

Burton and Winkton Neighbourhood Plan 2024 - 2039



Pre-Submission Consultation Version: August 2024



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Produced by: Burton and Winkton Parish Council

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Foreword

The status of this document

This document is the Neighbourhood Plan for Burton and Winkton parish. When finalised, it will have the official status of being part of the “development plan” for the area, to be used by Bournemouth, Christchurch and Poole Council to determine planning applications, and therefore what is built (and what isn’t). This is the first full draft of the plan, and is subject to a minimum of 6 weeks consultation with both local residents, businesses and statutory consultees such as Natural England, Historic England and the Environment Agency. Once it has been revised following this consultation, and submitted to Bournemouth, Christchurch and Poole Council, further changes may be recommended by the independent Examiner. Burton and Winkton residents then get the final say (through our own referendum) as to whether the plan should be used.

Who wrote it?

The Plan has been prepared by local residents, shaped by the feedback from the various consultations, with technical input from a range of planning and other experts, on behalf of the Parish Council (who are legally responsible for Neighbourhood Planning).

How long will the Plan last?

This Plan looks ahead to 2039. But the Parish Council will review the Plan before then, particularly when there are major changes to national planning policy, the BCP Local Plan or local circumstances that would mean that the Plan is no longer up-to-date.



So what is planned?

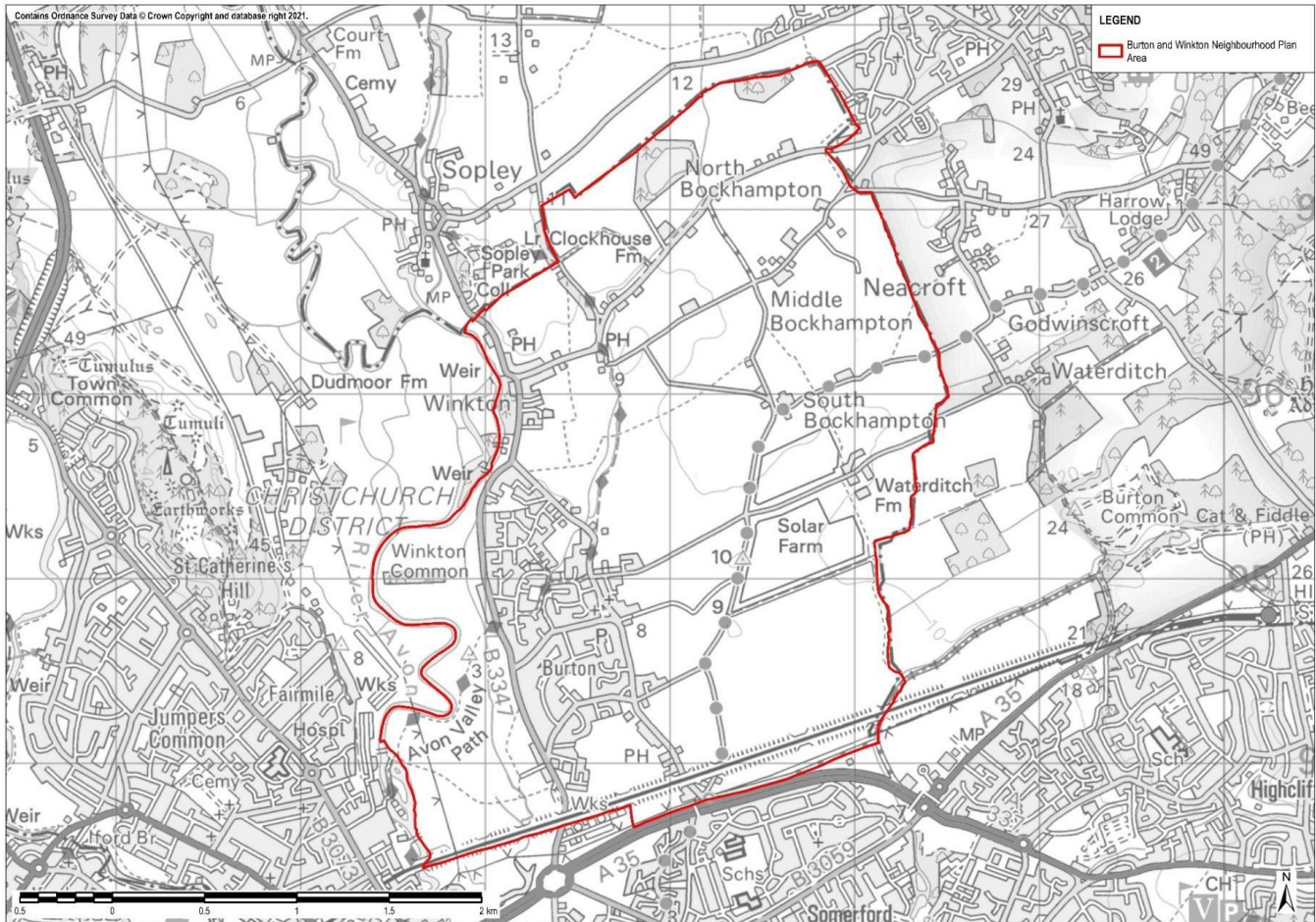
With BCP Council having made the decision to retain the Green Belt boundary in its current position, opportunities for further growth in the parish are limited. The main areas where development is planned are the two site allocations carried forward from the previous Local Plan – land immediately south of the village adjoining Salisbury Road, and the larger, strategic site at Roeshot Hill, south of the railway. This Plan considers the site to the south of the village in greater detail, and welcomes the proposals for a substantial area of publicly accessible greenspace being brought forward close to the southern end of Burton, as part of the Roeshot Hill development. The Parish Council were also informed about proposals for the re-use or replacement of buildings at Hawthorn Farm / Dairy for small-scale businesses that would be suited to such a rural location, and these proposals have also been included in this Plan.

Otherwise, the main opportunities for development are very much confined to small-scale infill within the village Burton. Design guidance is included in this Plan to ensure that this is done sensitively. The closure of the Surgery site has prompted the Parish Council to include guidance on the future of this site, should a developer seek to make significant changes. At the time of drafting, the potential for a veterinary practice to take the premises on, retaining the pharmacy as part of the site, was under consideration. The Plan supports the retention and possible expansion of the various community facilities enjoyed in the parish. This includes improvements to the walking and cycling networks, as well as opportunities for a community growing space and the woodland burial site which was granted planning permission some time ago.

1. Introduction

1.1 Overview of the Neighbourhood Plan area

Map 1. The Parish of Burton and Winkton – the designated Neighbourhood Plan area



1.1.1 Burton and Winkton Parish is in the eastern part of the county of Dorset, within Bournemouth, Christchurch and Poole (BCP) Council's area. The River Avon lies to the west, and the New Forest National Park lies to the east. The parish covers just over 3.3 square miles (8½ square kilometres) and contains the village of Burton and the hamlets of Winkton, Bockhampton and Holfleet, interspersed with open farmland. The neighbouring villages Bransgore and Sopley lie just beyond the parish to the north and north-east, and the town of Christchurch is to the south and east.

1.1.2 The parish is rural in character with no main roads. The B3347 runs north-south along the western edge of Burton village, connecting south to Christchurch and the A35, and north to Winkton, Sopley and eventually to Ringwood where it connects to the A31. There are several rural roads linking east to Bransgore and the New Forest National Park. Part of the South Western Railway line runs along the south of the parish, though the nearest station is outside the parish in Christchurch.

1.1.3 The main built-up area, Burton village, is in the south west part of the parish. The built-up area is mostly contained between Stony Lane and Salisbury Road, with the oldest part stretching along its eastern edge (Salisbury Road) in a linear pattern, and first designated as a Conservation Area in 1986. The village has a mix of residential development and local facilities, including a primary school, three pre schools, a doctor's surgery, independent pharmacy, two convenience stores, a community centre, a care home, two pubs, two churches, as well as a range of local green spaces.

1.1.4 Winkton is the next largest settlement, with less than 100 dwellings and much smaller than Burton village, and a more informal, rural character. The whole of Winkton is designated as a conservation area (in 1989) in recognition of its core of historic buildings of listed or locally listed status, the consistent use of brick and slate, mature trees, and the high-quality landscape setting, including its strong relationship to the River Avon to the west.

1.1.5 Land use in both settlements is predominantly residential, though Burton has a greater mix because of its local services and facilities. There are no significant employment areas, but facilities such as the primary school and pubs, farms, and livery / equestrian businesses provide opportunities for local work.

1.1.6 The countryside is relatively flat and open in character, with occasional woodland belts between the arable fields and marking the railway and drainage corridors. Parts of the parish are prone to flooding.

1.1.7 The South East Dorset Green Belt covers the whole parish, with exception of Burton village and the areas previously allocated for development through the 2014 Core Strategy (land south of the village and off Roesht Hill).

1.1.8. The valley of the River Avon, which covers much of the land between the river and B3347, is of international importance for wildlife (which can be harmed by recreational pressures and the impact of nutrients from waste water as well as agricultural farming). Outside of the parish both the Dorset heathlands (to the west) and New Forest (to the east) are also of international wildlife importance, and sensitive to recreational pressures that can be exacerbated by further development in this area.

1.2 The Local Plan context

1.2.1 This Neighbourhood Plan will sit alongside the Local Plan for the area, and does not need to duplicate policies contained within the Local Plan. The Neighbourhood Plan is expected to be finalised following the adoption of the BCP Local Plan in 2025, and therefore has been drafted in the context of that plan (as submitted for examination). Regard has also been had to the policies contained within the East Dorset and Christchurch Core Strategy (adopted April 2014), although these will be replaced by the BCP Local Plan on its adoption.

1.2.2 The BCP Local Plan includes a specific policy for Burton & Grange Ward, which includes the whole of the Neighbourhood Plan area plus part of Somerford to the south side of the A35 Christchurch bypass. With reference to Burton and Winkton parish, the Local Plan policy P7 proposes:

- supporting provision of local community shops and facilities within Burton where a need is demonstrated;
- exploring opportunities to enhance the public realm and improve the pedestrian route between Burton and Winkton and pedestrian / cycling along Stony Lane, as well as walking and cycling routes to and around the local schools;
- supporting proposals to enhance the retail and community facility offer within Burton;
- improving the Avon Valley Path (and other recreational paths over water meadows to the east of River Avon), through exploring opportunities to enhance wayfinding and accessibility to it as a strategic greenway;
- supporting improvements to Martin's Hill Recreation Ground and to Winkton Fields and the adjacent school field.

1.2.3 The policy states that a minimum of 130 homes are to be built in the ward (excluding the development of Roesht Hill, which straddles three wards). Of the 130 homes, 90 homes either have permission or are expected to come forward as windfall opportunities within the urban areas. Land South of Burton was allocated in the previous core strategy for residential development, and this allocation is taken forward into the BCP Local Plan, and is now expected to deliver in the region of 40 new homes and commercial and/or community uses.

1.2.4 No changes are proposed in relation to the extent of the Green Belt (which covers the areas of countryside, and washes over Winkton and the smaller settlements in the parish).

1.3 The benefits of having a Neighbourhood Plan

1.3.1 A Neighbourhood Plan provides communities with the ability to have more of a say over where we want new homes and other buildings, what those new buildings should look like and what infrastructure should be provided. It has to broadly align with the strategic policies in the Local Plan – which means we have looked to work closely with BCP Council to better understand what the new Local Plan will say about our area.

1.3.2 The Neighbourhood Plan can provide more detail to that contained in a Local Plan over what sort of development is needed and what isn't, taking into account the views of the community and our knowledge of this area. Having a Neighbourhood Plan means that, when landowners apply for planning permission for new buildings, or to make changes to existing buildings and land, their plans are more likely to get approved if they meet the requirements set out in this Neighbourhood Plan (and more likely to be refused if they do not).

1.3.3 There is also an added benefit to the community in terms of infrastructure funding from development. Having a Neighbourhood Plan means that 25% of the Community Infrastructure Levy monies from development is given to the Parish Council to spend on local infrastructure needs. Without a Neighbourhood Plan, the amount of money specifically ring-fenced for the parish would be much lower.

1.4 How the Plan was prepared

1.4.1 The idea of creating a Neighbourhood Plan for Burton and Winkton was initially raised in 2018, in response to the publication of the options consultation on the review of the Local Plan. At that time, because of the high house-building targets for the area, Christchurch Borough Council was contemplating the release of large swathes of Green Belt, including land to accommodate over 600 dwellings in and around Burton Village, plus a further 500 dwellings on the edge of the parish (most of which is within the Roeshot outline permission, with the rest at Bransgore).

1.4.2 The Parish Council had to apply to Christchurch Borough Council to formally designate the parish as a Neighbourhood Plan area, and this was ratified in December 2018. A Neighbourhood Plan Group (in the form of a sub-committee) was set up to help progress the plan. One of the first actions of the group was to reach out to local residents about the issues and aspirations for their area. This was done through a household survey in Summer 2019, with some 850 questionnaire forms returned, representing about a quarter of the population (aged 16 and over), and giving a good sample size of opinions and evidence case for our Plan. These took some time to analyse, with the results published in early 2020.

1.4.3 In September 2019, the newly formed BCP Council announced that they would produce a Local Plan for the whole of the BCP area, and were likely to be consulting on this later in 2020. The Neighbourhood Plan Group therefore decided to gather information on housing needs and potential development sites in the parish, both to inform the Neighbourhood Plan and to help the Parish Council respond to the Local Plan consultation. Because of several factors, including the Covid-19 pandemic and also changes to the way housing need figures are derived (in Government policy), the Local Plan consultation was delayed until early 2022. The consultation draft of the Local Plan included two possible housing targets – a higher housing target requiring the release of large areas of Green Belt, and an alternative, lower target avoiding such releases. The draft Local Plan did not include any specific options for Burton or Winkton – putting this work back to the next iteration of the plan.

1.4.4 Given the uncertainty this created over the level of future growth for our area, progress on the Neighbourhood Plan slowed, and work shifted onto developing potential design guidance that would be of use regardless of the scale of development proposed through the Local Plan.

1.4.5 By the second half of 2023, it became clear that BCP Council had listened to feedback from local residents, and were no longer proposing the scale of development that had been put forward originally. The consultation on the updated Local Plan in early 2024 gave the impetus for the Parish Council to progress the Neighbourhood Plan so that it could be ready for adoption once the new Local Plan had been confirmed.

1.5 How long the Plan will last

1.5.1 The Plan has been drafted to cover the same period as the BCP Local Plan (2024 – 2039). However, like the Local Plan, it will need to be kept under review, and is likely to be updated every 5 years, or sooner if necessary. For example, the plan may be needed to be updated if there are major changes to national policy, to the BCP Local Plan or if new issues or needs arise that could usefully be addressed through the Neighbourhood Plan. It is therefore likely that the first review will commence no later than 2029.

1.5.2 The decision to review the Plan will need to be made by the Parish Council (as the responsible body), but local residents would be involved in the review process, as they have been with the drafting of this Plan.

2. Vision and Objectives

2.1.1 The vision and objectives that underpin this Plan were developed from the responses to the 2019 Household Survey:

Housing and Employment – most people agreed that we need more starter homes and more affordable housing, and would prefer to see smaller-scale developments (of say 10 – 20 homes) rather than larger estates. There was a more mixed response as to whether the Parish would benefit from having more businesses in the area if suitable sites could be found – with younger respondents more supportive of this idea. The main business premises considered to be needed / desirable were workshops for light industry (e.g. artisan, electronics, crafts etc).

Development and infrastructure concerns - the biggest concerns people had was about the increased traffic, lack of infrastructure and loss of greenspaces, together with the loss of the village identity / lifestyle. People would like to have a better bus service and more investment in our infrastructure (such as transport and healthcare, and improved play facilities for to children). There was also clear support for making some of the main routes safer and easier for pedestrians and cyclists.

Environment – most people agreed with the Conservation Area conclusions, ie: village community centred on Burton Green, importance of the village green spaces and historic buildings and use of traditional building materials, open rural agricultural landscape backdrops and open views, mature trees, farming presence (retention of farm buildings), clear separation of Burton and Winkton by Winkton Fields.

Our vision

Burton and Winkton parish will have kept its rural character. The main village of Burton will continue to be separate and distinct from the larger conurbation of Bournemouth, Christchurch and Poole to the south, and Winkton will remain separate and distinct from Burton. However pedestrian and cycle links between the settlements will be improved, allowing Winkton residents to more readily access the shops and facilities in the village, and all residents to cycle into the conurbation. Access to and recreation opportunities in the countryside will be also be improved. The development of land to the south of the village will provide opportunities now and in the future for young families looking to buy their first homes and for budding entrepreneurs to establish their businesses locally if suited to the quiet nature of the village.

Our objectives

The following objectives flow from this vision, and have been taken into account the Parish Council Mission Statement and Household Consultation feedback:

- to meet the housing and employment needs of residents as far as possible, in a way that is compatible with our environment, Green Belt restrictions and avoids future flood risk;
- to provide and maintain amenities to help meet the needs and wishes of all residents, making efficient and effective use of the assets and encouraging a socially inclusive and caring community;
- to make walking, cycling and using the local bus services an attractive option for getting about, whilst recognising that many people will continue to have and use motor vehicles
- to protect and enhance the special features that reinforce the rural character of the Parish and the distinct, separate characters of Burton and Winkton villages and the outlying hamlets. This includes retaining and reinforcing the importance of the gaps between settlements, the village green and other important local green spaces, the historic buildings and traditional farms, the treed areas and much-enjoyed open vistas across the surrounding farmland;
- to promote pride in the community and local environment, through designing beautiful and inclusive places.

2.1.2 The planning policies contained in this Plan are intended to achieve these objectives – so these objectives should be referred to when interpreting the policies if there is any doubt how they should be applied.



3. Housing and Employment

...to meet the housing and employment needs of residents as far as possible, in a way that is compatible with our environment and Green Belt restrictions.

3.1 Key Constraints – Green Belt, Flooding and Wildlife

3.1.1 The Neighbourhood Plan area is particularly constrained, which means that opportunities for further development area limited. Apart from Burton village and the areas proposed for development through the previous Core Strategy, the area is covered by Green Belt designation. Other key constraints include areas at risk of flooding and the potential impact of development on important wildlife sites. These are discussed in turn below.

Green Belt

3.1.2 The South East Dorset Green Belt was designated in 1980 as a means of safeguarding the countryside around Bournemouth, Poole and Christchurch and checking the unrestricted sprawl of the conurbation. The designation is expected to have a degree of permanence, as Local Planning Authorities are expected to show that the boundaries should not need to be altered at the end of the plan period. Whilst the boundary was altered through the previous Local Plan in 2014, to allow some development to the south side of Burton village, and the strategic development site at Roeshot Hill, no further amendments are proposed in the new BCP Local Plan.

3.1.3 National Planning Policy (NPPF paragraphs 154 and 155) sets out the circumstances in which development may be considered appropriate in the Green Belt, and this is summarised below (together with the associated caveats):

- | | |
|---|--|
| – buildings for agriculture and forestry | |
| – outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments | must preserve the openness of the Green Belt and not conflict with the purposes of including land within it |
| – the re-use of buildings | buildings must be of permanent and substantial construction |
| – the extension or alteration of a building | must not result in disproportionate additions over and above the size of the original building |
| – the replacement of a building | the new building must be in the same use and not materially larger than the one it replaces |
| – limited infilling in villages | |
| – limited affordable housing for local community needs | only if specified in the development plan |
| – limited infilling or the partial or complete redevelopment of previously developed land | must not have a greater impact on the openness of the Green Belt than the existing development or cause substantial harm to the openness of the Green Belt |
| – engineering operations and mineral extraction | must preserve the Green Belt's openness and not conflict with the purposes of including land within it |

- **local transport infrastructure** must preserve the Green Belt’s openness and not conflict with the purposes of including land within it and necessary in the Green Belt
- **development brought forward under a Community Right to Build Order or Neighbourhood Development Order** must preserve the Green Belt’s openness and not conflict with the purposes of including land within it

3.1.4 New buildings on undeveloped land will in most cases harm the openness of the Green Belt, and therefore opportunities for further development within the Green Belt are limited. Options for infilling do not apply to the smaller settlements of Winkton and the other hamlets as these are not ‘villages’¹. As such, the main opportunities for new buildings – whether for housing or employment - are limited to the replacement of existing buildings. The BCP Local Plan does not include a specific policy on development in the Green Belt, and instead relies upon the approach outlined in national policy. There is no affordable housing ‘exception site’ policy proposed (unlike the previous Core Strategy which did allow for such exception sites on land adjoining the built-up area of Christchurch, Burton and Winkton).

Flooding

3.1.5 Flood risk affects individual properties and the local highway network, which can become impassable during times of high rainfall. With increased heavy winter rain flooding (based on climate change predictions) flooding issues in the area are likely to get worse.

3.1.6 The BCP Local Plan includes a specific policy on Flood Risk (Policy C6), which sets out when a flood risk assessment will be required and the strategy for avoiding areas at risk of flooding or exacerbating flood risk elsewhere. It references the flood risk areas identified in the Strategic Flood Risk Assessment, a draft of which was published in March 2024². The supporting text notes that the assessment will be updated over time, where more recent and verified flood risk data is available. The report includes links to an interactive map detailing the various flood risk areas in the parish, which are reproduced in Map 2 that follows. This shows the influence of:

- the River Avon, which runs along the western boundary of the neighbourhood area, where the surrounding fields form part of the active flood plain for that river
- the River Mude, which runs along the eastern boundary of the neighbourhood area, and is a local source of flooding
- the Clockhouse Stream, which runs past the Lamb Inn east of Winkton, and through Burton village to the south side of the school;
- the flow of drainage channels, particularly prevalent in the southern part of the village and around Waterditch to the east
- groundwater conditions, with the potential for groundwater flooding highlighted across much of the parish.

3.1.7 A Christchurch Bay and Harbour Flood and Coastal Erosion Risk Management (FCERM) Strategy³ is being prepared (following which funding should be secured), to better manage flood risk in the Christchurch area. This could reduce flood risk in our area in the longer term.

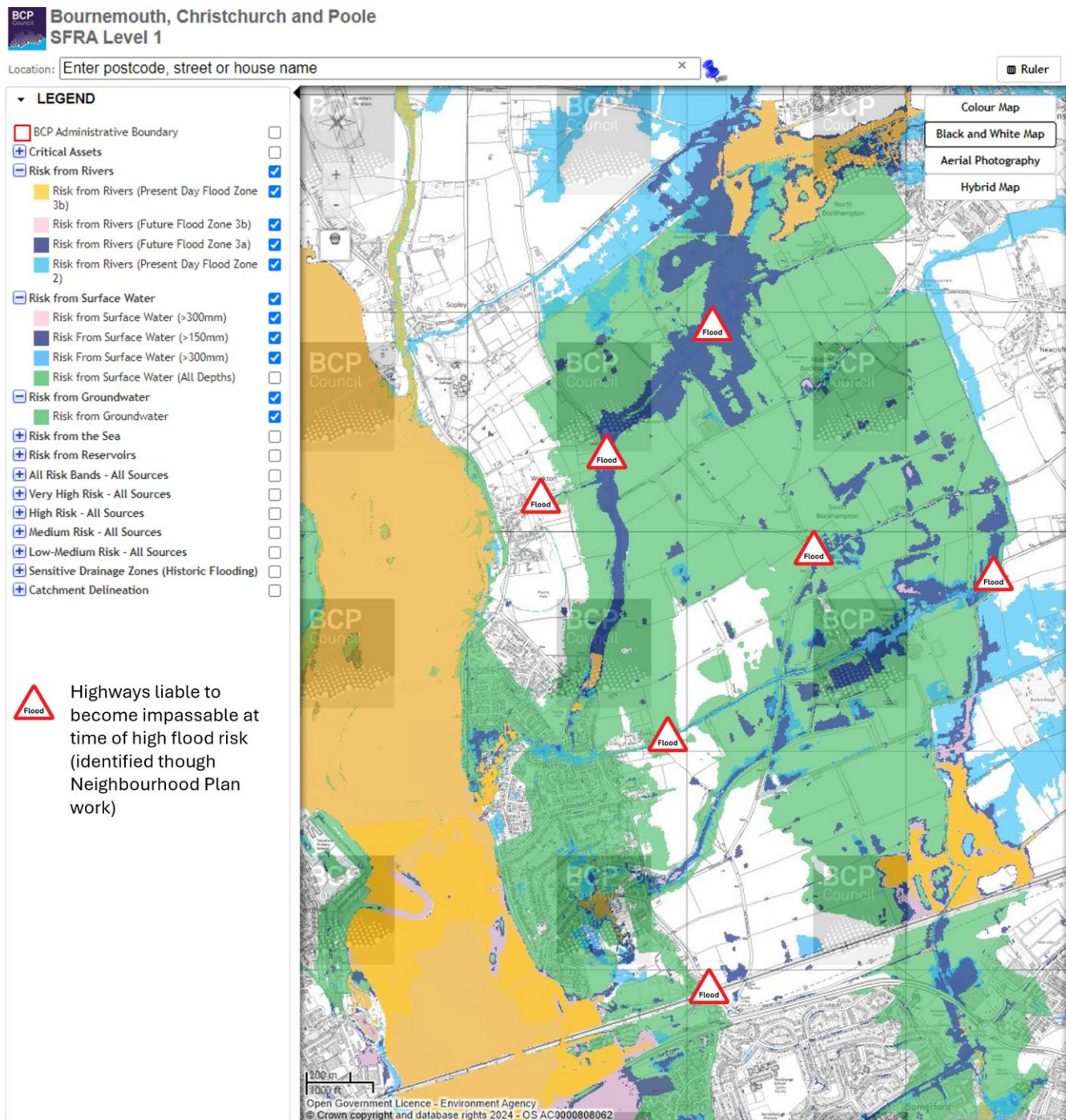
3.1.8 As part of the work on this Neighbourhood Plan, we have also sought to identify the parts of the highway network that have, in recent years, become impassable at times of severe flooding.

¹ As confirmed through appeal reference [APP/E1210/W/19/3223188](https://www.bcp-council.gov.uk/planning-and-building-control/planning-policy/bcp-local-plan/evidence-base-for-the-local-plan)

² Level 1 Strategic Flood Risk Assessment 2024, Pre-Submission BCP Local Plan Consultation Draft Document, WSP, March 2024 <https://www.bcp-council.gov.uk/planning-and-building-control/planning-policy/bcp-local-plan/evidence-base-for-the-local-plan>

³ <https://twobays.net/project/christchurch-fcerm-strategy/>

Map 2. Extract from SFRA on flooding, March 2024⁴ plus locally identified highway flood risk



3.1.9 The assessment notes that some of the mapping of groundwater flood risk is based on strategic scale datasets and therefore may not as reliable as the data for river and surface water flood risk, and recommends that that only highly vulnerable development situated within areas with shallow groundwater should be required to produce a Flood Risk Assessment and pass the exception test, which include demonstrating that the development would provide wider sustainability benefits to the community that outweigh the flood risk, as well as that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere.

⁴ Source:

https://maps.bcpCouncil.gov.uk/map/Aurora.svc/run?script=%5CAurora%5CSFRA%20Level%201.AuroraScript%24&noca che=723ef810-c218-b949-9657-da71d1f5d8b7&resize=always&show_layers=riskfromgroundwater

3.1.10 Whilst it may be possible to avoid areas at risk of flooding, what has also become apparent as a result of recent flood events is the propensity for the villages of Winkton and Burton to become much more physically isolated as the roads through the area become flooded. In particular, buses cannot get through from Christchurch when Stony Lane bridge flooded, the Avon Causeway (the main road for accessing the conurbation) can also become flooded. These factors need to be considered in assessing the flood risk and mitigation measures proposed.



Figure 1. Flooding at Stony Lane Bridge, on Burley Road, Winkton and at Hawthorn / Lyndhurst Road junction, South Bockhampton

3.1.11 This Plan also includes additional guidance in the use of Sustainable Drainage Solutions, to help reduce flood risk through better water management on development sites, in keeping with the area's rural character.



Wildlife Sites

3.1.12 The Avon Valley corridor is a Site of Special Scientific Interest (SSSI). This includes areas of fen, mire, lowland wet grassland and woodland, that support a diverse range of plants and animals including several nationally rare species. The SSSI runs along the western edge of the parish, and is also prone to flooding and therefore highly unsuitable for development.

3.1.13 Barrett's Copse, east of Bransgore, is locally designated as a Site of Nature Conservation Importance, and is an area of Ancient woodland (as recorded by Natural England).

3.1.14 Whilst the remaining areas of the parish are not specifically designated for their wildlife interest, there are issues relating to the indirect impact of development on the Avon Valley, Dorset Heaths and New Forest relating to recreational pressures and wastewater disposal into the river catchment.



3.1.15 The BCP Local Plan includes a specific policy to protect these important habitat sites (Policy NE2)

3.2 How much housing and employment is needed?

3.2.1 The BCP Local Plan does not include a specific housing target for the Neighbourhood Plan area, but does include sufficient information from which to derive such a figure. The housing figure for the whole BCP Local Plan (which runs from 2024 – 2039) is based on:

- at least 1,200 homes a year over the period 2024 – 29
- at least 1,800 homes a year over the period 2029 – 39

3.2.2 If this were to be proportioned across the area based on the number of households (as per the 2021 Census data) this would suggest a target of 12.6 dwellings per annum rising to 18.9 dwellings per annum within the parish (252 dwellings)

3.2.3 To help achieve this target, the amount of housing proposed for Burton and Grange ward is based on:

- 20 homes with existing consent
- 70 homes through windfall opportunities (estimated)
- 40 new homes as part of the development on land allocated south of Burton village
- a proportion of the 875 homes as part of the strategic urban extension at Roeshot Hill (the majority of which is in Mudeford, Stanpit and West Highcliffe Ward) – the Burton and Winkton element is estimated to be in the region of 320-330 dwellings based on the indicative masterplan, with a further 60 dwellings (approximately) in the remaining part of the ward.

3.2.4 Taking the above into account, the amount of housing within the Neighbourhood Plan area would be in the region of 420 new dwellings (or 28 dwellings per annum). *This figure may be updated as part of the BCP Local Plan examination.*

3.2.5 No additional land or target is specifically proposed in relation to employment, although the plan recognises that some employment uses could be included within land allocated south of Burton village.

Policy 1. Meeting housing and employment needs in Burton and Winkton Parish

The Neighbourhood Plan will seek to meet local needs for housing and employment through supporting:

- The sensitive conversion or replacement of existing buildings within the Green Belt, where such opportunities exist and are possible in line with national planning policy
- Infill development within Burton village, which is expected to deliver in the region of 45 new homes over 15 years
- The development of land south of Burton village (as excluded from the Green Belt) to deliver in the region of 40 new homes and some local employment
- The development of the strategic urban extension at Roeshot Hill to deliver at least 320 new homes within the Neighbourhood Plan area.

3.3 What type of homes are needed?

3.3.1 The Local Housing Needs Assessment⁵ undertaken to support the BCP Local Plan highlights that the main need for housing is for 1-bed and 2-bed affordable homes (which should make up about two-thirds of all new affordable housing) and for 2-bed and 3-bed market homes market homes (which should make up about three-quarters of housing sold on the open market). There is very little need for small (1 bedroom) market homes, and one and two bedroom homes are more likely to be delivered through flats and apartments in the town centres. The strategic urban extensions (such as the site at Roeshot Hill) are expected to provide a lot of the larger (3 or more bedroom) family homes.

3.3.2 In terms of affordable housing, the report estimates a need for affordable homes in excess of the total housing target, and as such eradicating affordable housing need is simply not achievable through housebuilding. The provision of affordable housing through development is dependent on viability, and as such the Local Plan proposes to maximise affordable housing provision as far as possible on the larger, greenfield sites.

3.3.3 As such, their policies (Policy H2 and H3) suggest that, on sites of more than 5 open market homes:

- no more than 5% of the housing provided is a studio / one bedroom home;

⁵ The Dorset and BCP Local Housing Needs Assessment, Icen Projects Limited, November 2021
<https://www.bcpCouncil.gov.uk/planning-and-building-control/planning-policy/bcp-local-plan/evidence-base-for-the-local-plan>

- at least 30% of the housing provided has 3 or more bedrooms (and this requirement rising to at least 80% for the strategic urban extension);
- if the site has been previously developed, and is either for 10 or more homes, or greater than 0.5 hectares, at least 15% of the total number of homes should be for affordable home ownership; and
- on greenfield sites of 10 or more homes (or with an area of 0.5 hectares or more), at least 40% of the dwellings should be for affordable housing, of which 25% should be for First Homes (affordable home ownership aimed at first time buyers) and 70% provided as social / affordable rent.

3.3.4 The Household Survey for the Neighbourhood Plan identified a strong local need for more affordable housing and starter homes. Whilst family homes were also supported, larger (5 or more bedroom), large gardens, and 'luxury' homes were much less favoured.

3.3.5 To address the need for starter homes, national planning policy includes 'First Homes' as a category of affordable housing. The idea is that these homes are only sold to a first time buyer with an annual household income not exceeding £80,000, and at a price below the 'open market' price. The level of discount proposed on First Homes is set at a minimum of 30%, with a total price not exceeding £250,000 at the time of its first sale. The title deeds are amended to ensure this discount (as a percentage of current market value) and eligibility restrictions are passed on at each subsequent sale. Neighbourhood plans can apply further criteria, such as lower income caps (if this can be justified with reference to local average first-time buyer incomes), a local connection test, or criteria based on employment status – this additional criteria would be applied for a maximum of 3 months each time the home is first marketed (before reverting to the national criteria). Our evidence⁶ suggests that a minimum 40% discount is applied to bring the cost in reach of those on mean incomes living in the local area, and that a local connection criteria would be justified.

3.3.6 According to predicted changes in household size / composition and the current housing stock in our area, there is evidence that there is a clear need for 1 bedroom homes in our area, which the Local Plan would otherwise limit. As such, this Plan proposes to support a higher proportion of 1 bed homes as part of the mix within the village, where these can be designed in a manner that would be in keeping with the area's character. Our research suggests that some 40% of homes provided should be 1 bedroom (and a similar emphasis on 2 bedroom properties)⁷. The expected increase in the number of residents over 65 years of age suggests a need for manageable homes designed around the specific needs of older people, for example by referring to HAPPI⁸ principles for age-ready homes. Whilst apartment blocks would not be in keeping with the character of the village, properties designed as grander homes, subdivided into apartments, would not look out of place and could help to meet this need.

HAPPI principles are based on:

- ✓ Space and flexibility
- ✓ Daylight in the home and in shared spaces
- ✓ Balconies and outdoor space
- ✓ Adaptability and 'care ready' design
- ✓ Positive use of circulation space
- ✓ Shared facilities and 'hubs'
- ✓ Plants, trees, and the natural environment
- ✓ Energy efficiency and sustainable design
- ✓ Storage for belongings and bicycles
- ✓ External shared surfaces and 'home zones'

⁶ Burton & Winkton parish Housing Needs Assessment (HNA), AECOM, July 2020

⁷ See Tables 5-11 and 5-12 of Burton & Winkton parish Housing Needs Assessment (HNA), AECOM, July 2020

⁸ <https://www.housinglin.org.uk/Topics/browse/Design-building/HAPPI/>

Policy 2. House types

New housing developments should seek to meet the housing needs of Burton and Winkton parish. This means that:

- i) for major development, affordable housing should be provided in line with the thresholds set in the Local Plan, aimed at those living in or who have a local connection to the parish. This should include first homes discounted by 40% (or otherwise evidenced so that the level of discount is affordable to those on mean household incomes) and these should make up at least 25% of affordable dwellings.
- ii) with the exception of strategic development site in Roeshot, the mix of house sizes may deviate from the requirements of the Local Plan to provide a higher proportion of 1 bedroom homes where these are designed specifically for the needs of older residents (with reference to the HAPPI principles), and/or homes suitable for first time buyers. Where grouped together (such as in an apartment) the design must be appropriate to the character of the area.

3.4 What type of business premises are needed?

3.4.1 There are very few business premises in the parish – a search of the postal addresses identifies just 25 non-residential addresses, including the school and pre-school nursery, community centre, medical centre and pharmacy, the two convenience stores, the local pubs and churches, which are considered in the following chapter on community facilities. There are no employment areas (such as industrial estates) in the parish, and the Local Plan does not identify any sites for employment in the area, the nearest existing sites (which the Plan looks to retain) being the industrial estates in Somerford (south of Somerford Road), and the Avon Trading Park in Christchurch.

3.4.2 The Household Survey indicated that there were more mixed views on whether the area would benefit from having more businesses if suitable sites could be found, with about equal numbers in favour and against, and a similar number unsure (or giving no response). Perhaps not surprisingly, younger respondents were more positive about increasing the local job opportunities compared to older respondents. The main type of business premises considered to be needed / desirable were workshops for light industry (e.g. artisan, electronics, crafts etc) and commercial premises typically found in a local centre (food / restaurants and shops) which was particularly supported by younger residents.

3.4.3 The Local Plan seeks to encourage the growth of businesses and industries, including the tourism sector, but does not include any specific proposals for our area. Green Belt restrictions mean that opportunities for new employment premises will be limited, and as such the re-use of buildings for employment is encouraged where such uses would be compatible with the character of the area and adjoining land uses. The policy focuses on small-scale development which is unlikely to draw many customers from outside of the area, meeting local needs for services and business premises.

Policy 3. Employment needs

The re-use or replacement of existing buildings for small-scale offices / workshops or local services will be supported, provided:

- the resulting building is of a modest scale (compared to other buildings in the locality), and would comply with Green Belt policy if applicable;
- there would be no significant adverse impact upon local landscape character, wildlife or heritage assets as a result of the development or proposed use;
- there would be no significant adverse impact upon the amenity of adjoining residents as a result of noise / disturbance from the proposed business use; and
- the site can be safely accessed, and its use would not give rise to a significant increase in traffic (including parked vehicles) inappropriate to the rural network of lanes in the area.

4. Community facilities and other infrastructure

...to provide and maintain amenities to help meet the needs and wishes of all residents, making efficient and effective use of the assets and encouraging a socially inclusive and caring community.

4.1 Existing facilities and infrastructure in the parish

4.1.1 The Neighbourhood Plan area benefits from a wide range of local community facilities (as listed in Table 1 and shown on Map 3). Some of these are community-run (such as the school and community centre), and some operate as businesses but provide important services to the local community.

Community facilities include local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship, and other local services that address local needs and improve the sustainability of our area.

Table 1. Local Community Facilities and Services

Avon View Convenience Store	Burton (Avon View Road)
Bear of Burton	Burton (Salisbury Road)
Burton C of E Primary School	Burton (Salisbury Road))
Burton Community Centre	Burton (Sandy Plot)
Burton Day Nursery	Burton (Salisbury Road)
Burton Green News and Stores	Burton (Burton Green, off Salisbury Road)
Burton Green URC Church	Burton (Burton Green, off Salisbury Road)
Burton Medical Centre (<i>see notes below</i>)	Burton (Burton Green, off Salisbury Road)
Day Lewis Pharmacy	Burton (Burton Green, off Salisbury Road)
Fisherman's Haunt	Winkton
Oak Inn	Burton (Martins Hill Lane)
St Lukes Church	Burton (Salisbury Road)
The Lamb Inn	Winkton - Bockhampton
Winkton Auto Centre (servicing and MOTs)	Winkton

4.1.2 Most residents responding to the household survey in 2019 were generally satisfied with the range of local facilities available. In particular, the community considered itself to be well served by the general stores, the pubs, the churches, community hall and the local playing fields. Whilst the post office service based within the general stores on Burton Green closed in January 2024, the Post Office has confirmed that they are keen to continue running a branch locally⁹.

4.1.3 There were more mixed views on healthcare services, particularly from residents living in Winkton. In December 2023 the Christchurch Medical Partnership announced plans to close both the Bransgore and Burton Medical Centres, with these services being relocated to Purewell – the closure of the Burton facility is dependent on NHS approval. There are no local dental practices or opticians based in the area, although there are several within 1½ miles of Burton (in Christchurch) – although as of early 2024 none of these were accepting NHS new patients (reflecting the national crisis in dentistry). Additional healthcare premises – in particular dental and opticians practices – would reduce the need for residents to travel into Christchurch for these services. Should the Burton Medical Centre close, the Parish Council will be keen to explore options to ensure that local residents can continue to readily access healthcare services within the village. As at June 2024, the Partnership had indicated that it would close the Burton premises at the end of August, and a veterinary practice had expressed interest in taking over the premises, with the pharmacy retained on the land to the rear¹⁰.

⁹ <https://www.postofficeviews.co.uk/national-consultation-team/burton-bh23-7jn-173508/#:~:text=Overview,Christchurch%2C%20Dorset%2C%20BH23%207JN>.

¹⁰ Based on a presentation to the Parish Council and planning application 8/24/0336/CONDR, validated 31 May 2024 on behalf of the Priory Vets Group

4.1.4 The survey responses also suggested that there was a local desire to see more / improved local facilities serving food (takeaways / restaurants).

4.2 The impact of development on our community facilities and services

4.2.1 Neighbourhood Plans are expected to plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of an area, and enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to allotments.

4.2.2 The Local Plan Policy E12 supports proposals expand and/or diversify existing community, sport or leisure facilities to expand and/or diversify the existing use will be supported, with new local sport, leisure and community facilities are generally directed to town, district and local centres. Whilst most of the existing local community facilities are found along Salisbury Road, the BCP Retail and Leisure Study considers that the dispersed nature and lack of more retail facilities means that this is not a 'local centre' typical of other areas, and therefore has not defined it as a local centre in policy terms. As Burton is considered to be a sustainable neighbourhood, Policy P7 takes a broader approach and allows the provision of local community shops and facilities within the village where a need is demonstrated. This could include commercial premises and these would be covered under Policy 3 in the preceding chapter.

4.2.3 The household survey results suggest that the main benefits seen from having more development are the hope that this would help support better public transport and investment in infrastructure e.g. roads, doctors, schools. More recently, the Parish Council has identified the need and potential benefit of having a community growing space (there are no allotments in the Parish) for local residents wishing to grow their own food either individually or collectively, and this is supported by Policy NE4 that requires major new residential developments to enhance local food growing opportunities by providing community gardens, community orchards, allotments and/or growing spaces within communal areas.

4.2.4 The previous Local Plan (2001) included a proposal for additional cemetery space at the rear of St Luke's Cemetery, and this policy was 'saved' under the Core Strategy. The use of land off Salisbury Road for a cemetery in this location was allowed on appeal in July 2004¹¹, and the



¹¹ Application 8/02/0675 appeal reference APP/E1210/A/03/1116452
<https://planning.christchurchandeastdorset.gov.uk/plandisp.aspx?recno=1769>

creation of an access to the site in 2009¹² suggests that this permission remains extant. The Inspector noted the tree planting associated with the burials, together with the additional trees and boundary hedging would be in keeping with the rural landscape, and timber gates at the access would be similar to those at St Luke's Church nearby and appropriate to the character of the area, with the car park area set well away from the road. A condition was therefore imposed requiring the submission and approval of hard and soft landscaping details, including boundary treatments, which would then need to be implemented. The potential pollution of groundwater and surface water was also considered and found to not impose an unacceptable risk to local water resources, and a condition was imposed to require the continuing monitoring of groundwater conditions. The number of burials would be limited to no more than 20 in any month (and no more than 100 in a year) up to a maximum of 2,000 individual burials. There are no specific proposals for a cemetery on this site included in the BCP Local Plan (should a new application be forthcoming), but the Council do state that they are continuing to explore options for sites in the Burton area of Christchurch. The Parish Council support the provision of a woodland burial site in this location, and the issues are therefore covered in a policy should the original permission or conditions be revisited.

Policy 4. Supporting Community Facilities and Local Services

Proposals for the expansion or improvement of existing community facilities and local services identified in Table 1 and indicated on Map 3, including diversification to meet local needs or to assist with the viability of the enterprise, will be supported.

Proposals for new community facilities and local services will be supported where existing facilities are insufficient to meet local needs. Such facilities should be of a scale appropriate to the rural character of the parish, with any buildings of a modest scale (compared to other buildings in the locality), and in compliance with Green Belt policy if applicable. Where possible, new facilities should be in close proximity to existing facilities to encourage shared trips and reduce the need for additional parking. In all cases, the proposed use should not give rise to any significant adverse impact upon the amenity of adjoining residents as a result of noise / disturbance, or significantly increase traffic on the rural network of lanes in the area.

The provision of a burial site within the parish is supported, either on the permitted site adjoining St Luke's Churchyard or at another suitable location, subject to:

- Green Belt policy;
- suitable tree planting provision as a woodland burial site;
- limitation on the amount of burials in order to ensure the level of traffic and potential disturbance is kept to an acceptable level appropriate to the rural character of the area;
- measures to ensure that any discharges / impacts on groundwater remain at an acceptable level in relation to water quality.

¹² As evident from Google Earth imagery

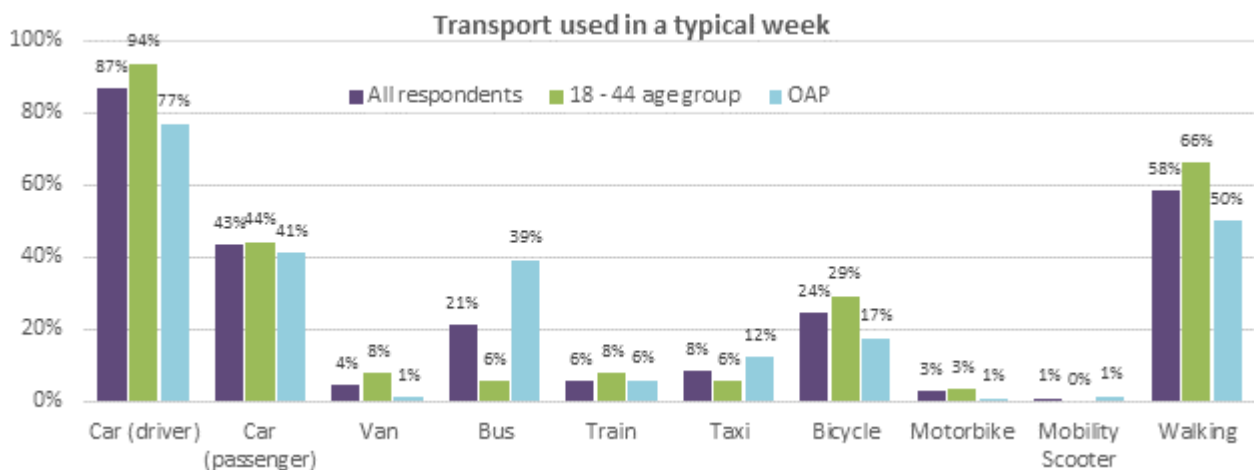
5. Walking, Cycling and Local Bus Services

...to make walking, cycling and using the local bus services an attractive option for getting about, whilst recognising that many people will continue to have and use motor vehicles

5.1 Roads and safe routes for pedestrians and cyclists

5.1.1 The two main routes through the area are Stony Land and Salisbury Road, which run either side of Burton village, and connect north to Winkton. There is a pavement along both of these roads (either on one or both sides), although at times this can become narrow through overgrown vegetation. Roads within the village vary in width and character depending on their age, but the majority have separate pavements on one or both sides. There are no segregated cycle routes in the parish, and therefore cyclists either cycle on the pavements or highway. The country lanes to the east of the village, including those connecting to Bransgore, are rural in character with motorists sharing the road with walkers, cyclists and horse riders.

5.1.2 As part of the household survey, we asked local residents to say which modes of transport they used in a typical week, and which they used the most often. Perhaps not surprisingly, using a private motor car (either as the driver or passenger) topped both lists, and was particularly high for those aged 18 - 44. Walking was also popular, with more than half of those responding doing some trips on foot within a typical week. Older respondents (65+) were less likely to walk, although about half of that group would typically walk to one or more activities in a week).



5.1.3 The results of our household survey showed that increased traffic levels was amongst the biggest concerns for residents (and particular for Winkton residents where there pavements are more sporadic). Collision data for last 10 years shows the most recorded road safety incidents in our area occurred at on Stony Lane, particularly at the junctions where traffic turns into or out of the village (such as Campbell Road and Martins Hill Lane). These roads were mentioned in the household survey in relation to where people had road safety concerns, as well as Salisbury Road which has seen fewer accidents in recent years.

5.1.4 There was general agreement that we need to make the main roads safer and easier for cyclists and for pedestrians to walk along and cross (whether or not any further development takes place). However there was no clear consensus on the best way to improve road safety, and a significant number of people responded saying there was already sufficient traffic calming measures in the village, or that more measures were unlikely to be effective.

5.1.5 Whilst Neighbourhood Plans cannot prevent bad driving or influence traffic levels in the wider area, they can help ensure that the location, mix and layout of development encourages safe walking and cycling. The development of Roeshot Hill, which already has outline planning consent, does not include any specific walking or cycling route improvement in relation to the remaining part of the Neighbourhood Plan area.

5.1.6 The BCP Local Plan's transport strategy (Policy T1) expects developments to contribute towards sustainable and active travel by various means, including:

- creating neighbourhoods with reduced traffic speeds;
- exploring innovative approaches to travel demand management and mobility, such as car clubs, school streets and measures that reduce traffic speeds and flow;
- providing high quality, safe walking and cycle routes that enhance connectivity and reduce severance;
- supporting the delivery of infrastructure identified through the Local Cycling and Walking Infrastructure Plan.

The Avon Valley Path

5.1.7 A key route for the area has been the section of the **Avon Valley Path**¹³ between Burton and Christchurch. This has provided an attractive, off-road link using the footpath at the point where the Clockhouse Stream passes under Stony Lane, crossing the River Avon at the Fish Ladders and weir just east of Mill Lane in Christchurch (and connecting into Christchurch either via Mill Lane or alternatively heading south along the riverbank as far as Avon Buildings). An alternative route from the southernmost part of the village, heading west, was also available for those living in that part of the village. Unfortunately, in 2023 the River Avon collapsed and breached its banks, and part of this route became submerged. As a result, this link was closed by BCP Council, who considered it to be too costly to repair and maintain going forward. The alternative route is now signposted along Stony Lane and the A35 Christchurch bypass, which is much less attractive given the proximity to high levels of traffic, and much less convenient for getting to the Station and areas to the north (including some major employers such as the Hospital and Avon Works).

5.1.8 The BCP Rights of Way Improvement Plan¹⁴, adopted in March 2023, proposes investigating the potential to create a new cycling and walking route along the Avon Valley Path connecting Burton with Christchurch. It recognises that "This will require upgrading and diverting the existing Public Footpath and the formalisation of path surfaces, the creation of bridging structures where required and the installation of fences to guard from cattle and the installation of railings to protect walkers and riders along where the path is closest to the river at Christchurch waterworks". It is hoped that this action remains in effect, despite the current closures.

Project P1. The Parish Council will continue to raise local concerns regarding the closure of the section of the Avon Valley Path and press for its reinstalment

Other key cycle and walking routes

5.1.9 The BCP Local Cycling and Walking Improvement Plan¹⁵, adopted in March 2022, identifies the need to improve the cycle and walking connections from Burton village into Christchurch (via Christchurch bypass) and includes a project for this as part of its medium to longer to plan.

5.1.10 The main cycle network would run south along Stony Lane (from the junction with Footners Lane), with secondary routes using more local roads and potentially also connecting across the River Avon to Twynham (although improvements to the on-road secondary routes and future links are unlikely to be delivered in the plan period). Footners Lane and connection to the school via Meadow Lane / Priory View Road are also identified as key walking routes, but surprisingly neither Salisbury Road nor Martins Hill are so designated, as these also link to many local facilities. There is also no consideration in the Improvement Plan regarding linkages to Winkton, despite this being referenced in the BCP Local Plan.

¹³ <https://documents.hants.gov.uk/countryside/walks/AvonValleyleaflet.pdf> and https://ldwa.org.uk/ldp/members/show_path.php?path_name=Avon+Valley+Path+%28Hampshire+to+Dorset%29

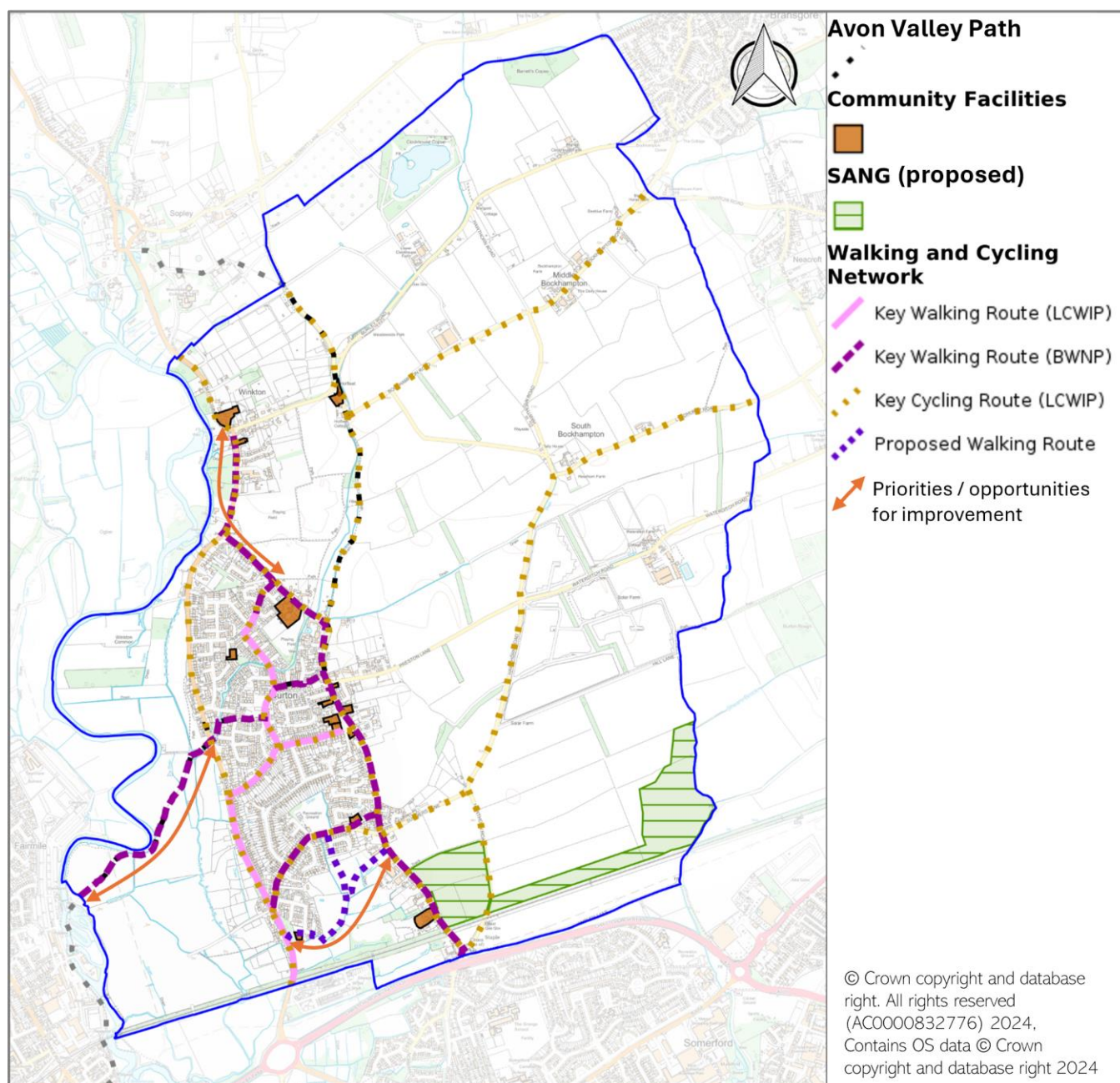
¹⁴ <https://democracy.bcpccouncil.gov.uk/documents/s41127/Officer%20Decision%20Record.pdf>

¹⁵ <https://www.bcpccouncil.gov.uk/documents/about-the-council/BCP-Local-Cycling-and-Walking-Infrastructure-Plan.pdf>

Opportunities and priorities for improvement.

5.1.11 The following map shows the key routes as identified in the Local Cycling and Walking Improvement Plan and additional routes identified by the Parish Council. Key priorities for improvement are the Avon Valley Path link to Christchurch, and a safer walking / cycling route from Winkton into Burton (along Salisbury Road). Whilst the Avon Valley Path north of Burton provides the potential for an off-road route, this does not readily connect back into the heart of Winkton, and the track can become muddy and unsuited to prams and pushchairs etc. As such the preferred option would be to consider a slight widening of the pavement along the main roads, which are more likely to be used by local residents throughout the year.

Map 3. Key cycle and walking routes and improvement priorities / opportunities



5.1.12 In terms of opportunities – the potential development to the south side of the village could enable a new off-road east-west connection in this part of the village, linking Stony Lane through to Salisbury Road.

Project P2. The Parish Council will liaise with BCP Council to request the inclusion of the additional key walking / cycling routes as identified on Map 3 within the Local Cycling and Walking Improvement Plan

5.1.13 Many of the country lanes to the east of Burton Village are used by walkers, cyclists and horseriders for recreation. However the volume and speed of traffic, and the presence of heavy lorries, can make this uninviting and intimidating. Ideally these should be managed as ‘Quiet Lanes’, and designated as such by BCP Council as the local highway authority. This would mean that special attention is paid to the needs of walkers, cyclists, horse riders and other vulnerable road users, such as through the use of signage can be used to indicating clearly to road users that they are in a Quiet Lane – designed and located in a manner that respects the rural nature of these lanes – and potentially other measures such as lower speed limits, to encourage drivers to slow down and be considerate to more vulnerable users who use and enjoy these country lanes.

Project P3. The Parish Council will liaise with BCP Council to request the formal designation of the routes as identified on Map 4 as Quiet Lanes

5.1.14 The design of new routes is further detailed under Policy 12

Policy 5. Creating safer roads and pedestrian / cycle routes

Development should improve the safety and/or connectivity of the pedestrian and cycle networks where practical, taking into account the Local Cycling and Walking Infrastructure Plan and important local routes and priorities as shown on Map 3. The design of any off-road routes should ensure that these are coherent, direct, safe, comfortable and attractive having regard to national guidance. This should include consideration of how the design would be accessible to all, including people with wheelchairs or buggies, how the routes would be suitably overlooked, the provision of benches, and use of landscaping to enhance biodiversity through the provision of wildlife corridors. Country lanes should be managed as ‘Quiet Lanes’ recognising their importance for recreation and leisure by non-motorised users. Transport assessments, when required, must consider the impact of increased motorised traffic on these lanes. Mitigation measures may be necessary to ensure that these routes remain safe and attractive for recreational use by walkers, cyclists and horse riders.

5.2 Public transport and alternatives

5.2.1 In 2019, responses to our household survey suggested that, on average, the bus service was only being used regularly (weekly or more frequently) by about 10% of people. The survey showed that older respondents (65+) are more likely to use local buses than other age groups, with nearly 40% of that age group using local buses (although this was much lower for those living in Winkton). There were various reasons given as to why people didn’t use the bus service more, primarily linked to limited route and journey times (which is beyond the influence of Neighbourhood Planning).

5.2.2 Since that time, service provision has improved, with the following services currently running:

- **Morebus 1b** runs every half hour (or hourly after 7pm) every day between Burton and Bournemouth, stopping at locations in Purewell, Christchurch Town Centre, West Southbourne and Boscombe.
- **Morebus 125** runs twice daily, three times a week (Mondays, Wednesdays and Fridays) providing a local service between Ringwood and Christchurch town centre, allowing a single return trip those mornings and stopping in Burton and Winkton. This service is funded by Hampshire County Council.
- **Morebus C11** provides a service to and from Brockenhurst college in Hampshire, stopping in Burton and Winkton, which operates on school days.

6. The Rural Character of our Parish

...to protect and enhance the special features that reinforce the rural character of the Parish and the distinct, separate characters of Burton and Winkton villages and the outlying hamlets. This includes retaining and reinforcing the importance of the gaps between settlements, the village green and other important local green spaces, the historic buildings and traditional farms, the treed areas and much-enjoyed open vistas across the surrounding farmland.

6.1 Local Green Spaces

6.1.1 National planning policy allows for green spaces that are well related to existing settlements and hold a particular local value to be designated as “Local Green Spaces”. This designation provides strong protection against development, that should last well beyond the Neighbourhood Plan period. It is not appropriate to extensive tracts of countryside, or land which may need to be released for housing, employment or community buildings / infrastructure in the longer term, and it does not need to duplicate existing policies that serve the same function. The spaces are not necessarily public open space (for example, some privately owned spaces may be particularly important for their landscape value or wildlife), however their designation should not be regarded as conveying any additional public rights of access to these areas.

6.1.2 The areas identified for designated as Local Green Spaces are:

Table 2. Local Green Spaces

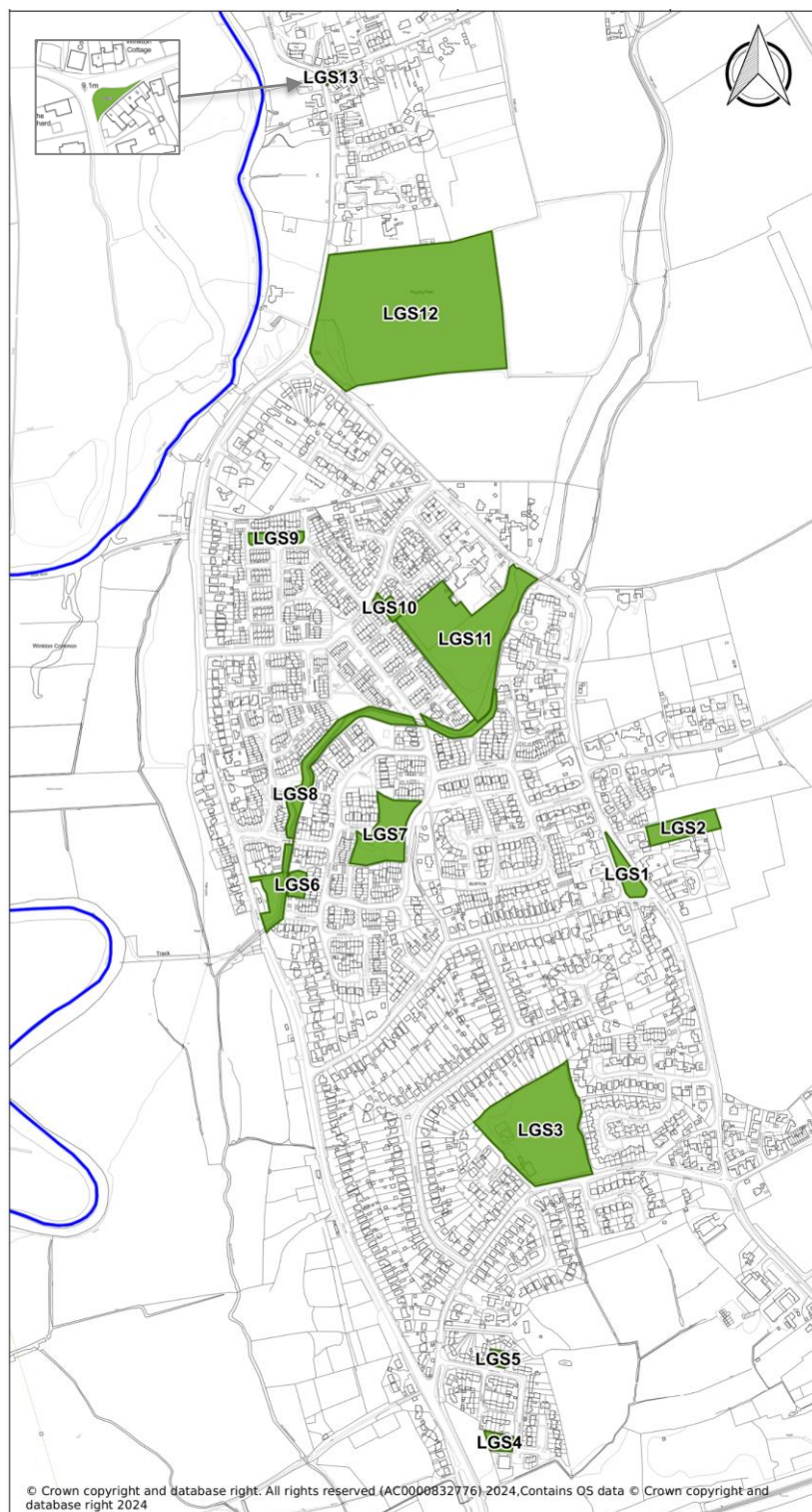
Local Green Space		Reason for designation
1	Burton Village Green (0.2ha)	A focal point of the parish, situated in the heart of Burton village, this triangular grassed area is lined with flowering cherry trees and benches, and overlooked by (and part of the setting of) a number of listed and locally important buildings. Culturally important as the location for the annual Raising of the Cross, Maypole Dancing, Parish Christmas Tree and, in the past, the location for WWII memorial days and Christmas Carols of the Green. The trees and patches of native wildflowers support local wildlife.
2	St Lukes Churchyard (0.4ha)	Charming, peaceful graveyard located behind St Lukes Church (Grade II Listed). The hedgerow and trees provide diverse habitats for local wildlife.
3	Martins Hill Recreation Ground (2.1ha)	Recreation ground bordered by mature oak trees and native hedgerow on the north, south and west sides, and a stream along its eastern flank, also lined with native trees. The area is used by the local football club, AFC Burton, and is home of the local Scouts group. Includes a play area designed specifically as a safe space for young families with babies, toddlers and young children as well as several memorial benches. Extremely popular open space for casual play, dog walkers etc The hedgerow and trees provide diverse habitat for local wildlife.
4	Sandy Plot Recreation Ground (0.1ha)	Open grassed area in front of Burton & Winkton Community Centre, providing much needed and extensively used space for informal play. Backs onto a rather boggy area designated as a local wildlife site, and is lined with goat willow and cypress trees.
5	Sandy Plot Amenity Space (<0.1ha)	Grassed area in front of flats. This area provides a welcome greenspace for children to play safely, and creates visual interest in the estate.

6	Burnham Road Park (0.1ha)	Tree lined playground area, within the 1970's planned housing development, adjoining the Clockhouse Stream. The Avon Valley Path (popular with walkers) runs through the site. The playground is used by all age groups and abilities, and is particularly popular with children and teenagers.
7	Priory View Play Area (0.7ha)	Open green space designed to provide an informal play and relaxation area within the 1970's planned housing development with smaller gardens. Supports local wildlife through its diverse habitat.
8	Clockhouse Stream (1.1ha)	Forming part of the Avon Valley Path, the Clockhouse Stream meanders through the village Burton connecting the village with the adjoining countryside. The stream bank and trees provide diverse habitat for local wildlife.
9	Chestnut Way Amenity Space (0.1ha)	Open green space nestled within the 1970's planned housing development, offering space for children to play safely.
10	Campbell Road Play area (0.1ha)	A small pocket park next to the school playing field that leads via the public footpath to the larger open green space known as Burton Hall Field. Includes single play unit suitable for junior school children.
11	Burton Hall Field and School Playing Fields (to rear) (2.3ha)	Open green space including rear part of the school playing fields, as well as the publicly accessible field which is very popular with dog walkers and children using open green space as informal play area. Was part of the historic Burton Hall (Grade II* Listed) who's rear aspect is clearly visible from the space.
12	Winkton Fields (6.0ha)	Open fields, with four marked out football pitches, (three small, one full sized) surrounded by hedgerows. Previously used by Homefield School as their sports field, currently the home ground of the very popular Burton Youth Football Club, and used extensively by walkers and dog walkers. The fields form a natural boundary between the village of Burton and smaller hamlet of Winkton and help to retain their separate identities.
13	Winkton Green (<0.1ha)	Small grass verge with single silver birch, heritage finger post and memorial bench. Despite its small size the green is a central, recognisable feature in the hamlet, a place to meet, and reinforces the historic and rural character of Winkton.



Map 4. Local Green Spaces

6.1.3 The only form of development that would be appropriate in such locations, would be ancillary development to support their on-going function (such as outdoor sports and recreation facilities within the Recreation Park). Development proposals adjoining such sites should also be considered, to ensure that the development would not have an adverse impact on the Local Green Space. For example, the approval of a noisy industrial unit adjoining a space noted for its tranquillity would be inappropriate, as would a large, ugly building or a large area of blank wall adjoining an area noted for its landscape contribution.



Policy 6. Local Green Spaces

The sites listed in Table 3 (and as shown on Map 4) are designated as Local Green Spaces, and other than in very special circumstances, no development will be permitted within or immediately adjoining them that would undermine their reason for designation.

6.1.4 A new natural greenspace for public recreation is proposed to the south-east of Burton village, connecting it with the planned neighbourhood of Roesht Hill and New Forest to the east¹⁶. This is known as a SANG (Suitable Alternative Natural Greenspace) and will be landscaped to provide an attractive recreational and wildlife-rich area, linked up by existing public rights of way –

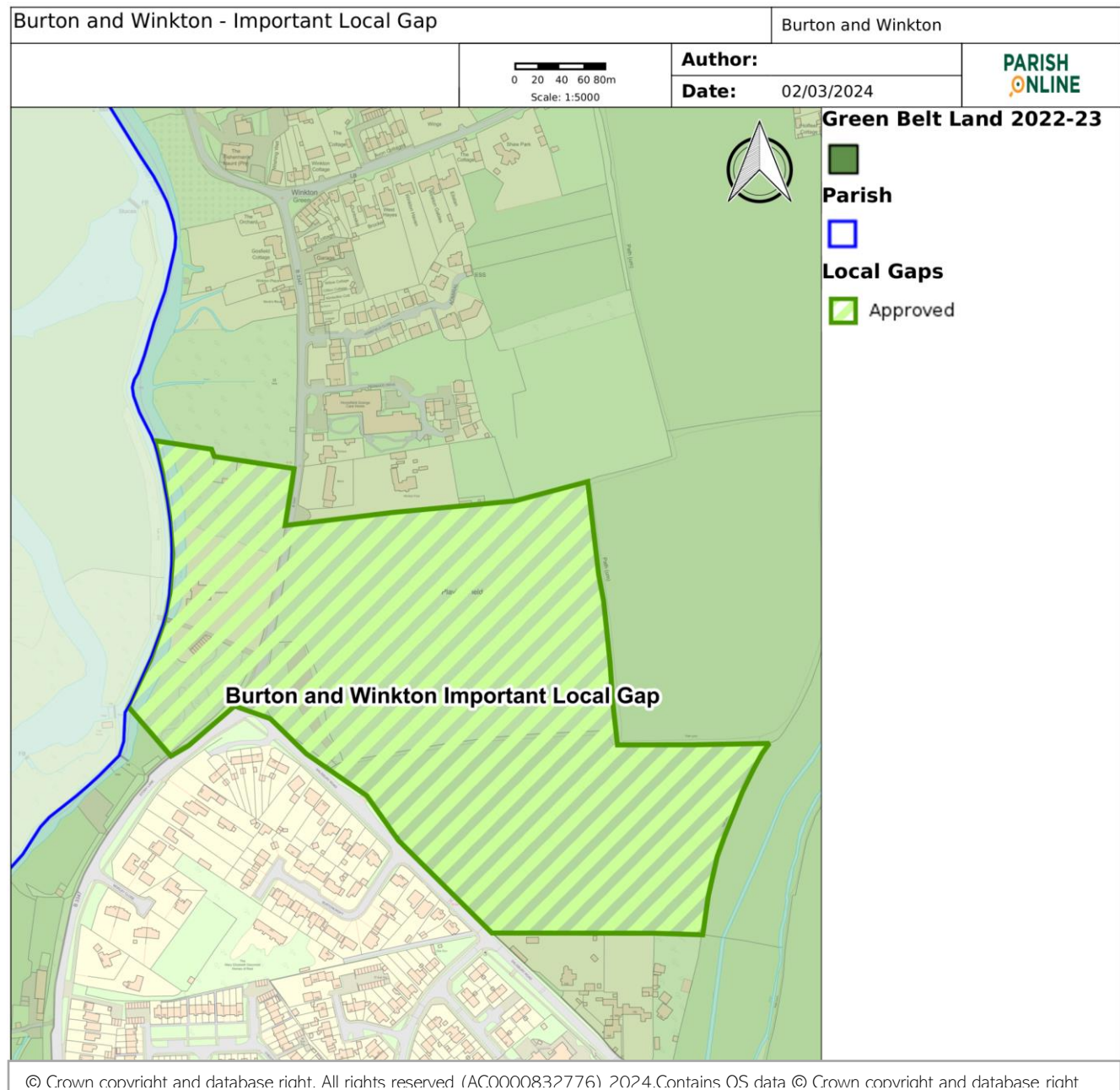
¹⁶ Planning permission was granted for the SANG in December 2018 (application reference 8/16/0381/FUL), and a material start was made meaning that the permission remains in place.

especially towards New Forest. The area of SANG closest to Burton (in the area between Hawthorn Road and Salisbury Road, just north of the railway line) is indicated as the third and final phase, and therefore it may be some time before this section is opened to the public.

6.2 Important Local Gap

6.2.1 The gap between the northern edge of Burton Village and the hamlet of Winkton to the north is particularly narrow, and there are justifiable concerns that if development were to take place here, that it would result in the two settlements merging (or at the very least, diminishing the clear distinction between the two).

Map 5. Important Local Gap



6.2.2 At the time the Neighbourhood Plan was prepared, the area was within the Green Belt, and is therefore afforded some degree of protection. BCP Council are not proposing to alter the Green Belt boundary in this location. However, National Planning Policy and the Local Plan do allow some development to take place within the Green Belt, under very restricted criteria. One of the key tests is whether development would preserve the openness of the Green Belt, and this is a matter of planning judgement. In assessing whether development may be permitted,

consideration can be given to whether the development would conflict with the purposes of including land within the Green Belt, which is strategic in nature. This means that, whilst the separation of towns can be taken into account in decision making, the same does not apply to the more localised separation of a village and adjoining hamlet. On this basis, it is considered important to provide additional protection to the fragile open gap that exists between the Burton and Winkton villages, which is proposed through the following policy.

Policy 7. Important Local Gap

The Important Local Gap between Burton and Winkton villages, as shown on Map 2, is valued for its green, rural character and the role it plays in providing a setting for, and maintaining the clear distinction between the two settlements. Proposals for built development within the Important Local Gap will be resisted unless they comply with Green Belt policy and would not urbanise or reduce the openness and strong rural, green character of the gap.

6.3 Reinforcing the green character and biodiversity of our parish

6.3.1 The integration of green spaces within areas of development is important in reinforcing the rural character of the area – the small greens and triangles, hedges, front gardens and general tree coverage. The resulting green network can have multiple benefits, including opportunities for informal recreation (as part of the local footpath network), supporting wildlife by providing habitats, foraging opportunities and allowing the movement of species, providing shade and protection from the wind, and helping to absorb rainfall to reduce flood risk.

6.3.2 Map 4 seeks to identify the existing areas that are important to the area's green network of habitats and spaces. It is based on the network of trees and larger hedgerows (as identified through the Friends of the Earth Tree Canopy mapping), the river floodplains (based on Flood Risk Zone 2) and Avon Vally SSSI, and those areas identified as open spaces by BCP Council (as at 2023).

6.3.3 New developments should aim to strengthen this existing green network – and where public access is proposed these areas should also be designed and overlooked to feel safe. Elements of this network – green verges and street trees – are likely to be incorporated into the public realm (adopted as part of the highway) and therefore their ongoing maintenance should be secured.

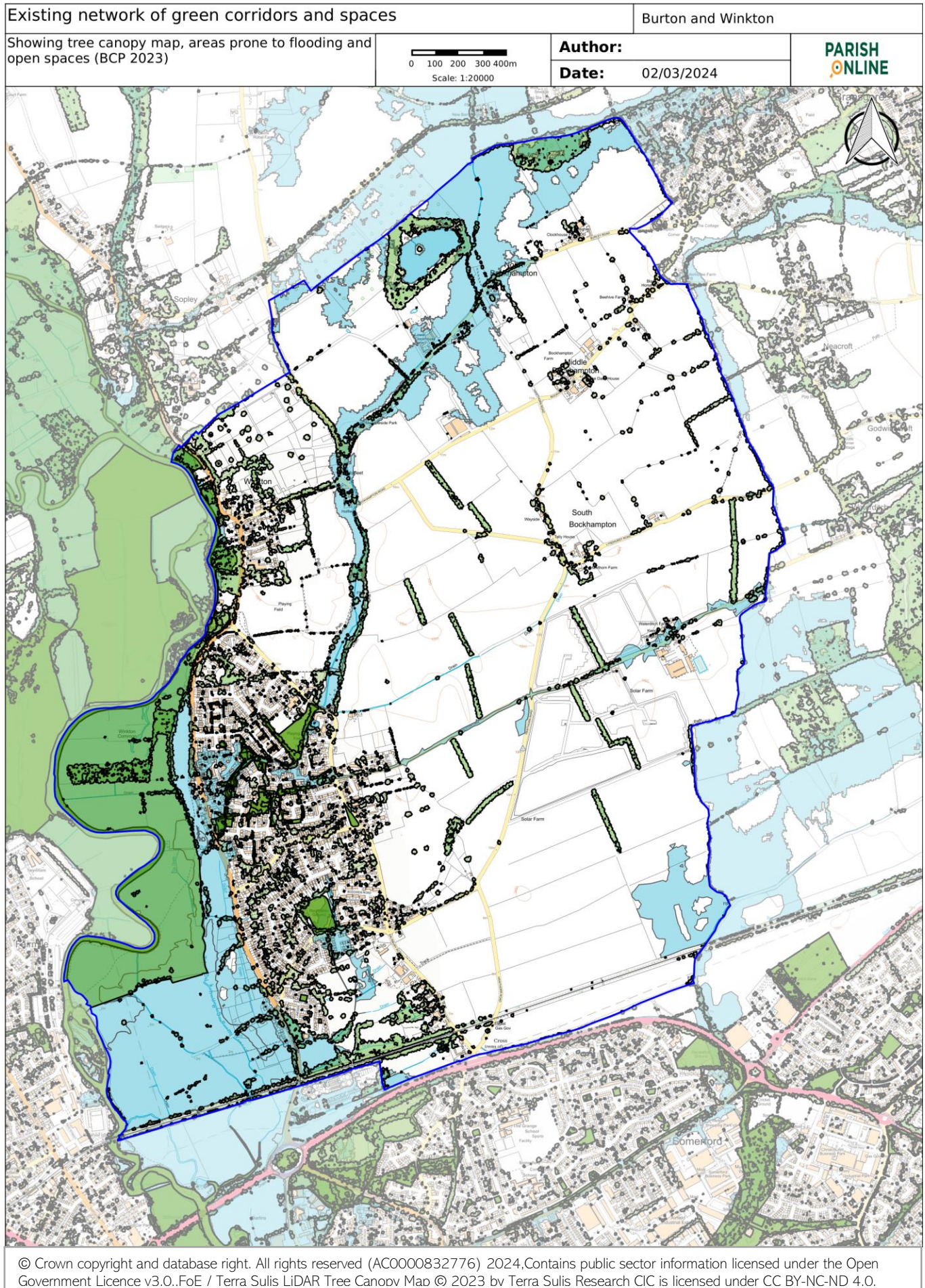
6.3.4 The introduction of the Biodiversity Net Gain as part of the 2021 Environment Act means that most developments will be required to demonstrate a 10% net gain in biodiversity – where possible this should be within or near to the development site, and will encourage proposals that integrate existing features within the design.

Policy 8. Reinforcing the area's green network

New development should respect and reinforce the important open spaces, network of green corridors and mature trees, to preserve the character and biodiversity of the parish. In particular, development should:

- retain existing mature deciduous trees and trees subject to Tree Preservation Orders;
- retain native hedgerows or ensure their replacement within the site where their removal is necessary to create an active street frontage or provide the necessary visibility splays;
- retain and include green verges and street trees to provide an element of greening within the public realm – front gardens are also encouraged where appropriate to the character of the area;
- seek to link existing green spaces and corridors where possible to provide a more robust and usable network;
- front onto any existing green spaces and enable public access for all groups of people, such spaces should include seating areas and shaded spaces. with suitable overlooking to reduce the fear of crime. The materials and style of any street furniture should be consistent throughout the parish and aim to be durable and in keeping with the rural character of the village.

Map 6. Indicative Green Network Map



6.4 Dark Skies policy

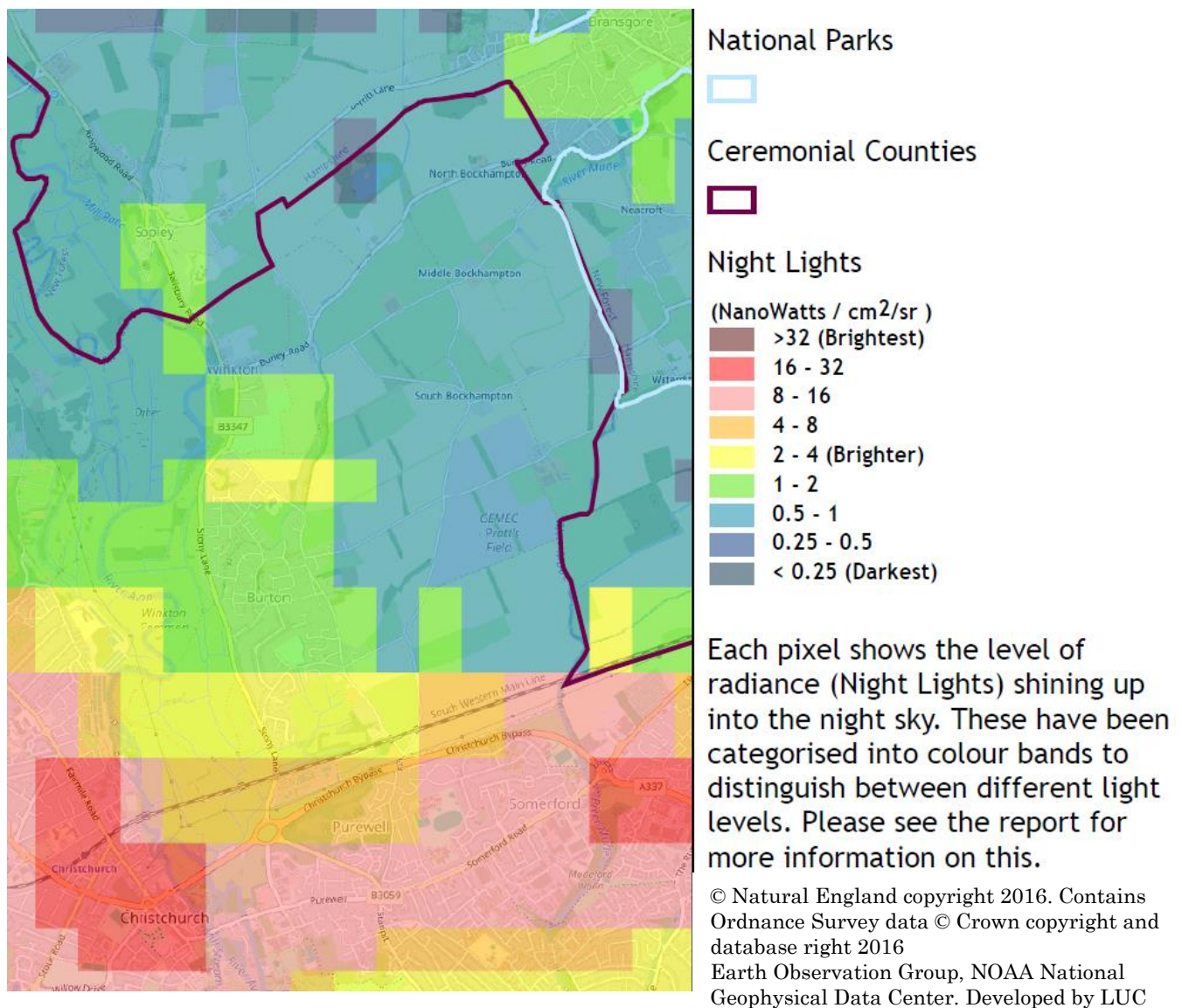
6.4.1 Burton and Winkton Parish has a strong rural character and thus, dark skies is another key characteristic that should be protected and maintained, especially along settlement edges that meet with the open countryside. Winkton has no street lighting on Salisbury Road or Burley Road. Whilst there is some in Burton most local residents do not want to see more street lights. To protect the parish's dark skies, new developments should minimise unnecessary street lighting.

Policy 9. Dark Skies policy

Development should be designed to conserve and enhance the quality of the dark night skies. Outside of Burton village, street lights and other forms of external lighting should be avoided unless required for security or safety reasons.

Where lighting is used, its design should minimise its impact, both on the amenity of the occupants of neighbouring properties, and in terms of light spillage and glare. Light sources should be fully shielded and pointed downwards, so that light is not emitted above the horizontal. Movement sensitive and timed PIR lights, down- lighters or 'wall washers' are examples of lighting schemes that generally have less adverse impact whilst providing appropriate illumination.

Map 7. CRPE NightBlight Map showing Dark Sky Assessment¹⁷



¹⁷ Source: <https://www.cpre.org.uk/light-pollution-dark-skies-map/>

7. General Design Principles and Codes

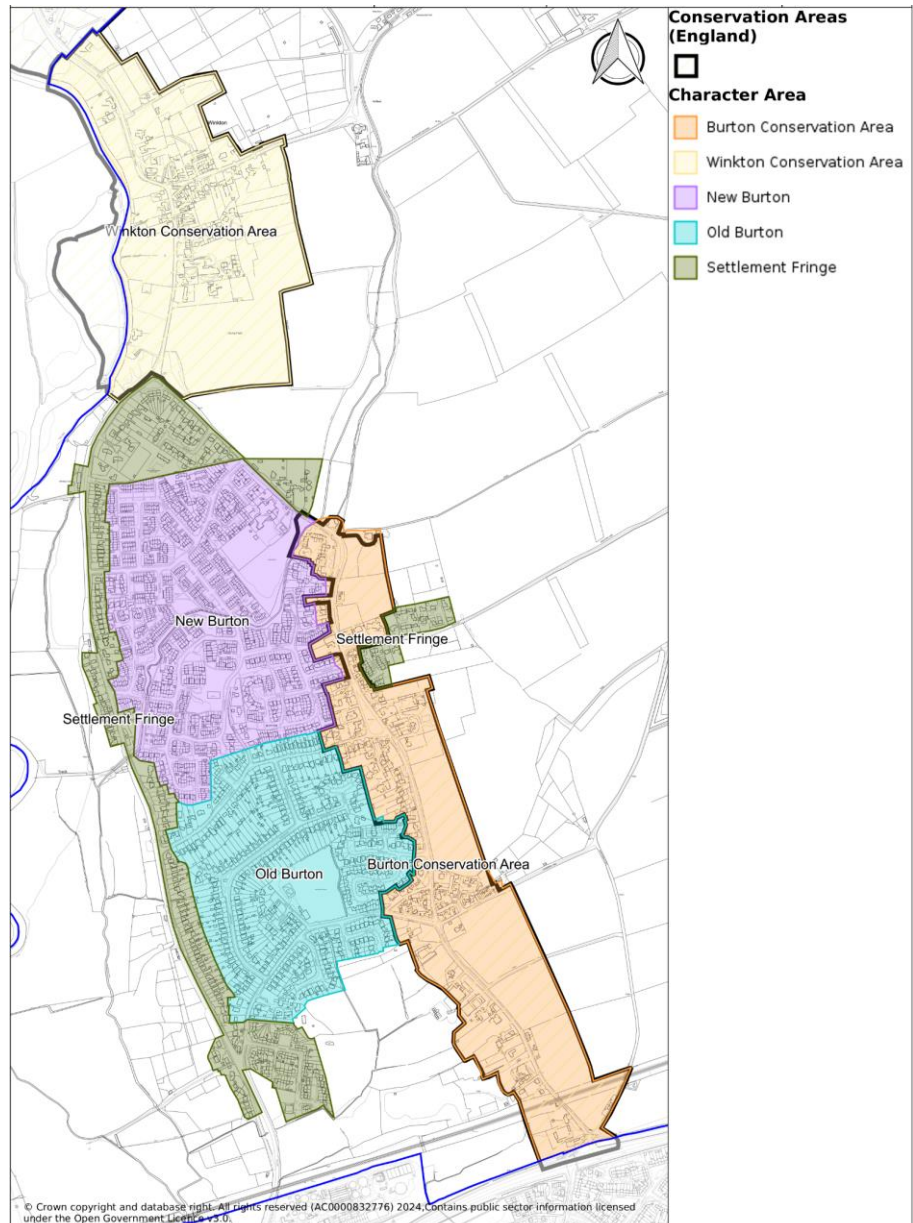
7.1 The Character of Burton and Winkton

7.1.1 Feedback from the household survey in 2019 showed that, in terms of character, local people particularly value the ‘village’ feel, which can be attributed to a number of factors, such as the village greens, links to the wider rural / agricultural landscape and heritage, and mix of buildings styles and materials that reflect the settlements’ evolution.

7.1.2 As part of the work underpinning this Neighbourhood Plan, AECOM (a planning consultancy appointed by Government to support Neighbourhood Planning across the UK) have helped produce design guidance, the main elements of which have been incorporated into this Plan. The first step in this process was to understand the distinctive characteristics of the area, and to do this they identified and described sub-areas in the parish, and these are summarised in **Appendix 4**. These are:

- Burton Conservation Area (**orange**)
- Winkton Conservation Area (**yellow**)
- Old Burton (around Footners Lane, Martins Hill Lane and Whitehayes Road) (**blue**) including the Settlement Fringe (along Stony Lane and upper end of Salisbury Road) (**green**)
- New Burton (around Campbell and Priory View Roads) (**purple**)
- Outlying areas

- ✓ Understand what elements are important in defining the character of the part of the parish where you are building
- ✓ Design buildings and landscaping to reinforce the rural / village feel of the area



7.1.3 The analysis of these character areas shows the variation in street pattern and layout (predominantly linear and cul-de-sac / courtyard developments with varied but generally low densities, built forms and heights, architectural styles and use of materials. Some are typical of the Georgian and Victorian eras, others are representative of housing developments during the postwar and modern era. Historic buildings contribute significantly to the character of the built

environment. The legacy of agricultural buildings and farmhouses that are dispersed across the hamlets and rural outskirts of Burton and Winkton reinforce the rural character.

7.1.4 The guidance contained within this chapter is not intended to be used in relation to the strategic site at Roesht Hill, that is only partially within the parish, and is subject to its own outline planning permission and masterplanning process.

Policy 10. The Character of Burton and Winkton

New development should have a good understanding of the existing character areas, as analysed in Appendix 4. Infill development (small sites within the built-up area, typically of up to 5 building plots) should seek to reflect local character by responding to the styles, layout and form of their immediate surroundings. Larger developments should seek to reinforce those aspects of development found in the wider context and character of the parish that reinforce the 'village' and 'rural' feel of the area.

7.2 Heritage, Views, Landmarks and Legibility

7.2.1 There are a wealth of heritage assets that contribute positively to the parish's sense of place. These include a range of listed and locally important buildings and other cultural and historic features (such as milestone markers and heritage signposts), which are shown on Map 5. Not only are these structures valued by local residents, they also serve as important landmarks for legibility and wayfinding purposes. Some add interest as 'hidden gems'.

7.2.2 The following map includes the locations of the Listed Buildings and Scheduled Monuments, together with the historic buildings identified on the Local List, and other buildings and features identified through local knowledge. A list of these is included in Appendix 4.

7.2.3 The flat, open landscape of the parish allows for long-distance views over surrounding landscape and there are several key views out from points in both Burton village and Winkton settlement both to the west across the Avon Valley and to the east across the agricultural landscape. Within Burton there are also short-distance or 'glimpsed' views towards local landmarks, such as the Grade II Listed St Luke's Church and Grade II* Listed Burton Hall.

7.2.4 The character area appraisals have highlighted the importance of views within and out of the various character areas. These are important in reinforcing the character of our area, for the enjoyment gained from seeing these much-valued and familiar views. As such it will be important to ensure that new development does not block or otherwise diminish these views.

- ✓ Identify nearby historic buildings and features – ensure that the development does not overwhelm or block views to these
- ✓ If the site is clearly visible from a number of directions, it may be suitable for a landmark building or feature
- ✓ Retain important views out to the countryside
- ✓ Incorporate wayfinding signage, but in a manner in keeping with the rural feel of the area.

Policy 11. Heritage, Views, Landmarks and Legibility

Development should respect the importance of important historic buildings (heritage assets) within the street scene. This should be achieved through ensuring that the scale and massing of new development that would be viewed in conjunction with these buildings is not visually dominant,



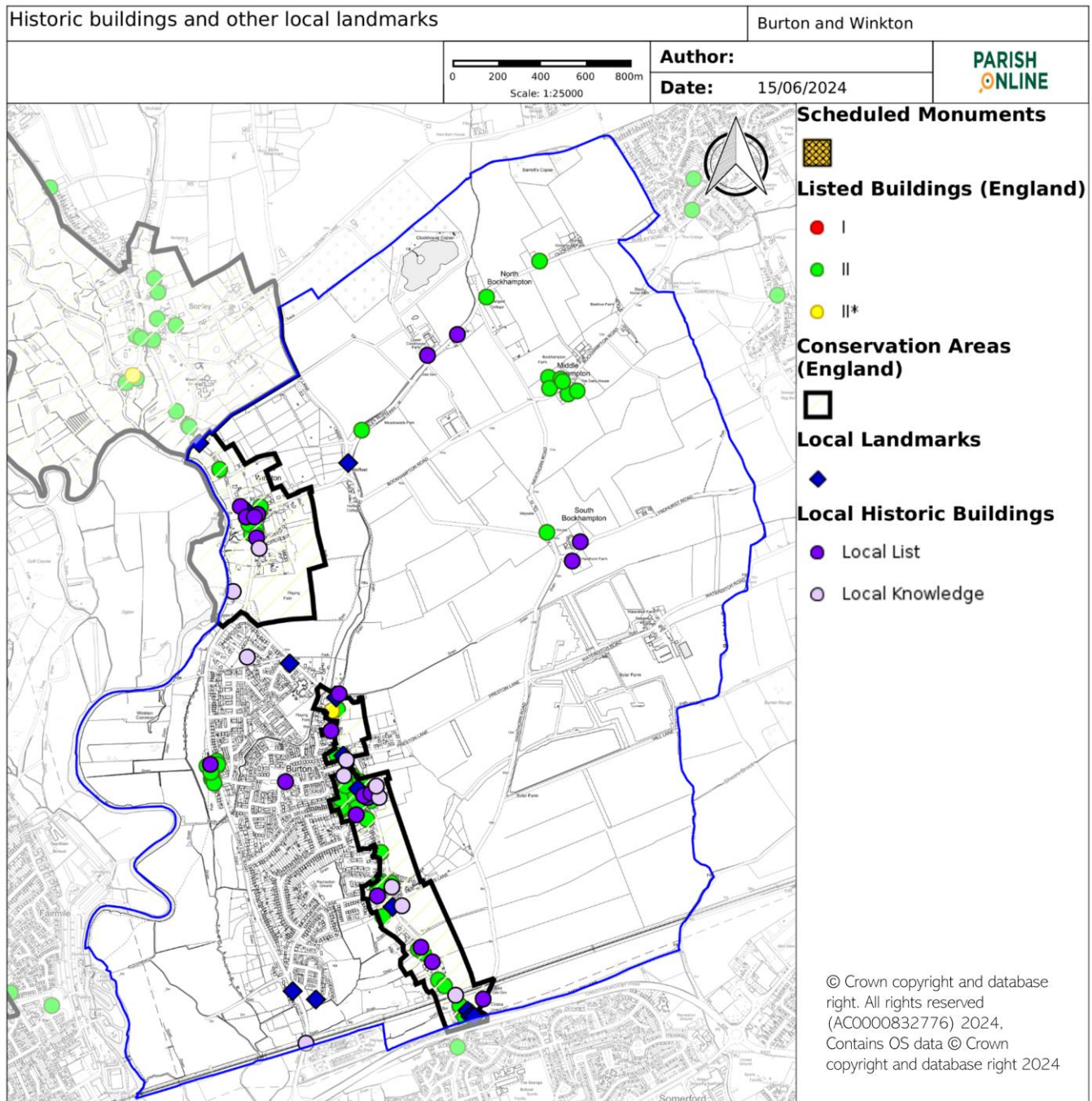
and that the degree of setback and boundary treatment does not obscure such views.

Where development would take place on a focal point (such as on a junction or termination of a view), consideration should be given to the creation of a local landmark by appropriate building design (through the use of distinctive architectural features and scale) or other features (such as green space to accommodate large trees).

Important views and vistas towards local landmarks and the open countryside, as shown on Map 5, should be retained and respected.

Clear signage (such as to important local destinations and amenities) should be incorporated sensitively within the public realm, without creating clutter. The signage should use local materials and be designed appropriate to the rural character of the area.

Map 8. Historic buildings and other local landmarks and features



7.3 People-friendly Streets

7.3.1 Whilst there won't be many new streets created in our area other than at Roesht Hill and in the allocation south of the (given the limited amount of housebuilding anticipated), the quality and connectivity of the footpath and cycling network is nonetheless important if we are to encourage more active forms of travel.

7.3.2 The parish has a range of different street types:

- Residential / connecting streets – the most common road type found within the built-up areas, with properties on either side accessing onto the highway. The carriageways are typically 4.8m to 5.5m wide, with pavements (and sometimes grassed verges) on one or both sides. These tend to be gently meandering, rather than straight, providing interest and evolving views.
- Cul-de-sac and courtyards – generally quiet (given lack of through traffic) and narrower in profile, typically found within areas of modern infilling. Shorter cul-de-sacs may be privately managed. Some of the cul-de-sacs simply serve parking courtyards, which do not feel safe or particularly pleasant places.
- Edge routes – a more unique aspect of the parish – a number of the routes on the perimeter acting as the boundary, with development on one side and countryside on the other. This includes significant sections of the main through routes – the B3347 Stony Lane and Salisbury Road. These also tend to be gently curving, providing further interest as the focal points of the viewer shift.
- Green footpath links – mainly found with the New Burton area (around Campbell and Priory View Roads, where off-road footpaths ran alongside the Clockhouse Stream and connecting through those estates. Whilst these green spaces are important, the lack of overlooking (with many properties backing onto the spaces) makes them feel less safe.
- Rural lanes – that characterise most of the routes to the east of the parish, which are typically narrow (typically under 4m wide) and lined by native hedgerows, with no pavements and generally narrow grass verges. These are important to the rural character of the area, so should not be urbanised by road widening and urban features such as pavements, and other measures will need to be considered to ensure that all users feel safe.

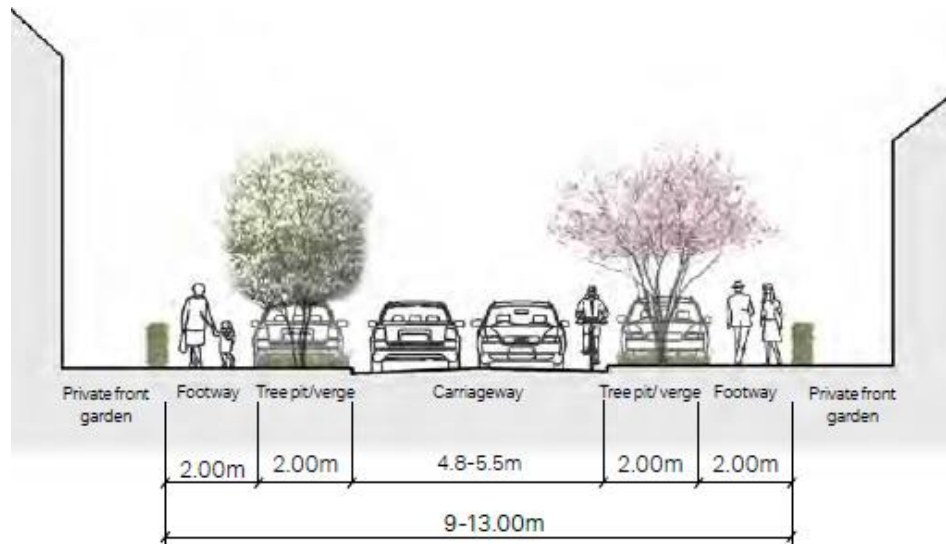
- ✓ Streets should follow a meandering character, typical of our area.
- ✓ Streets should have trees and verges.
- ✓ Off-road footways (and cycle routes) should be provided, where possible on both sides.
- ✓ Link streets together – even cul-de-sacs can provide connecting footpaths.
- ✓ Retain important views out to and connections with the countryside – a green walking / cycle corridor should run along the countryside edge of Burton village.

7.3.3 From the analysis of these routes, a number of points have been identified in terms of what does and doesn't work well to encourage people to get about on foot or by bicycle:

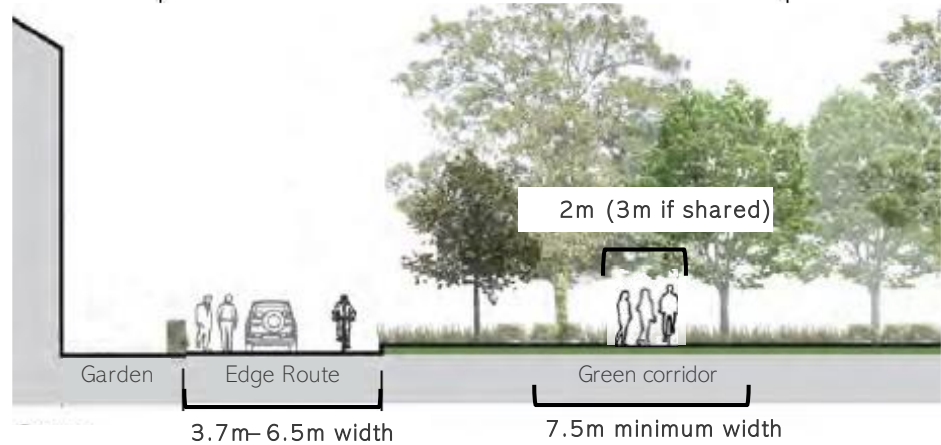
- ✓ Whilst a 'grid structure' format works well in terms of promoting connectivity, this would not fit well within the character of our area, where the highways are more winding and irregular. The meandering nature of the roads does, however, provide more opportunities for interesting and changing views;
- ✓ Streets within the built up areas that accommodate trees (and if space, grass verges) create an attractive walking environment and reinforce rurality and biodiversity;
- ✓ The edge routes around the village of Burton increase the feeling of connection with the wider countryside, and also create an opportunity to include an area of semi-natural green-space with shared pedestrian / cycle path running through;
- ✓ Cul-de-sacs should have footpath / cycle links that to increase their connectivity, but these need to be carefully designed to make them safe and attractive.

7.3.4 The following figures provide guidance on the typical cross-sections of successful streets.

*Figure 2.
Cross-section to illustrate
guidelines for residential
streets.*



*Figure 3.
Cross-section to illustrate
opportunities for edge
routes and green corridors.*



Policy 12. People-friendly streets

Where development will add to the local highway network, or has the potential to connect two highways (including footways and the public rights of way network), the following principles should be applied:

- New streets should be gently curving, and laid out in a connected pattern allowing for multiple connections and choice of routes, particularly on foot;
- Traffic calming should be achieved by design, using landscaping, variation in width / alignment and consideration of on-road parking (subject to Policy 16), avoiding the need for engineered humps, cushions and chicanes.
- Where cul-de-sacs / courtyards are proposed, they should contain street trees and footways that connect them to surrounding residential areas and linking into the key walking routes – these will need to be designed to be attractive and safe to users and deter anti-social behaviour;
- Other than in short cul-de-sacs / courtyard-style developments, routes within settlements should incorporate separate footways and grass verges with tree planting – where possible these should be to both sides;
- Off-road cycleways should be incorporated where feasible within settlements. These may be shared routes (with pedestrians), but if so should be a minimum of 3m wide. Where off-road provision is not feasible, carriageways should be designed to be safe and attractive to cyclists, including consideration of the potential for on-road parking;
- Where possible, off-road routes should be within a green corridor of at least 7.5m wide in order to accommodate verges with planting and create a pleasant and attractive route. Any pedestrian routes within settlements should be overlooked by properties to create natural surveillance.
- Where development is on the edge of a settlement, the use of an edge route, potentially with separate green corridor on the countryside edge, should be incorporated where feasible.

7.4 Continuity, Enclosure and Boundary Treatments

7.4.1 The relationship between a given space (such as a public square or a street including any pavements, verges and front gardens) and the vertical boundary elements at its edges (buildings, walls, trees) together with the degree of continuity or gaps between these, helps define those places and is often referred to as creating a sense of openness or enclosure. This in turn contributes to the character of the area.

7.4.2 The streets and lanes of Burton and Winkton have different levels of enclosure, as described in Appendix 5 (and examples given below). Building height to street width ratios between 1:2 and 1:3 generally create spaces with a reasonably strong sense of enclosure, unless there are considerable gaps between buildings. Lower levels of enclosure, either due to the street width (up to 1:6) or spaces between buildings are also found within the parish.

7.4.3 Boundary treatments (generally to front gardens) are typically hedgerows and brick walls, sometimes with cast iron railing on top of walls. There are many examples of low walls combined with railings and vegetation throughout the parish. The late C20 estates do not tend to have clear boundaries, adopted the open layouts popular at that time. Wooden fencing has also been used but tends to be less attractive, suffers from poor maintenance, and is not in keeping with the historic norm – these should be restricted to shared boundaries between properties and not alongside public spaces. Where high, solid boundary treatments are used, this can detract from the character and friendliness of our streets, which can then appear less welcoming and more urban. Where higher boundary treatments are required for privacy reasons, space should be included to allow planting to the front to create a greener and more pleasant public realm.

7.4.4 Where infill development is proposed, it will be important to consider how this will impact on the sense of enclosure within the street, through the degree of set-back, building heights and boundary treatments, to ensure that the character of that street is respected. This should include the extent to which gaps (and views out) between buildings are important, and the use of boundary treatments to front gardens.

7.4.5 Where larger developments are proposed that will create new routes or spaces, the degree of enclosure will depend on the intended character of that development and how it will relate to adjoining areas and the wider countryside. Whilst a strong sense of enclosure can create pleasant places with considerable character, these are often quite urban in their character unless substantial planting can be accommodated (see Poundbury example). As such, the building height to street width ratio on new streets should normally equal or exceed 1:3, with higher ratios incorporating low level boundary walls and planting to more clearly define the public realm. Lower ratios will need to be justified as appropriate and demonstrate how they will incorporate sufficient planting to retain the area's rural character.

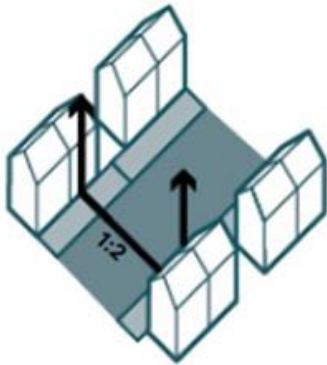
- ✓ Building should overlook our streets and green spaces.
- ✓ The sense of enclosure created by building heights and set-backs may vary, but should reinforce the area's rural character.
- ✓ Boundary treatments, trees and other planting can also be used to define streets. High walls and fences should be avoided unless these can be softened by planting.



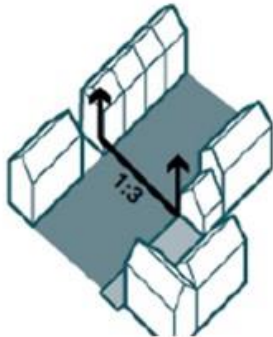
Poundbury – strong enclosure softened by planting

Figure 4. Local examples of sense of enclosure

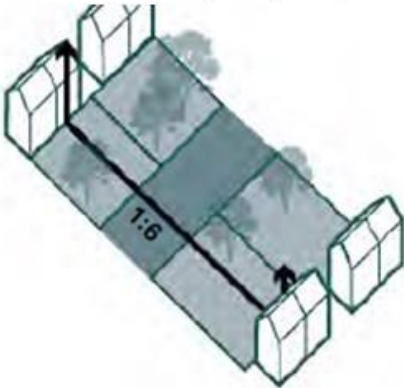
1:2 strong enclosure, created by the narrow footpath with verges / garden and continuous building line, Farwell Close



1:3 medium enclosure, varied building setbacks and 1.5-2-storey buildings heights, Willow Hamlet



1:6 weak enclosure (feeling of openness), using wide grass verge and set-backs on Salisbury Road



7.4.6 In all cases, buildings will be expected to be orientated and include doors and windows to create a positive, active frontage into our streets and public spaces.

Policy 13. Continuity, Enclosure and Boundary Treatments

Buildings fronting onto street or public space should have a positive, active frontage through the incorporation of doors and/or windows within all of the façades that front onto those spaces.

The degree of building setback and boundary treatments should reinforce the sense of enclosure and continuity within existing streets, appropriate to the rural character of the area and respecting views out. Where new routes or spaces are created, the degree of continuity and enclosure should reflect the area's rural character. Building height to street width ratios of 1:2 or higher will need to demonstrate how sufficient planting will be provided and maintained in this regard.

Boundary treatments (such as those used to demarcate front gardens) should help define the street or other elements of the public realm, particularly where the building height to street width ratio exceeds 1:4 or there are large gaps between buildings. These should be in the form of deciduous hedges or low brick walls, although low wood fencing may also be used if appropriate to that character area. High walls / fences should be avoided, particularly where these would create enclosed public spaces / routes with little vegetation. Trees and other planting can also be used to help create a more enclosed streetscape in addition to providing shading and protection from heat, wind, and rain.

7.5 Building Heights and Density

7.5.1 Building heights are typically 1, 1½ or 2 storeys, with taller buildings such as the 3 storey Burton Hall and 2½ storey Bear of Burton being the odd exception to this. Keeping within this broad range (other than for landmark buildings) will retain the village character.

7.5.2 As storey heights can and do vary, some variation in storey heights should be included in developments, in order to reinforce the typical village feel based on development taking place in a more piecemeal, sporadic fashion (as opposed to the large-scale building of estates). Areas that include a variety of different building forms and associated heights, including through single storey additions to the side of properties and outbuildings visible from the street, are less urban in character compared to the repetition of building heights observed in some of the C20 estates within the village. The introduction of some variety within the late C20 estate developments, such as through the addition of lean-to extensions and porches, is encouraged for this reason.

7.5.3 It is also important to consider the overall building height (including the height of the roof) to ensure that these are not significantly out of scale with the adjoining buildings. It would not be appropriate to design and 1½ storey ‘cottage’ on an infill plot that, due to the roof pitch, depth and storey heights, ends up notably higher than adjoining 2 storey homes.

- ✓ Building heights should vary, but should mainly be 1 – 2 storeys (or the equivalent).
- ✓ The storey and overall heights (including roof voids) should vary, whilst being sensitive to the character of the area.
- ✓ Landscaping will be critical if moderate to high densities are proposed to retain the area’s rural character.
- ✓ Housing densities are typically low, and should be reduced towards settlement edges with the countryside.

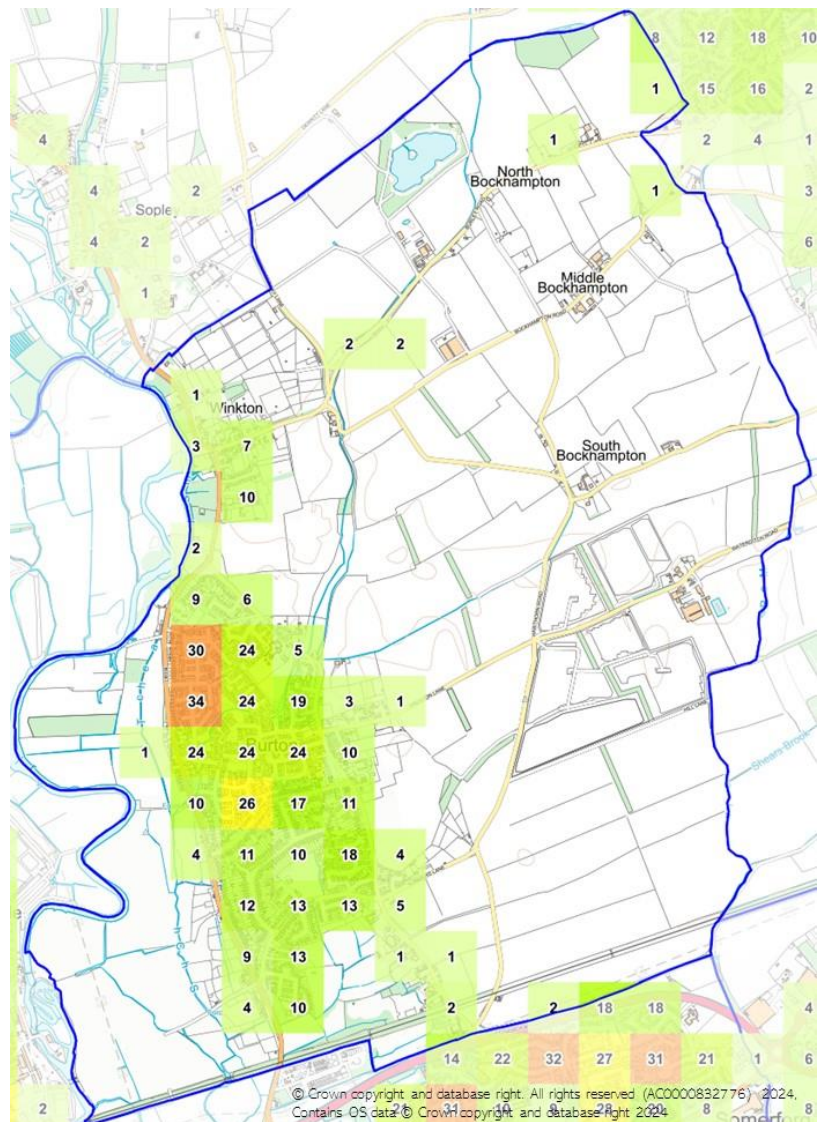


Figure 5. Property density (average number of dwellings per hectare across 200m grid squares)

7.5.4 The density of development within Burton village and the outlying settlements is generally low, allowing for green spaces and trees to flourish. Where higher densities have been achieved, such as in the late C20 housing estates, trees and planting within the street scene have made a real difference in creating a less urban feel.

7.5.5 Densities are typically lower on the settlement edges, with a much more scattered development on the far side of both Stony Lane and Salisbury Road, and extending southwards towards the Bear of Burton. This creates a more gradual transition towards the countryside, and allows for a wide variety of views out from these roads across the surrounding countryside.

7.5.6

Policy 14. Building Heights and Density

Development within the parish should reflect the typical building height range of 1 – 2 storeys (or the equivalent for non-residential buildings). Higher buildings may be accommodated as an occasional exception, most appropriately as local landmarks. Outbuildings and single storey additions to the side of properties should also be used within areas of predominantly 2 storey buildings to add interest and variety.

Storey and roof heights should respect the typical storey heights and roof voids of buildings in their vicinity, but avoid rigid repetition in order to create interest.

Building densities should reflect the rural character of Burton and Winkton, with average densities ranging from 8 to 30 dph in the various sub-areas (see Appendix 5). Where a higher density is proposed, particularly attention will need to be paid to achieving sufficient planting to ensure the rural character of the village is retained;

7.6 Built Forms, Design, Materials and Architectural Detailing

7.6.1 There is large variety of building types, designs, materials and architectural detailing within the parish, generally reflecting the age of the building and availability of materials at that time.

7.6.2 As a general observation:

- Built forms vary, from cottages through to grander homes and farmhouses, and include some legacy farm buildings reflecting the agricultural legacy of the parish. The areas with the strongest 'rural' character (generally the two Conservation Areas) tend to have greater variety;
- Roof profiles are typically moderately pitched / gable forms, (with occasional thatched roofs having slightly steeper pitches), hipped roofs, with some examples of mansard and single-pitched roofs. Details, such as brick chimney stacks should be included to break up and add interest to the skyline;
- The main building materials used include red brick, some buff brick, and off-white rendered facades, with grey pantile, red pantile or slate roofs and brick chimney stacks. Details such as weather boarding and hung tiles, as well as thatched roofs, also feature. Together these create a soft and organic material palette and reds, creams, beige, browns and greys;
- Architectural features are rich and varied. Vertically proportioned sash and casement windows are common, although there are examples of bow and bay windows, and dormer windows (which in particular are used to create upper storeys in bungalows). Front doors are usually solid wood, painted in a variety of colours, and some with transom windows. Another frequent architectural feature is the inclusion of open front porches made of timber

- ✓ Development should reinforce the rural character of the area with reference to the typical built forms, designs, materials and architectural detailing found within the Conservation Areas and adjoining development.
- ✓ Variety and interest is important.
- ✓ The colour palette used should reflect the organic reds, buffs, greys and off-white colours typical of the area.

frames or recessed porches. Some historic buildings displaying unique decorative features, such as decorative shutters and wall mounting features.

- Downpipes such as gutters are generally slim and understated, and do not detract from the façades of the buildings.

7.6.3 Examples of the above are provided in the following images.

Figure 6. Walls



Red brick



Red brick with clay hung tiles



White/off-white render



Mixture of rendered timber and red brick



Buff brick



Mix of red brick and timber weather boarding

Figure 7. Roofs



Thatched roof



Black tiles on half hip roof



Gabled dormers



Welsh slate hipped roof with ridges



Gabled roof with grey slate



Red pantile roof with chimney stack

Figure 8. Doors and Windows (continued over)



Vasistas window



Bay window



Casement windows



Sash window and rendered lintel



Bow window



Dormer windows



Painted wooden door



Traditional windows with shutters and decoration details



Stone window cills

7.6.4 Whilst considerable care will need to be taken within the two Conservation Areas to ensure that new development respects the historic character and significance of those areas, there is certainly scope for variation in going forward to deliver new homes and buildings providing that these help to reinforce the rural character of this area. In the case of infill plots, the choice of built form, design, materials and architectural detailing should respect the character of that sub-area (as described in Appendix 5) and degree of variety seen within it.

7.6.5 Future developments should seek to reflect this character by adhering to the following codes:

Policy 15. Built Forms, Materials and Architectural Details

The built form, design, materials and architectural detailing for any development (residential as well as office, workshop and light industrial buildings) should be informed by the local vernacular of Burton and Winkton (having particular regard to the character of the two Conservation Areas) and, in the case of infill development, the sub-area it relates to. As a general rule:

- built forms should be varied;
- roof profiles should create interest in the skyline through variety of shapes and pitch, and inclusion of chimney stacks;
- architectural features such as porches, windows and decorative tiles / banding should be included, to provide richness and variety, but at a level in keeping with the character and status of the building.

Developments should seek to utilise and reflect the existing outlined material palette across the parish, as illustrated in Figures 6 - 8. Muted tones are preferred colours for finish of material that can minimise impact of buildings on surrounding landscape.

The use of traditional, natural and preferably locally sourced materials is generally more sustainable and will weather better than manmade synthetic, pre-coloured materials, and is preferred. Applicants are expected to demonstrate that they have maximised opportunities for recycling any materials available on site, and any imported materials (not locally sourced) have high sustainability credentials.

7.7 Parking and Servicing

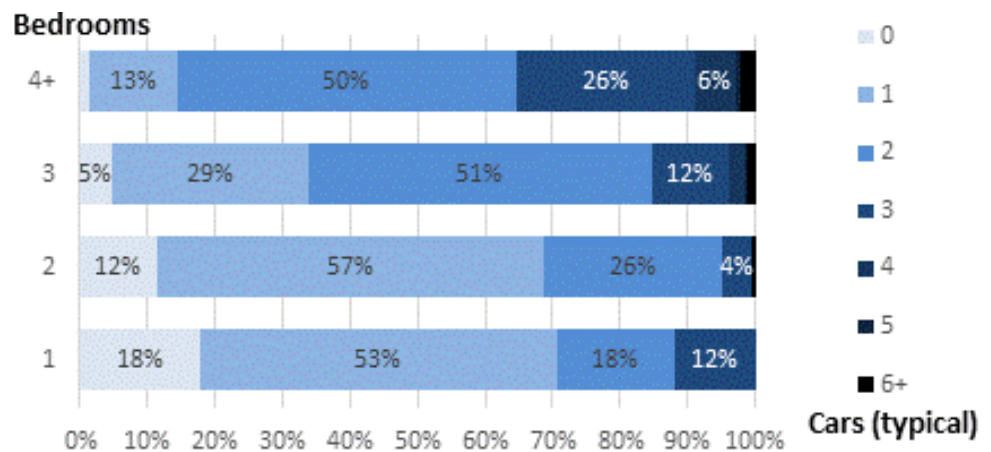
7.7.1 Many people living in the parish rely on a car to get to travel. The number of vehicles per household has continued to rise, from 1.5 cars or vans per household in 2011 to 1.6 in 2021, in contrast to the decline across the BCP Council area as a whole. Most household (90%) have at least 1 car, but many have more than one. About a quarter (25%) of respondents to the 2019 household survey said they normally park at least one car on the highway.

- ✓ Parking spaces should be located and designed for ease of access, to avoid problems with excess on-street parking.
- ✓ Parking spaces, car charging points, and waste storage containers and other services should not dominate the street environment or detract from the main building facades.

7.7.2 The lack of adequate parking provision may help encourage people to own fewer cars, but can also give rise to problems where cars are parked inconsiderately on the highway. In the 2019 household survey, issues with parking were particularly noted by respondents in Burnham Road, Campbell Road, Chestnut Way, Cowley Road, Pitmore Road, Priory View Road, Redcliffe Close, Sandy Plot, Whitehayes Road and Vicarage Way. About half of those responding to the survey were concerned about problems with emergency access due to excessive highway parking.

7.7.3 The area around Burton Primary School has been particularly affected by parking at drop off and pick up times. As part of the roll-out of the BCP Council 'School Streets' scheme, the Council has approved traffic restrictions around the school to increase road safety and prevent residents from being blocked in etc by inconsiderate parking. This should also improve access for emergency vehicles and for buses which are routed along Campbell Road.

7.7.4 The current parking standards suggest that there should be at least 1 parking space for 1 and 2 bedroom homes, and 2 or more spaces for homes with 3 or more bedrooms. Based on the responses to the household survey, this falls short of the typical requirements of about 20 – 25% of homes (with the exception of 3 bedroom homes where the standard is largely met).



7.7.5 Based on this data, and the clear problems associated with excessive on-street parking, it is suggested that the current parking standards are revised upwards slightly as shown in Table 2. Where possible, unallocated spaces should be considered in order to maximise flexible use (including visitor parking).

Table 3. Proposed parking standards

No. of bedrooms	BCP Parking Standards SPD Zone D (2021)	Proposed parking standards
1	1 space	1.5 spaces
2	1 space	1.5 spaces
3	2 spaces	2 spaces
4+	2 spaces	2.5 spaces
Half spaces to be 'rounded' where there are on-street parking issues, or can be cumulatively shared as unallocated spaces on sites of 2 or more dwellings		

7.7.6 Electric vehicles charging points and associated services such as waste storage and collection points should be integrated into the design of new developments. These should not clutter or otherwise detract from the main façades and front elevations.

7.7.7 As with extensions, garages should also be set back behind the building line, so as not to dominate the appearance of dwellings or reduce the amount of active frontage to the street. With careful design, these can also accommodate storage space for bicycles and waste containers.

Policy 16. Parking and Servicing

Car parking provision should be made in line with the proposed standards in Table 3, and located to be readily accessible and integrated into the layout (rather than on-street), to avoid parked cars dominating the street environment and causing access and/or road safety issues.

Covered and secured cycle parking should also be readily accessible (such as within garages, or through the use of secure bike storage boxes on front gardens). This may require soft landscaping to be used within parking areas.

Driveways and paths must be constructed with porous materials, to minimise surface water run-off to help mitigate potential flooding.

Consideration should also be given to how utilities and other modern requirements (such as for waste storage and car charging points) and incorporated within the designs and layout to avoid clutter and harm to the building's character. Waste and recycling containers should generally be located to the side or rear of properties.

7.8 Sustainable Drainage Solutions (SuDS)

7.8.1 Given the many areas of the parish that are at risk of flooding, whether from the rivers, surface water or groundwater sources (see Map 2), it is important that new developments are suitably located (avoiding areas at risk from flooding in line with the Local Plan policy C6) and that schemes are designed, wherever possible, to reduce run-off that would exacerbate flood risk elsewhere. This means using what is known as "Sustainable Drainage Solutions" (SuDS) as an integral part of the design, which can include:

- the incorporation of ponds, swales and reedbeds as part of landscaping schemes to store and slow down water from storm events, with the added benefit of increasing the biodiversity value of the area;
- using rainwater harvesting systems, allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water; and
- using permeable paving such as gravel, clay pavers, or stone setts, to take full advantage of the capacity in the ground to absorb rainwater.

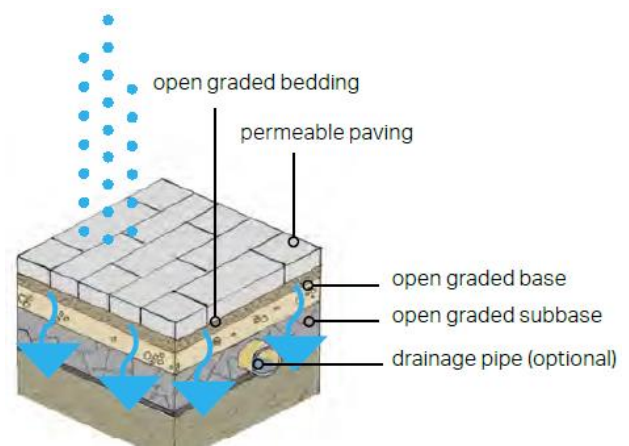


Figure 9. Diagram of permeable paving

7.8.2 Whilst it is now a requirement for all major development to include a sustainable drainage strategy as part of any planning application, in our area it is important that consideration of sustainable drainage solutions is made in relation to all development proposals that are likely to give rise to increased surface water run-off.

Policy 17. Sustainable Drainage Solutions

All development proposals that are likely to give rise to increased surface water run-off should incorporate sustainable drainage solutions to reduce exacerbating flood risk on and off site as far as possible, including water management within and landscaping schemes, permeable hard surfaces for driveways / paths, patios and parking areas, and rainwater storage systems ideally linked to the re-use of water on-site. Any infiltration techniques, if used, must be appropriate to the local geological and groundwater conditions.

- Where possible, areas planned to hold or slow down the flow of excess water should be an integral part of the landscaping scheme and suitably vegetated designed to be in keeping with the rural character of the area. Unnatural gullies / holding areas and concrete or similar channels / overflow pipes should be avoided;
- The choice of permeable surfacing should reflect the local context, with the use of gravel, clay pavers or stone setts in keeping with the local colour palette of materials preferred;
- Any tanks / receptacles associated with rainwater storage / harvesting systems should be designed to avoid being prominent in the street scene, through careful placement and use of appropriate materials in keeping with local character.

7.9 Conversions and Extensions

7.9.1 There are multiple ways to create extra space within a building using different types of extensions. Being able to adapt a building to different user's needs and lifecycle stages can avoid the need to relocate people or businesses, creating stronger and more resilient communities.

7.9.2 How buildings are adapted will depend on a range of factors, and how this is done will also impact of the character of the original building and the wider area.

7.9.3 Many small-scale household extensions are covered by permitted development rights, meaning that they do not need planning permission. There are exceptions to this, and where planning permission is required the following policy will be used.

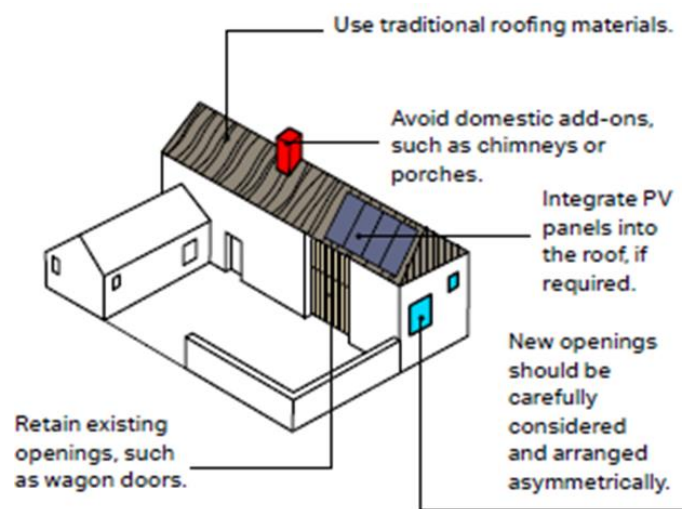


Figure 10. Diagram to illustrate some design principles for the conversion of agricultural buildings

Policy 18. Conversions and Extensions

Extensions should not detract from the character of the original building as visible from the highway and other public spaces. Single-storey and, if appropriate, double storey, side extensions should be set back from the main building.

The choice of materials and detailing should complement, but do not need to exactly match, that of the original building. The roof form and pitch should similarly reflect the original building and sit slightly lower than the main ridge of the building.

Add-ons that are inappropriate to the character of the original buildings, such as domestic porches and dormer windows on agricultural barns, should be avoided. Original features that contribute to the character of the original building, such as brickwork and the size and pattern of openings should be retained, and respected in any further works.

Extensions and the insertion of windows will need to ensure that these do not result in significant harm to the privacy and amenity of neighbouring properties.

8. Site Allocations – Land South of Burton

8.1 Land South of Burton

8.1.1 Land south of Burton extending to approximately 3.2ha was removed from the Green Belt and allocated for residential development under Policy CN2 of the 2015 Core Strategy. The policy included a number of criteria, the main elements being the provision of approximately 45 houses, and the retention and potential conversion of the Listed barn on the site. It highlighted the need for effective flood risk management, with dwellings to be located outside of the river's flood risk zone, and suggested that some form of flood compensation areas and drainage ditches were likely to be needed. It also suggested that the main access to the site should be from Salisbury Road.

8.1.2 The BCP Local Plan carries forward this allocation but expands the type of uses to allow for some commercial and/or community uses¹⁸, and reduces the estimated housing capacity to about 40 homes. Given the proposed greenspace (SANG) planned at Roeshot, whose eastern end is in easy walking distance, the policy requires a footpath link to this recreation area. The full policy wording is replicated here:

Strategic Policy P7: Burton and Grange

a. Land south of Burton (BG.1)

The site is allocated for in the region of 40 homes and commercial and/or community uses (Use classes E, F2(a) and F2(b)). Development proposals must:

- i. Provide 40% affordable housing and focus on delivering housing suitable for families;
- ii. Reflect the scale and character of properties within Burton Village Conservation Area;
- iii. Preserve and enhance heritage assets and their settings including Burton Village Conservation Area and the listed barn on site;
- iv. Create a separation distance between the heritage assets and new buildings using a suitable landscaped buffer;
- v. Retain and sympathetically convert the listed barn on site;
- vi. Provide a footpath link to the proposed Roeshot Hill SANG;
- vii. Contribute towards community facilities to enhance the sustainability of Burton;
- viii. Ensure good permeability and accessibility within the site;
- ix. Provide pedestrian and cycle access which integrates with the surrounding neighbourhoods;
- x. Provide vehicular access from Salisbury Road;
- xi. Create a sympathetic edge to the adjacent countryside with a robust Green Belt boundary;
- xii. Provide an archaeological assessment to accompany any planning application; and
- xiii. Be informed by modelling that demonstrates development can be sequentially located within the site and that flood risk will not be increased on or off site. The site may need re-profiling to ensure that the building footprint, car parking and access/egress are located outside the areas of surface water flood risk. A flood risk assessment will be required at planning application stage, and a drainage strategy must demonstrate that the risk can be adequately managed by using SuDS.

8.1.3 Whilst the site could extend further to the south this would start to impinge on the separation of the village from the conurbation, and would only be possible through a future review of the Local Plan with regard to the Green Belt. The Local Plan site allocation does not include the properties of the corner of Martins Hill Lane and the adjoining land, but this small additional area is within the same ownership and is therefore included as part of the site allocation through this Neighbourhood Plan, in order to provide greater flexibility on the layout and linkages possible.

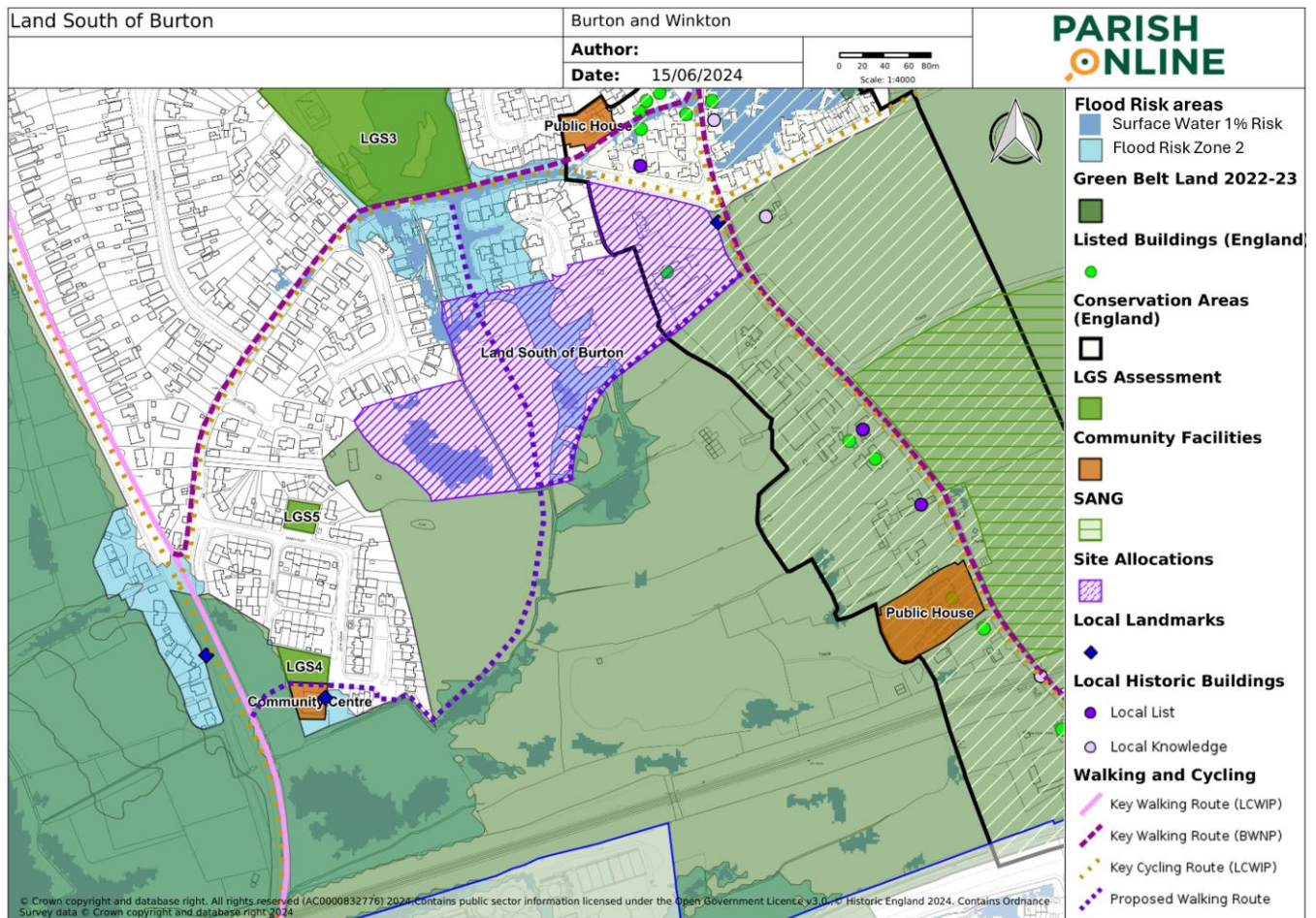
¹⁸ Use Class E, which includes shops, cafes / restaurants, offices and services such as health care and day nurseries, as well as Use Class F2(a), which is a local convenience store up to 280sqm retail floorspace, and F2(b) which is a community hall.

8.1.4 Given the detail already contained in the policy, our Neighbourhood Plan does not need to replicate the Local Plan policy in its entirety. The Neighbourhood Plan is supportive of the inclusion of a mix of uses including residential, employment and community uses, and our work has highlighted several additional points to be considered, to ensure the site's development can take into account local priorities and aspirations:

- to encourage the inclusion of a community growing space – this could be within or on land adjoining the site;
- to state a preference for multiple access points to provide a more permeable layout, with the main vehicular access being from Salisbury Road, a second / emergency vehicular access from Adler Close, as well as an all-weather pedestrian link from Salisbury Road through to Sandy Plot (and ideally linking onto Stony Lane);
- to emphasise the importance of retaining the north-south drainage corridor which should be designed as an attractive, publicly accessible greenspace;
- to emphasise the importance of retaining the mature, deciduous trees within the site;
- to give careful consideration to the design of the settlement edge, drawing on the suggested approach in the design guide.

8.1.5 The first draft of the Strategic Environmental Assessment also recommended that explicit reference is given to the stipulations contained in the Burton Conservation Area Appraisal and Management Plan, which has now been included in the policy.

Map 9. Land South of Burton – Allocation and Key Constraints



Policy 19. Land South of Burton

The allocation of land South of Burton, as proposed through the Local Plan, and including the additional area of land on the corner of Salisbury Road and Martin's Hill Lane, is supported to deliver in the region of 40 homes and commercial and/or community uses appropriate to a village setting. In addition to the criteria established through the Local Plan, the development of this site is expected to:

- provide a community growing space within or on land adjoining the site;
- provide a vehicular connection through to Adler Road (as a secondary / emergency vehicle access) if feasible;
- create an attractive, all-weather footpath linking through the site from Salisbury Road to Sandy Plot / Stony Lane (subject to best endeavours), with a northerly connection toward Martin's Hill recreation ground – the east-west link may be designed as part of an edge route (see Policy 12);
- incorporate flood risk management measures / SuDS to allow drainage from land to the north through the site, designed to run within an attractive and publicly accessible green corridor/s where feasible;
- incorporate the mature, deciduous trees within the site layout, where feasible within a network of linked green corridors, and include further tree planting along the new settlement edge; and
- have regard to the stipulations within the Burton Conservation Area Appraisal and Management Plan.

8.2 Burton Surgery Site

8.2.1 In May 2024 the Christchurch Medical Practice confirmed its intention for close the Burton Surgery site, and this is expected to happen by the Autumn. Whilst the loss of the local surgery is regrettable, with local residents needing to travel to Purewell for appointments, this means that the site is likely to be reused, converted or redeveloped. The pharmacy (to the rear of the site) operates independently from the GP Practice and therefore could remain on the site, but this is not guaranteed.



8.2.2 An application has been lodged to use the surgery premises as a veterinary clinic, retaining the pharmacy¹⁹. If there is no reasonable prospect of retaining a GP Practice, such as alternative use is considered appropriate given that it is likely to require minimal change, can accommodate the pharmacy, and will be providing a valued local service. However it is not certain at this stage whether this will be successful, and therefore a policy has been included in order to ensure that the future of this site is appropriately considered.

8.2.3 The site is sandwiched between three Listed buildings - Burton Green United Reformed Church and Holywell Cottage to the south, and Brinsons Farm Farmhouse to the north. The building itself was previously a guest house, dating back to the Victorian era, with its design reflecting the red brick, grander buildings of that time. It is considered to make a generally positive contribution to the street scene and its retention is encouraged, although elements which are not sympathetic to its original design (such as the large centre dormer window in the roof) could be reconsidered.

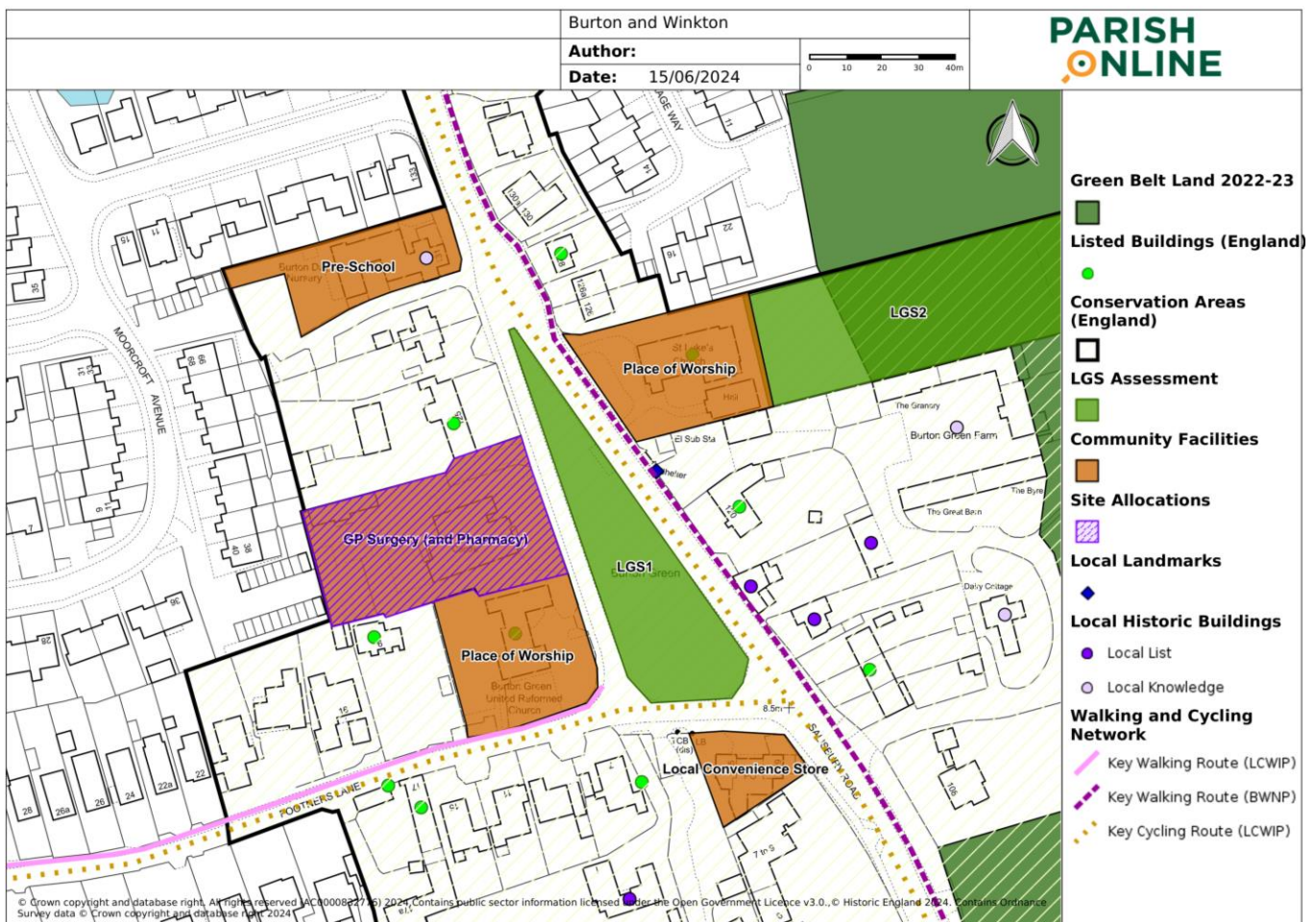
¹⁹ 8/24/0336/CONDR, validated 31 May 2024 on behalf of the Priory Vets Group

8.2.4 The following policy has been therefore included should the site come forward for redevelopment, in particular to highlight:

- that the main building makes a generally positive contribution to the street scene and character of this part of the Conservation Area, and should be retained if possible;
- that any alterations or additions will require sensitive design in light of the surrounding Listed Buildings and prominent location on the Green – the building is taller than its neighbours and therefore any additions will need to avoid creating an overly massive or overbearing relationship.
- that a community / commercial use of the site is preferred, although consideration may be given to the residential use of upper floors in order to make efficient use of the site.

8.2.5 The first draft of the Strategic Environmental Assessment also recommended that the policy should highlight the need for a proportionate heritage assessment, to provide further detail on the heritage sensitivities and significance of the site. Any mitigation and enhancement measures should then be informed by the findings of the heritage assessment. This recommendation has been included in the policy text.

Map 10. Land at 123 Salisbury Road



Policy 20. Land at 123 Salisbury Road (the former Burton Surgery site)

If the retention of a GP practice on the site is not feasible, land at 123 Salisbury Road (the former Burton Surgery site) may be re-used and/or partially redeveloped for a community / commercial use with optional, ancillary residential use. The development of this site is expected to:

- incorporate the existing pharmacy use within the site if feasible, unless this has been relocated to another site within the village;
- retain the main building fronting onto the Green, although alterations may be made where

these would not be detrimental to the character of the building and avoid creating an overly massive or overbearing relationship with the adjoining Listed Buildings.

A proportionate heritage assessment would need to be undertaken for any redevelopment proposals, to provide further detail on the heritage sensitivities and significance of the site. Any mitigation and enhancement measures should be informed by the findings of this assessment.

8.3 Hawthorn Farm and Dairy Barns, South Bockhampton

8.3.1 In responding to the BCP Council 'call for sites, the Meyrick Estate indicated that they would look to re-use (or where too dilapidated, rebuild) the barns at Hawthorn Farm and Dairy on Lyndhurst Road as rural premises for small-scale / starter commercial / workshops (eg rural crafts, farm shop etc). Although these sites are not in a highly accessible location as they are remote from services and facilities, the conversion / re-use of the existing buildings is in principle supported by national policy. More extensive development is unlikely given the Green Belt restrictions in this area.

8.3.2 In recent years, the buildings close to the junction with Hawthorn Road have been occupied by a range of such uses. As of July 2024, this included a farm shop, pottery studio, wood-based furniture shop and florist. Further to the east, along Lyndhurst Road, there are further properties that would similarly lend themselves to small-scale / starter commercial / workshops.

8.3.3 The following policy has therefore been included should these sites come forward for re-use / further redevelopment, to highlight:

- in principle support for the retention or redevelopment of these sites for employment / commercial use appropriate to the rural character of the area;
- that should the existing buildings be demolished, the re-use of materials (as far as practical) is encouraged;
- the potential surface water flood risk, that should be able to be addressed through the production of a satisfactory drainage strategy appropriate to the proposed use and levels of risk;
- The narrow width of the rural lanes and therefore the importance of sufficient off-road parking provision.

Policy 21. Barns at Hawthorn Farm and Dairy

The re-use or replacement of existing barns on Lyndhurst Road for small-scale offices / workshops (including ancillary retail) will be supported, provided, the resulting building is of a modest scale and would comply with Green Belt policy. The development of these sites is expected to:

- be in keeping with the character of the rural barns and farm buildings in and around South Bockhampton;
- address potential risk from surface water flooding through an appropriate drainage strategy;
- incorporate sufficient parking provision within the site for workers, deliveries and visitors to minimise potential overspill parking onto the rural lanes.



9. Appendices

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9.2 Appendix 2: Project list

Project P1. The Parish Council will continue to raise local concerns regarding the closure of the section of the Avon Valley Path and press for its reinstalment

Project P2. The Parish Council will liaise with BCP Council to request the inclusion of the additional key walking / cycling routes as identified on Map 3 within the Local Cycling and Walking Improvement Plan

Project P3. The Parish Council will liaise with BCP Council to request the formal designation of the routes as identified on Map 4 as Quiet Lanes

9.3 Appendix 3: Supporting document list

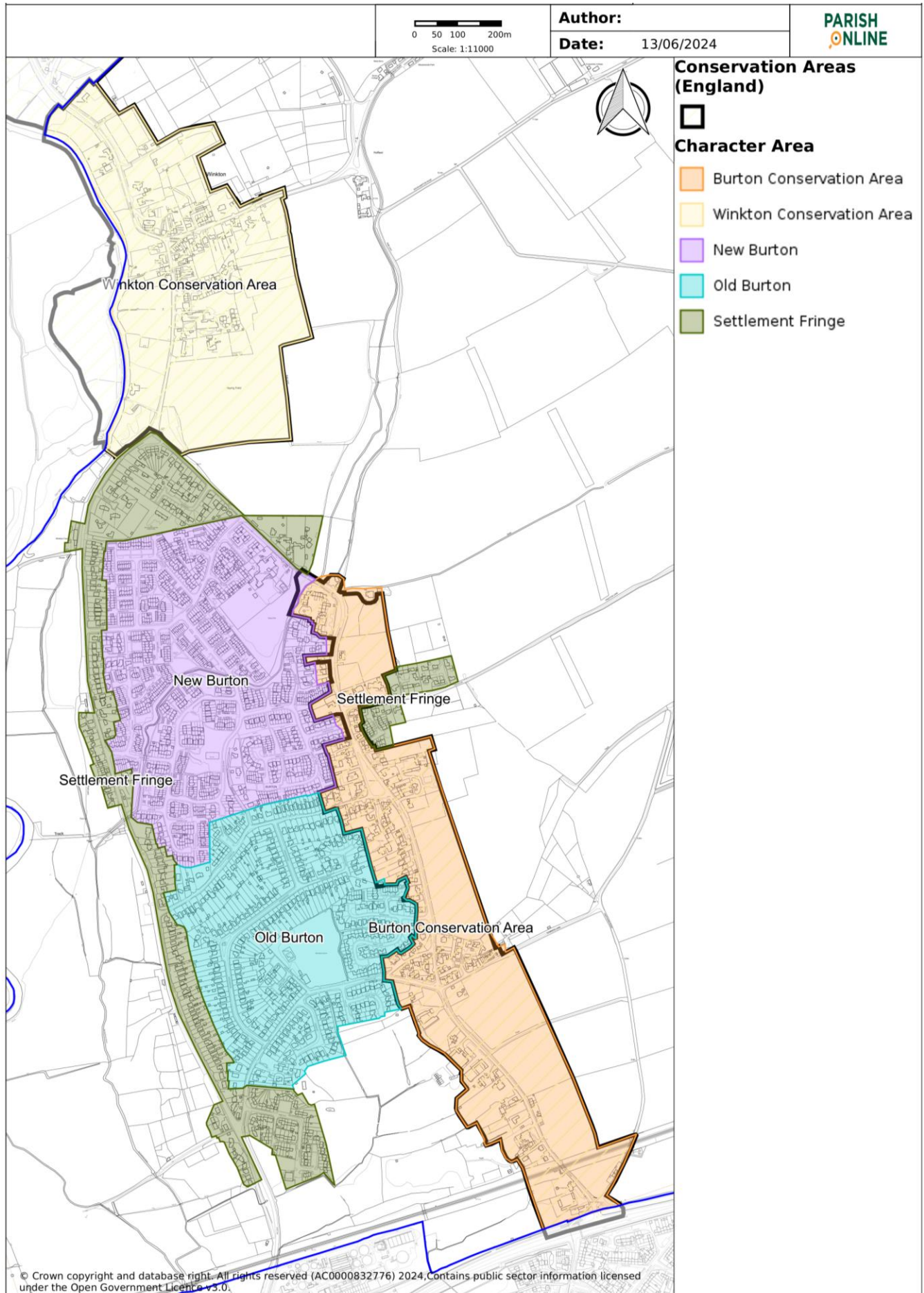
- BCP Local Cycling and Walking Improvement Plan, March 2022, <https://www.bcpCouncil.gov.uk/documents/about-the-council/BCP-Local-Cycling-and-Walking-Infrastructure-Plan.pdf>
- BCP Local Plan, Publication Draft, March 2024 <https://www.bcpCouncil.gov.uk/planning-and-building-control/planning-policy/bcp-local-plan>
- BCP Parking Standards SPD, January 2021, <https://www.bcpCouncil.gov.uk/documents/planning-and-building-control/BCP-Parking-Standards-SPD-Adoption-Final.pdf>
- BCP Retail and Leisure Study, September 2021 <https://www.bcpCouncil.gov.uk/documents-old/planning-and-building-control/BCP-Retail-and-Leisure-Study.pdf>
- BCP Rights of Way Improvement Plan, March 2023 <https://democracy.bcpCouncil.gov.uk/documents/s41127/Officer%20Decision%20Record.pdf>
- Burton & Winkton parish Housing Needs Assessment (HNA), AECOM, July 2020
- Burton and Winkton Neighbourhood Plan Design Guidance and Codes - Final report, AECOM,
- Burton and Winkton Neighbourhood Plan Site Assessment and Options, AECOM, 31 March 2022
- Burton and Winkton Parish Profile, Nomis, 2021 <https://www.ons.gov.uk/visualisations/customprofiles/build/>
- Burton Conservation Area Appraisal & Management Plan, February 2007 <https://www.bcpCouncil.gov.uk/documents/planning-and-building-control/burton-conservation-area-appraisal-management-plan-adopted-feb-2007.pdf>
- Christchurch Bay and Harbour FCERM Strategy <https://twobays.net/project/christchurch-fcerm-strategy/>
- Christchurch Local Plan – Saved Policies, 2001 <https://www.bcpCouncil.gov.uk/planning-and-building-control/planning-policy/current-local-plans/local-plan-for-the-christchurch-area>
- East Dorset and Christchurch Core Strategy, April 2014 <https://www.bcpCouncil.gov.uk/documents/planning-and-building-control/christchurch-and-east-dorset-adopted-core-strategy.pdf>
- England's Light Pollution and Dark Skies, developed by LUC, 2016 <https://www.cpre.org.uk/light-pollution-dark-skies-map/>
- Housing our Ageing Population Panel for Innovation (HAPPI) Principles <https://www.housinglin.org.uk/Topics/browse/Design-building/HAPPI/>
- Level 1 Strategic Flood Risk Assessment 2024, Pre-Submission BCP Local Plan Consultation Draft Document, WSP, March 2024 <https://www.bcpCouncil.gov.uk/planning-and-building-control/planning-policy/bcp-local-plan/evidence-base-for-the-local-plan>
- May 2023
- Strategic Environmental Assessment (SEA) for the Burton and Winkton Neighbourhood Plan, Scoping Report, AECOM, July 2023
- The Dorset and BCP Local Housing Needs Assessment, Icen Projects Limited, November 2021 <https://www.bcpCouncil.gov.uk/planning-and-building-control/planning-policy/bcp-local-plan/evidence-base-for-the-local-plan>
- Winkton Conservation Area Appraisal & Management Plan, January 2007 <https://www.bcpCouncil.gov.uk/documents/planning-and-building-control/winkton-conservation-area-appraisal-and-management-plan-adopted-january-2007.pdf>

9.4 Appendix 4: Local Historic Buildings and Wayfinding Features

Local Historic Buildings	Local List	Centre X	Centre Y
Burton Hall Lodge, 180 Salisbury Road	✓	416579	95270
Fisherman Haunt, Winkton	✓	416132	96120
Cottage (now called The Orchard), Salisbury Road, Winkton	✓	416159	96072
6 Winkton Green	✓	416212	96084
1 - 4 (consec) Winkton Green	✓	416196	96072
Winkton Lodge Cottage	✓	416206	95977
Former Cottage (now farm building) at Hawthorn Farm	✓	417670	95960
South Bockhampton Farmhouse at Hawthorn Farm	✓	417634	95872
39 (Honeysuckle) and Horn Cottage, Burley Road	✓	417114	96900
Farmhouse at Lower Clockhouse Farm, 37 Burley Road	✓	416979	96805
Dacombe House (Homes of Rest), 197 Salisbury Road		416163	95436
175 Stony Lane	✓	415997	94950
Burton Farm, 31 Salisbury Road	✓	416949	94120
21 (Dairy House) Salisbury Road	✓	417001	94054
Hawthorn Cottage (now nos.1 and 2), Hawthorn Road	✓	417231	93885
Kirkhill, 65 Martins Hill Lane	✓	416752	94353
Dairy Cottage, Burton Green Farm, 122 Salisbury Road		416760	94799
Burton Green Farm, 122 Salisbury Road		416747	94851
116 (Pine Tree Cottage) Salisbury Road	✓	416708	94798
118 (Burton Green House) Salisbury Road	✓	416690	94807
Cartshed at Burton Green Farm	✓	416723	94819
Stone Court, 1 Footners Lane	✓	416657	94721
April Cottage, Meadow Lane	✓	416337	94871
159 (Burton Farmhouse), Salisbury Road	✓	416542	95102
Winkton House, Salisbury Road		416100	95734
Homefield House, Winkton		416217	95930
The Old Village Hall, 138 Salisbury Road		416612	94969
The Old School, 131 Salisbury Road		416600	94897
Burton House, 62 Salisbury Road		416818	94393
Waters Farm, 54 Salisbury Road		416863	94308
Stony Lane Railway Bridge		417106	93902
Salisbury Road Railway Bridge		416429	93684
Wayfinding Features		Centre X	Centre Y
Heritage Fingerpost		416597	94990
Heritage Fingerpost		416620	96317
Heritage Mile Marker		416565	95253
Heritage Mile Marker		417160	93832
Heritage Fingerpost		417173	93807
Staple Cross monument		417191	93806
Parish Council notice board		416664	94839
Parish Council notice board		416355	95408
Parish Council notice board		416161	96099
Parish Council notice board		416474	93883
Welcome to Burton and Winkton road sign		416369	93921
Welcome to Burton and Winkton road sign		416821	94303
Welcome to Burton and Winkton road sign		415947	96407

9.5 Appendix 5: Character Areas

Figure 11. Character Areas



Burton Conservation Area

9.5.1 Located in the southwestern part of Burton village, this area includes the Village Green and many buildings (listed and unlisted) of significant historical and architectural value that are key in defining the village's character. The use of local materials and forms of buildings reinforces the rural character of this part of the settlement.

Pattern of development	<p>The area has a linear historical settlement pattern that developed along the main road of Salisbury Road. Buildings are mostly set on the western side of Salisbury Road. The area has a number of distinctive groups:</p> <ul style="list-style-type: none"> – Development fronting onto Burton Green together with St Luke's Church defines the centre of the village. – A cluster of historic cottages arranged along the triangular Martins Hill Lane forms another key group. – Burton Green Farm, a group of converted farm buildings arranged around a rectangular courtyard, are recognised as locally important structures that contribute to the area's character. – Burton Farm, further to the south, comprises functioning farm buildings arranged in a dispersed and open pattern, which serve as important remnants of Burton's farming legacy. – Burton Hall, to the north, is a large country house (now converted into flats), set well back from the main road and surrounded by a historic boundary wall and large trees. Adjoining houses back onto a central communal courtyard.
Public realm	<p>Burton Green is a key open space at the heart of the village, strategically located at the junction of Footners Lane and Salisbury Road.</p> <p>Green verges and large trees contribute significantly to the character of the area. This includes a number mature trees that frame the backdrop of larger houses - such as Burton Hall and Whitehayes, the tree groupings at the intersection between Footners Lane and Burton Green which create a gateway into the heart of the village.</p> <p>Street lighting is uncommon across this area, which enhances its rural character.</p> <p>Some historical signposts can be found along Salisbury Road, serving wayfinding purposes for nearby villages (e.g. Bockhampton and Bransgore) as well as contributing to the character of the area.</p> <p>There are pavements on both sides of Salisbury Road close to Burton Green but only on one side of the road along the northern and southern parts of the character area. Long hedgerows can be found along the road where pavements are not available, providing long views towards the surrounding open countryside which is an important quality to the character of the conservation area. Some pavements also serve as cycle paths.</p>
Particularly Important landmarks	<ul style="list-style-type: none"> – Burton Hall – 159 Salisbury Road - Burton Farmhouse – 143 Salisbury Road (Burton Cottage) "Goldilocks Cottage" – 138 Salisbury Road - the old Village Hall – 131 Salisbury Road - the Old School – St Luke's Church – Burton Green Church – Burton Village Green – St Martins Hill Farmhouse

	<ul style="list-style-type: none"> – Burton House – Lark Cottage – The Oak Inn – The Cedars – The Bear of Burton – Salisbury Road Railway Bridge – Staple Cross
Building line and plot size / arrangement	<p>Building lines are largely consistent and follow the sinuous Salisbury Road. Houses front onto the pavement, with appropriate levels of setback, maintaining a good sense of enclosure.</p> <p>Plot sizes and widths tend to vary, particularly around Burton Green and on Martins Hill Lane. Many houses in the area have generous front and back gardens. On-plot parking is facilitated in front of most houses, whilst on-street parking is commonly seen around Burton Green.</p> <p>There are more gaps between buildings approaching the northern and southern segments of Salisbury Road, where views towards the surrounding landscape are visible, and the sense of enclosure is less along these segments. Some houses along Martins Hill Lane front directly onto the street, which together with the narrow street width creates a strong sense of enclosure in these locations.</p>
Density	15 dwellings per hectare, excluding roads and green spaces in the public domain.
Boundary treatment	<p>Boundaries between houses and roads are varied and typically comprise a mix of red brick boundary walls (these make a key contribution to the area's character), low wooden fencing, as well as softer elements such as hedges, shrubs and verges.</p> <p>Long hedgerows along the eastern sides of Salisbury Road defines this more rural edge, creating a more open character with glimpses of the open countryside from the highway.</p>
House types, building heights & roofline	<p>The main house type within this area is detached, 2 storey houses, many constructed in the early C19. There are also examples of semi-detached and informal terraced buildings, particularly around The Green, all of which are 2-3 storeys high.</p> <p>Burton Hall and Whitehayes, dating back to the C18, are taller and grander structures, reaching 2.5 storeys high.</p> <p>Rooflines are varied across the area, due to differences in plot sizes, house types, orientations, materials and styles. There is a mix of pitched roofs with open-gables, hipped roofs and more rounded thatched roofs (which tend to be more steeply pitched). Dormer windows and chimneys commonly feature. The variation in roof materials create an interesting and diverse historic roofscape.</p>
Materials and architectural details	<p>There is generally a cohesive use of materials, consisting mostly of local red brick for building façades where some of these have burnt headers. White rendered brick buildings are also commonly featured - a notable example is Whitehayes and the URC church buildings. Cob cottages with render²⁰ and paint are also unique to this area, some examples can be found on Martins Hill Lane.</p> <p>Common roof materials include Welsh slate, and clay tile as well as thatched roofs. Brick chimney stacks paired with red clay chimney pots contribute significantly to the quality of the street scene.</p>

²⁰ The use of lime based render with a lime wash finish (as opposed to hard cement renders with nonbreathable paint finishes) would be more historically appropriate and suitable for these buildings.

Sash and bay windows regularly feature on houses and cottages in this area. Architectural detailings on facades of houses add significant interest. These include the use of decorative window shutters and decorative features on walls (as seen along Martins Hill Lane and Footners Lane), as well as the unique proportions created by thatched roofs overhanging above windows to create an “eyebrow effect” above windows.


Photos



Winkton Conservation Area

9.5.2 Winkton Conservation Area consists of the entire hamlet of Winkton to the north of the parish. It has a predominantly rural character, arising from a densely wooded boundary along River Avon to the west, as well as the many mature indigenous trees. There are a number of traditional cottages and historic buildings that define the built form and character of this area.

Pattern of development	<p>Development radiates outward from the heart of the settlement (the junction of Salisbury Road and Burley Road) in a linear one-plot deep configuration with most properties backing onto open space. Development at the centre is denser, becoming more irregular and informal / rural towards the outskirts.</p> <p>In contrast, Homefield Close is a recent cul-de-sac development with properties arranged in clusters.</p>
Public realm	<p>Winkton playing fields on the southern edge of the conservation area is an important open space and home to the Burton Youth Football Club. The fields provide a break in development between Burton and Winkton.</p> <p>Dense woodland belts and hedge boundaries along the western edge of the conservation area, bordering the River Avon, contribute significantly to the rural character of the conservation area. Open views towards Avon Valley are visible along the eastern edge of this area.</p> <p>Pavements are limited and intermittent, often narrow in width and sometimes blocked by vehicles parking across the kerb.</p> <p>There is no street lighting within the conservation area, reinforcing its rural character. Signposts towards nearby villages and hamlets can be seen at intersection of streets.</p>
Particularly Important landmarks	<ul style="list-style-type: none"> – Fisherman's Haunt – Winkton Green – Homefield House
Building line and plot size / arrangement	<p>Within the heart of the settlement, building set-backs and continuous frontages create largely consistent building lines and sense of enclosure along Salisbury Road and Burley Road. Buildings in the centre front onto the main through-routes. Building plots, especially those of informally terraced buildings, are narrower here, compared to the outskirts of the hamlet. The Fisherman's Haunt is an exception, being a larger building set on a larger plot.</p> <p>Further away from the centre, buildings are set on larger plots, such as the former Homefield School complex (the Homefield Grange Care Home) which sits on a large plot with buildings arranged around a central courtyard. As a result, there are more gaps within the building towards the edge of the area. However plot edges tend to be lined with traditional boundary walls and planting which retains a reasonable degree of definition of the highway. Nonetheless there are impressive, glimpsed views towards the countryside, such as from the northern part of Winkton along Salisbury Road looking towards St Catherine's Hill and the Avon valley.</p> <p>Properties are built on plots that are on average more spacious with more organic shapes than in Burton, contributing to its informal rural character.</p>
Density	11 dwellings per hectare, excluding roads and green spaces in the public domain.
Boundary treatment	Boundaries between houses and roads are typically clearly defined by low stone or brick boundary walls, some with cast iron railings. These contribute positively to the character of the area. Natural elements such as hedgerows, mature trees and shrubs are also commonly used as boundary treatments.


House types, building heights & roofline	<p>There area includes informal terraces that can be dated back in the late C18 / early C19, as well as other typologies including detached and semi-detached houses.</p> <p>Buildings are 1.5-2 storeys in height. Prevailing roof styles include gabled and hipped roofs, as well as some cross gabled roofs on larger properties. Rooflines are generally consistent, particularly for properties arranged in a linear pattern close to the village core. Chimneys and occasional dormer windows add subtle variation to rooflines.</p>
Materials and architectural details	<p>Recurrent building materials in this area include traditional red brick, white rendered or painted rendered façades. Some timber framing and cladding can be found on the outskirts of the conservation area.</p> <p>Commonly featured roofing materials include grey Welsh slate, clay tile and thatch roofs. Chimney stacks often consists of Hampshire red brick with some white render paired with red clay chimney pots, consistent with materials featured on houses within the area.</p> <p>Architectural features, such as decorative door cases, porches and hoods with classical proportions can be found on the row of terrace houses along Salisbury Road. Surviving decorative brick detailing paired with iron railing on “The Orchard” at the intersection of Salisbury Road and Burley Road contribute significantly to the quality of the streetscene of the area.</p>
Photos	 <p>The photos section contains four images. The top-left image shows a row of red brick terraced houses with white window frames and a paved road in front. The top-right image is a close-up of a red brick house with a green door, white window frames, and a small porch. The bottom-left image shows a white painted house with a chimney and a sign that says 'UNDER NEW OWNERSHIP'. The bottom-right image shows a large white house with a sign that says 'FOR SALE' and a paved area in front.</p>

Old Burton (around Footners Lane, Martins Hill Lane and Whitehayes Road) and Settlement Fringe (along Stony Lane and upper end of Salisbury Road)

9.5.3 The Old Burton character area is located in the south of Burton Village. Most of the housing stock in this area was built during the post-war era of late C20, but also includes many older buildings (listed and unlisted) tucked away behind old walls and hedges that are key in defining the village's character. The use of local materials and forms of these buildings reinforces the original rural character of this part of the settlement. The character area is developed along the main residential streets of Footners Lane, Martins Hill Lane and Whitehayes Road, but the character areas also includes a series of cul-de-sacs that branch out from these streets, where some of the more recent developments are located.

9.5.4 The settlement fringe runs along the western and northern boundaries of the built-up area of Burton village. It is seen as part of the 'older' elements of the village, where development expanded along the main routes throughout the C20, in a generally adhoc manner.

Pattern of development	<p>There is a prevailing linear pattern of development along the gently meandering connecting streets. Buildings along cul-de-sacs, such as those on Whitehayes Close, Bodowen Road, Treebys Close are rotated to cluster around the cul-de-sacs.</p> <p>Footners Lane, Whitehayes Road and Martins Hill Lane have larger plot sizes allowing for generous front and back gardens, and often driveways to accommodate off-street parking. Plots are more compact within the cul-de-sacs.</p>
Public realm	<p>The network of streams, footpaths, informal green spaces and verges are an integral part this area's character.</p> <p>Martins Hill recreation ground is a key open space located in the heart of the character area, bordered by trees and hedgerows, which consists of an open playing field and inclusive playground, local Scout hut and is the home ground of AFC Burton. The green triangle at the north tip of the settlement forms part of the gateway into the village from the north. There are also some small green spaces within the development at Sandy Plot and near the Burton and Winkton Community Centre.</p> <p>There tend to be pavements are on both sides of most streets except for Footners Lane, which is narrower and has a more semi-rural character due to the rich vegetation.</p> <p>There is no street lighting in this area. Wayfinding signposts for amenity spaces, such as Burton Recreation Ground, is present.</p>
Particularly Important landmarks	<ul style="list-style-type: none"> – Martins Hill recreation ground – 163 – 165 and 168 -172 Stony Lane (the thatched cottages) <p><i>NB The Oak Inn immediately adjoins this Character Area</i></p>
Building line and plot size / arrangement	<p>Properties along Footners Lane, Whitehayes Road and Martins Hill Lane tend to have more extensive plots with large setbacks, creating generous front and back gardens (and accommodating off-street parking), however building lines are consistent, following the gently meandering roads. Where bungalows prevail, the wider street widths create a more open feel with a lessened sense of enclosure.</p> <p>Plots are more compact with less setback and smaller front and back gardens within the cul-de-sacs. Building lines are also more varied, especially where properties are arranged in a staggered layout, such as those on Treebys Close, Bodowen Road and Gordon Way. The narrower street widths and taller building creates a stronger sense of enclosure in these areas, especially the case for more recent developments on Alder Close and Medlar Close to the south of Martins Hill Lane.</p>

	<p>Within the Settlement Fringe, plots accommodate front and back gardens and driveway space, and overall plot sizes are relatively regular (with the exception of a group of Listed buildings at the entrance of Burnham Road, where there is a greater variety of roofscapes, levels of setback and plot sizes). Buildings along the main thoroughfares are usually well set back from the road but with a reasonably consistent building line.</p> <p>Developments to the south side of the village (Sandy Plot and Lineside) are of a higher density, including some terraced developments that face onto a narrow pedestrian alley rather than street frontage – perhaps a forerunner of the Radburn developments found in the New Burton character area.</p>
Density	15 dwellings per hectare, excluding roads and green spaces in the public domain, rising to 20 dwellings per hectare in the settlement fringe.
Boundary treatment	Boundaries between houses and roads typically comprise low red brick walls, wooden fencing, hedges, shrubs and trees. Soft landscaping and green verges are often used to further buffer pavements from the road. Streets in the interior area are often lined with a variety of trees and larger mature trees, which contributes positively to the character of this part of Burton by creating greener and more dynamic street scenes. The Settlement Fringe tends to have grass verges between the pavements and the road.
House types, building heights & roofline	<p>One of the features of the Old Burton area is the predominance of bungalows, most notably in Whitehayes Road, although some have added roof extensions. Aside from bungalows, 2 storey semi-detached and detached house types also feature. There are varied housing typologies in the Settlement Fringe, including semi-detached, detached and terraced housing.</p> <p>The roofline is varied; typical roof types include hipped, and gabled / pitched roofs. Some cross gabled roofs can be seen on properties that have undergone extension. Dormer windows are common for converted bungalows, which adds variation to the otherwise consistent rooflines across the character area. Chimney stacks are also seen on roofs, projecting from the centre or side of roofs.</p>
Materials and architectural details	<p>Red brick, timber weatherboarding, stone cills white and off-white painted rendered façades can be found across this area. Some yellow brick is also present within the Settlement Fringe.</p> <p>Typical roofing materials include welsh slate, grey slate tiles, brown, red and grey clay tiles and some occasions of thatched roofs. Chimney stacks are mainly brick.</p>
Photos	



New Burton (around Campbell and Priory View Roads)

9.5.5 The northern part of Burton Village (north of Footners Lane) is characteristic of Radburn style developments that were popular in volume housebuilding during the late 1960s through to the early 1980s. The layouts were based on the principle of completely separating car movements from pedestrian routes. However, whereas in the USA (where the movement started) houses faced onto the street, British planners decided to turn them around so that they fronted onto the pedestrian network with cars relegated to rear parking courts.

<p>Pattern of development</p>	<p>Much of the area is laid out in typical Radburn style, where houses are orientated to front onto a shared green spaces / pedestrian routes, with garages grouped in separate blocks and accessed off the main access road as cul-de-sacs. There are some linear developments along gently meandering residential streets such as Moorcroft Avenue, Pittmore Road and Chestnut Way.</p> <p>The pattern of development is reflective of volume house-building with a much greater repetition of plots configurations and house types – a marked departure from the historic village character.</p> <p>The combination of both of these factors makes the area less easy to navigate. For example, the local store on Avon View Road (a cul-de-sac) turns its back to the road and is not readily apparent from the connecting Campbell Road.</p>
<p>Public realm</p>	<p>The network of streams, footpaths, informal green spaces and verges are an integral part the design of this area. There are many small pockets of open space throughout the area. Most of these are well-maintained and are overlooked by houses fronting onto them. There is a playground that can be accessed via a</p>

	<p>footpath leading off the end of Fern Close, but the surrounding houses back onto this playground, offering little passive surveillance.</p> <p>Clockhouse Stream flows through the centre of this area. There are public footpaths along both sides of the stream that connect through to the surrounding countryside to the west along River Avon, and to other parts of Burton village.</p> <p>All roads within the area are designated 20mph making the area child and pedestrian friendly. Street lighting is much more prevalent in this character area.</p>
Particularly Important landmarks	<p>– The Clockhouse Stream</p> <p><i>NB Burton Hall backs onto this Character Area</i></p>
Building line and plot size / arrangement	<p>The area is typified by regular plot sizes that are generally more modest compared to earlier developments, with moderate sized front and back gardens. The rows of terraces are typically 4 – 8 dwellings, in some cases with very straight buildings lines, and in others a more staggered line has been introduced. They are generally orientated to face onto the small green spaces, creating less welcoming rear access points as the back gardens and parking courtyards fronting onto the highway cul-de-sacs.</p>
Density	<p>30 dwellings per hectare, excluding roads and green spaces in the public domain.</p>
Boundary treatment	<p>The houses fronting onto open spaces tend to have no clear front garden space or boundaries, as part of the planned development. In places this open character has eroded through the introduction of wooden fencing, low brick walls and hedges. Lines of trees and hedges form an edge between Clockhouse Stream and the back of houses along Pittmore Road and Redcliffe Close.</p>
House types, building heights & roofline	<p>The main house types are semi-detached and terraced houses, with considerable repetition of styles / types. Houses are predominantly 2 storeys in height. The roofline is typically pitched at a comparatively shallow incline, but there are examples of other roof forms, most notably an area of mono-pitched off Chestnut Way. Chimney stacks are far less common here, houses are often only fitted with metallic chimney pots.</p>
Materials and architectural details	<p>Predominant façade materials include brown and red brick, brown hung tiles, and white renders. There are also some white weatherboarding paired with brick façades. Roofing material mostly consists of brown clay tiles and grey slates.</p>
Photos	