council encourage a co-ordinated approach toward heathland mitigation between Christchurch, East Dorset and the National Park.
- The Core Strategy will need to consider the provision of suitable alternative natural green space (SANG) to mitigate the recreational impact of the development on the Dorset heaths and the New Forest National Park
- The Stour Valley Country Park concept was supported as a form of green infrastructure which could reduce recreational pressure on the Dorset heathlands and the New Forest National Park
- The strategy for the urban extension should look at opportunities for new green space, both north and south of the railway line with good access from the urban extension. There are opportunities for new green space to connect to Burton to the north west of the urban extension.
- The assessment of constraints for the urban extension should include a survey of all wildlife features to determine their overall contribution to local biodiversity.

Affordable Housing

- The potential for a higher proportion of affordable housing within the urban extension should be explored subject to viability

Transport Infrastructure

- Development should be dependant upon the provision of adequate public transport provision and appropriate measures to encourage travel by more sustainable modes other than the car
- Development of the urban extension should avoid unacceptable impacts on the B3347 (Avon Valley Road), on cross forest routes and the A35 through Lyndhurst

Open Space

- There is a need to provide additional public and recreational open space which may also serve the purpose of heathland mitigation

Climate Change

- Development within the urban extension should be zero carbon

Minerals Extraction

- The Core Strategy must carefully consider the impact of proposed gravel extraction by both Dorset and Hampshire Councils and the impact on the ability to bring forward the urban extension

The Options

6.37 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

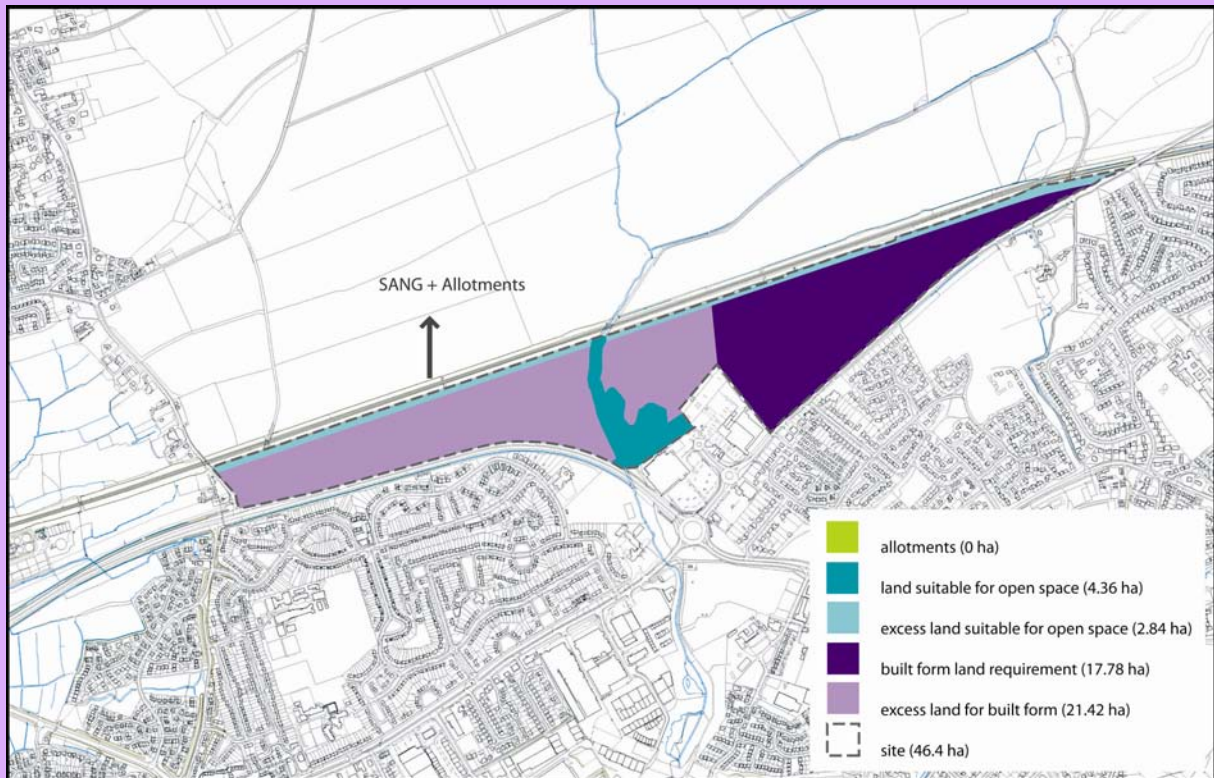
Transport infrastructure improvements required to accommodate the urban extension will be determined by the South East Dorset Multi-Modal Study and the A35 Route Management Project. It is likely that this will involve improvements to A35 junctions, specific improvements are yet to be determined. Improvements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



(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).

Why is it an Option?

- This option delivers 950 - 1250 dwellings which maximises development potential south of the railway which makes most efficient use of land of all the options.
- Delivering this level of development may make it more difficult to deliver a suitable range of family housing due to densities required for this option (30dph net density)
- This option involves development in a location which is accessible by public transport. Measures to mitigate impact of increased car traffic will be identified.
- This option moves the overhead high voltage power cables underground which increases the availability of land to be utilised for a range of uses. Moving the pylons also improves residential values and makes the development more attractive for future residents.
- Moving the allotments to an alternative location north of the railway provides more land for development to better meet housing needs. This also affords the opportunity to provide a larger allotment site to better meet demand for allotment space.
- This option provides suitable alternative natural green space north of the railway to mitigate increased recreational pressure from the development on the heathlands.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?**Yes**

- Christchurch Strategic Housing Land Availability Assessment (2009)
- Christchurch Survey of Housing Need and Demand (2008, Fordham)
- North Christchurch Urban Extension Master Plan Context Report (2010, Broadway Malyan)
- PPG17 Open Space, Sport and Recreation Study (2007, Inspace)
- Christchurch Level 2 Strategic Flood Risk Assessment (2009, Halcrow)

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

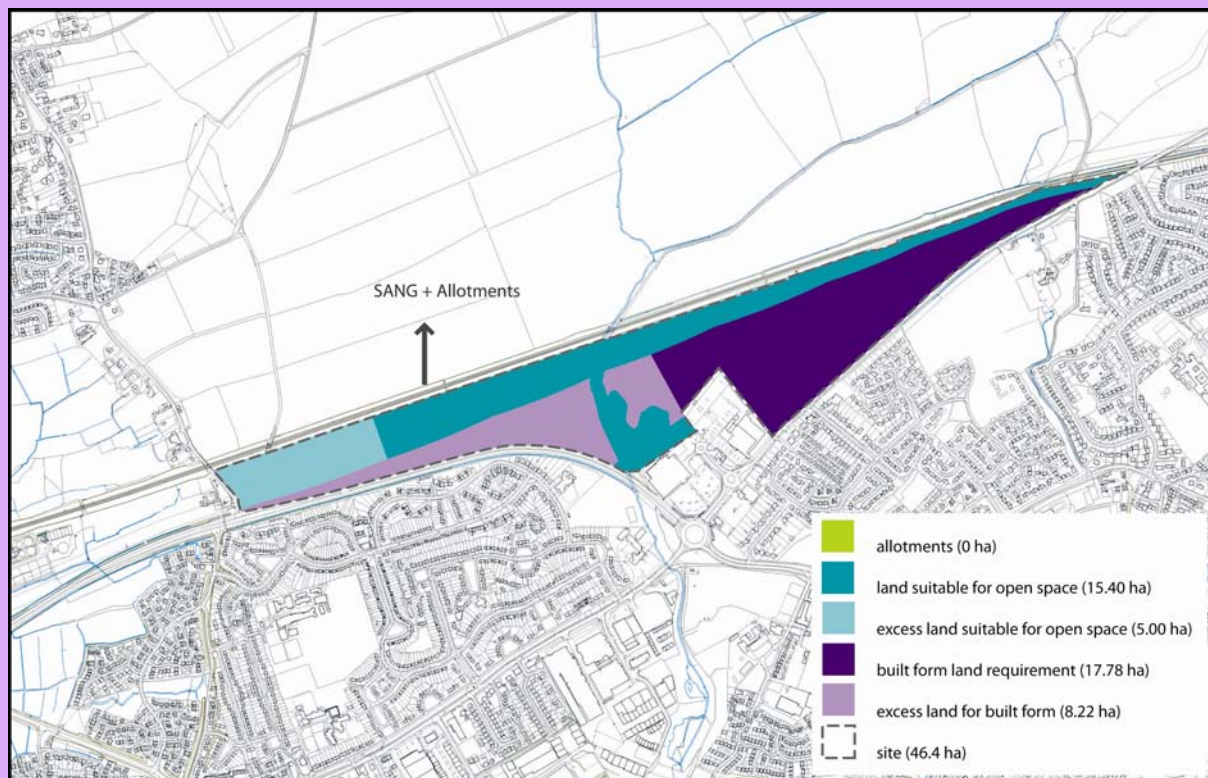
Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi-Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than Option UE1 and is likely to have a lesser impact on the road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



(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).

Why is it an Option?

- This option would deliver less housing than Option UE1 with reduced housing delivery in the urban extension of between 650 - 850 dwellings.
- This option involves development in a location which is accessible by public transport. Measures to mitigate impact of increased car traffic will be identified.
- Retaining the pylons in their current position would significantly reduce residential values and adversely affect the image of the development
- Moving the allotments to an alternative location north of the railway provides more land for development to better meet housing needs. This also affords the opportunity to provide a larger allotment site to better meet demand for allotment space.
- This option provides suitable alternative natural green space north of the railway to mitigate increased recreational pressure from the development on the heathlands.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?

Yes

North Christchurch Urban Extension Master Plan Context Report (2010)

This option is not supported by the 2009 Christchurch Strategic Housing Land Availability Assessment which identifies a requirement for 950 dwellings which is still necessary to meet a target of 3,200 dwellings for the Borough as a whole.

This option does less to meet housing need identified in the Christchurch Housing Needs Survey 2007 compared to Option UE1.

This option meets the open space standards set out in the Christchurch and East Dorset Open Space Assessment (2007)

This option has been prepared with consideration of the Christchurch Level 2 Strategic Flood Risk Assessment (2009, Halcrow)

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

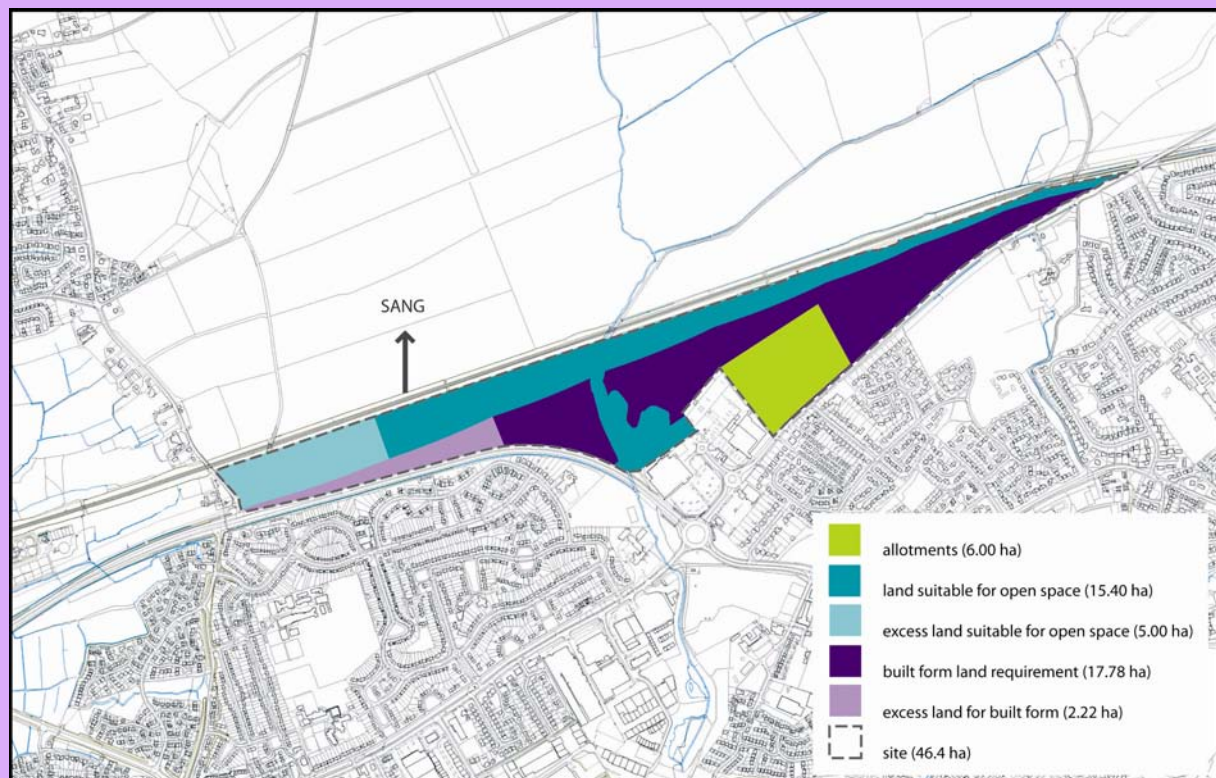
Transport infrastructure improvements required to accommodate the urban extension will be identified through the South East Dorset Multi Modal Study and the A35 Route Management Project. This option accommodates a lower housing figure than options UE1 and UE2 and is likely to have a lesser impact on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



(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).

Why is it an Option?

- This option would deliver less housing than options UE1 and UE2 with reduced housing delivery in the urban extension of between 500 - 650 dwellings.
- This option involves development in a location which is accessible by public transport. Measures to mitigate impact of increased car traffic will be identified
- Retaining the allotments and pylons in their current position significantly reduces the level of housing that can be accommodated and the extent to which we can meet housing need.
- Retaining the pylons in their current position would significantly reduce residential values and adversely affect the image of the development.
- This option provides suitable alternative natural green space north of the railway to mitigate increased recreational pressure from the development on the heathlands.

Does it conform to the rules, regulations and advice?

National

Yes

Local

Yes

Is it informed by evidence?

In Part

This option has been identified in the North Christchurch Urban Extension Master Plan Context Report (2010)

This option is not supported by the 2009 Christchurch Strategic Housing Land Availability Assessment which identifies a requirement for 950 dwellings which is still necessary to meet a target of 3,200 dwellings for the Borough as a whole.

This option does not meet housing identified in the Housing Need and Demand Survey 2007 need as well as options UE1 or UE2.

This option meets the open space standards set out in the Christchurch and East Dorset Open Space Assessment (2007)

This option has been prepared with consideration of the Christchurch Level 2 Strategic Flood Risk Assessment (2009, Halcrow)

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.



(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).

Why is it an Option?

- This option would deliver less housing than options UE1 and UE2 with reduced housing delivery in the urban extension of between 500 - 650 dwellings.
- This option involves development in a location which is accessible by public transport. Measures to mitigate impact of increased car traffic will be identified.
- Retaining the allotments and pylons in their current position significantly reduces the level of housing that can be accommodated and the extent to which local housing need can be addressed.
- Retaining the pylons in their current position would also significantly reduce residential values and adversely affect the image of the development.
- Natural England have advised that It is not possible to provide an area of suitable alternative natural green space of suitable attractiveness south of the railway to effectively mitigate increased recreational pressure on the Dorset heaths and New Forest National Park.

Does it conform to the rules, regulations and advice?

National

No

Local

No

Natural England advise that providing a SANG south of the railway will not provide effective mitigation for increased recreational pressure on the heathlands arising from this development and therefore it is unlikely that this option can comply with the habitats regulations.

Is it informed by evidence?

No

This option has been identified in the North Christchurch Urban Extension Master Plan Context Report (2010)

This option is not supported by evidence to demonstrate that SANG provision south of the railway would be an effective means of reducing recreational impact on the heathlands.

This option does not meet housing identified in the Housing Need and Demand Survey 2007 need as well as Options UE1 or UE2.

This option has been prepared with consideration of the Christchurch Level 2 Strategic Flood Risk Assessment (2009, Halcrow)