

# 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?*

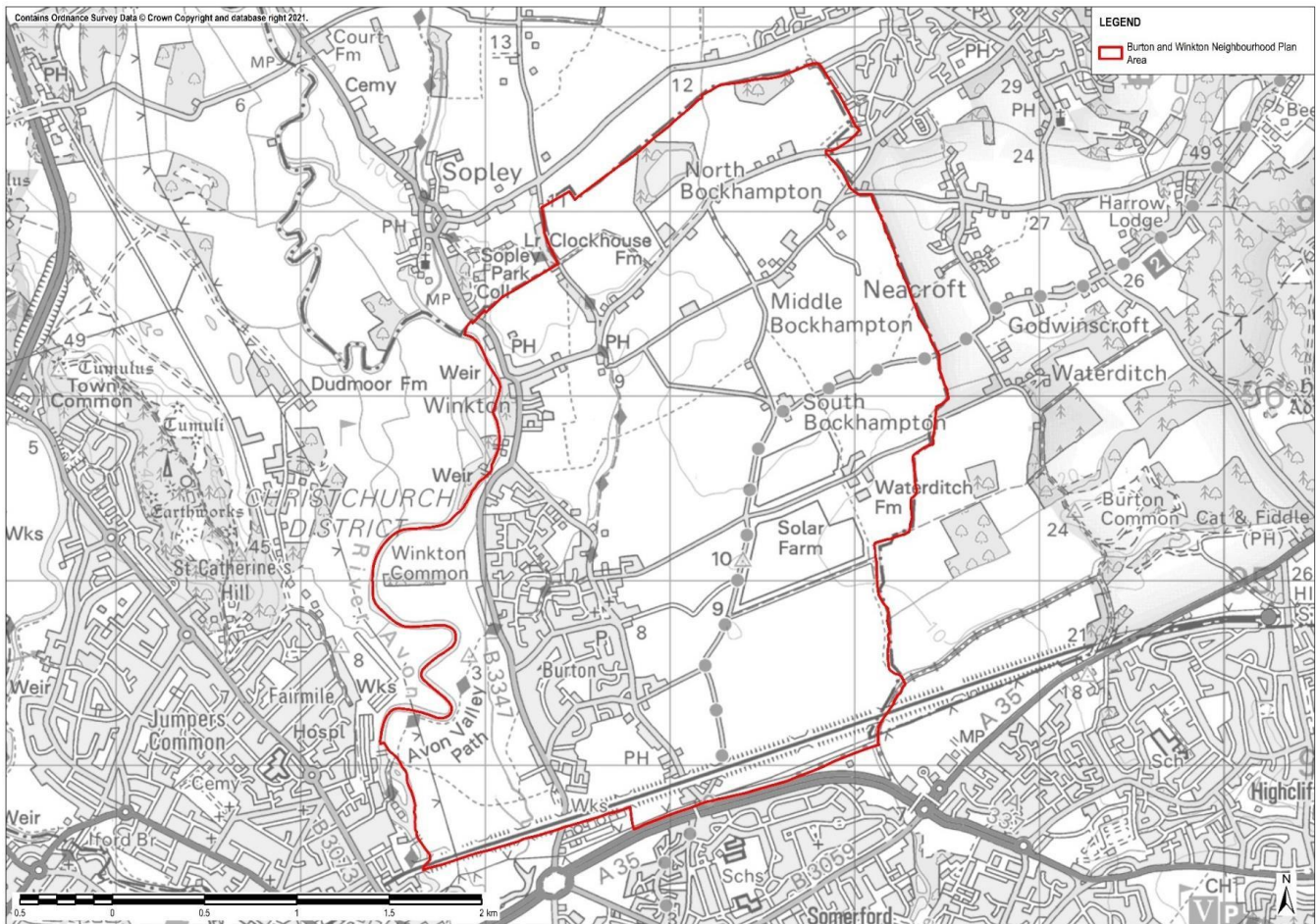
With BCP Council having made the decision to retain the Green Belt boundary in its current position, opportunities for further growth in the parish are limited. The main areas where development is planned are the two site allocations carried forward from the previous Local Plan – land immediately south 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 Roeshot 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 Roeshot 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’<sup>1</sup>. 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 2024<sup>2</sup>. 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) Strategy<sup>3</sup> 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.

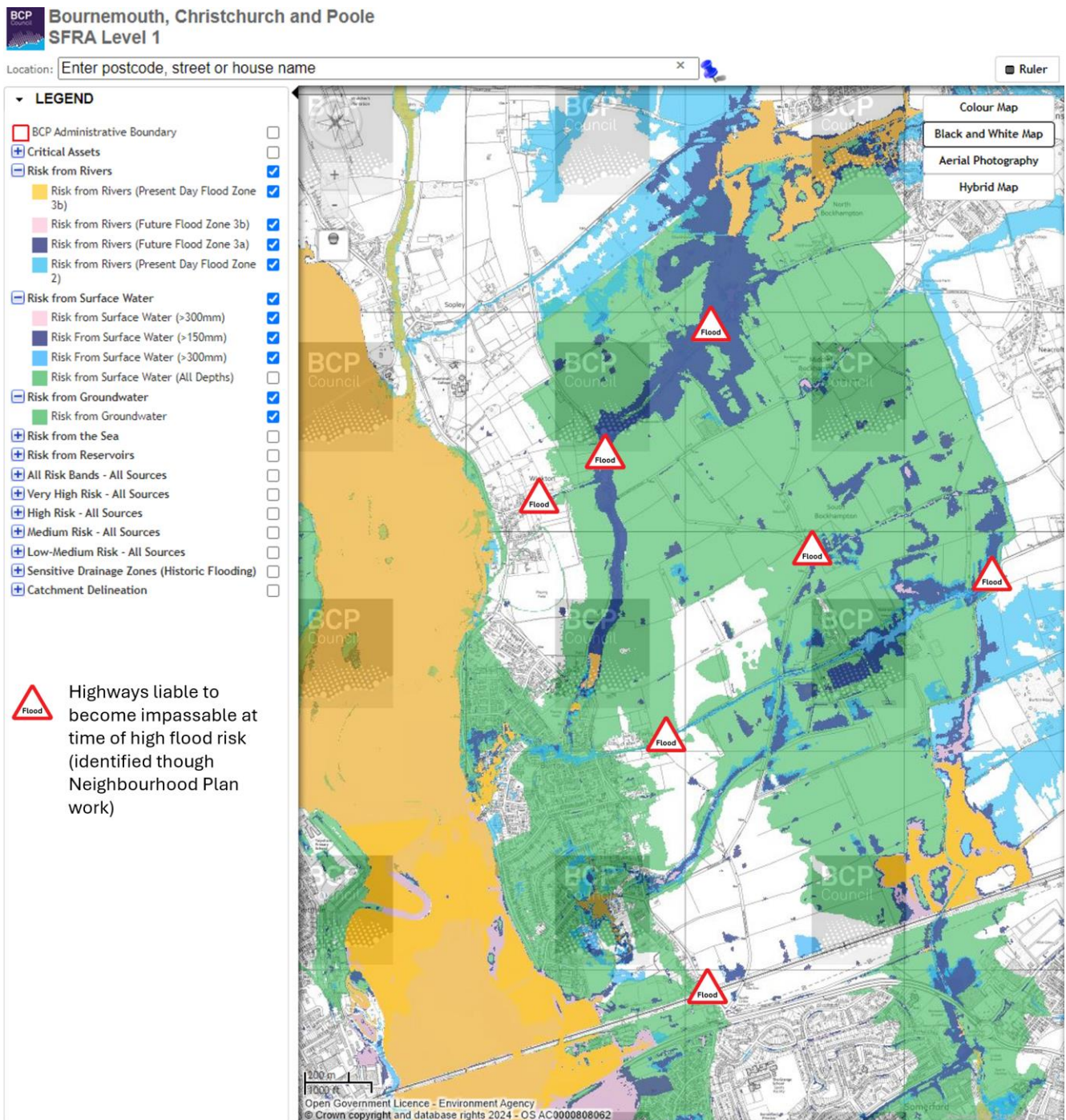
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<sup>1</sup> As confirmed through appeal reference [APP/E1210/W/19/3223188](https://www.bcp-council.gov.uk/planning-and-building-control/planning-policy/bcp-local-plan/evidence-base-for-the-local-plan)

<sup>2</sup> 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>

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

Map 2. Extract from SFRA on flooding, March 2024<sup>4</sup> 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.

<sup>4</sup> Source: [https://maps.bpcouncil.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](https://maps.bpcouncil.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 Assessment<sup>5</sup> 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;

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<sup>5</sup> 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 evidence<sup>6</sup> 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)<sup>7</sup>. 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 HAPPI<sup>8</sup> 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'

<sup>6</sup> Burton & Winkton parish Housing Needs Assessment (HNA), AECOM, July 2020

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

<sup>8</sup> <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 locally<sup>9</sup>.

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 rear<sup>10</sup>.

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

<sup>10</sup> 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 2004<sup>11</sup>, and the

<sup>11</sup> 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 2009<sup>12</sup> 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.

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<sup>12</sup> As evident from Google Earth imagery

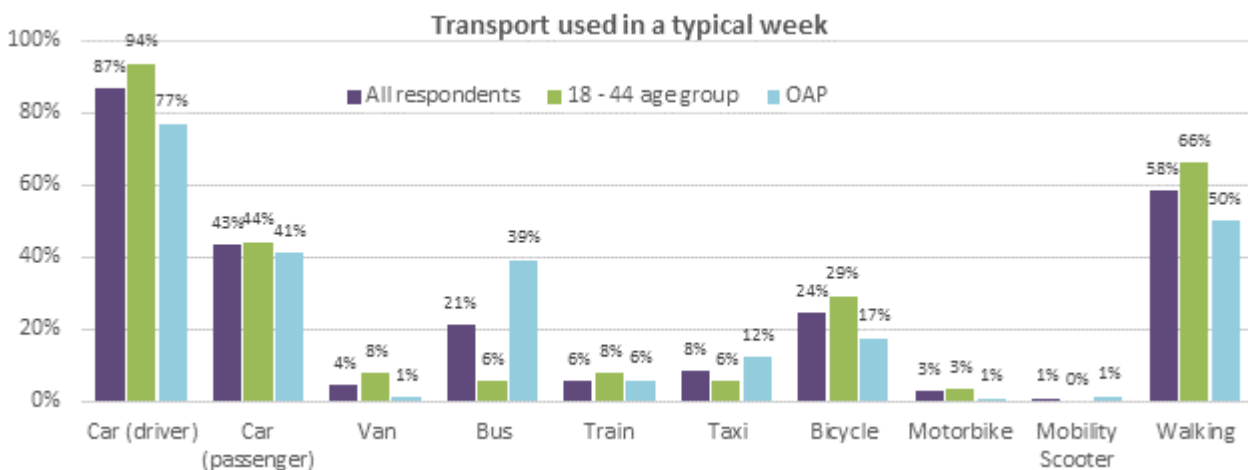
## 5. Walking, Cycling and Local Bus Services

...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**<sup>13</sup> 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 Plan<sup>14</sup>, 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 Plan<sup>15</sup>, 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.

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<sup>13</sup> <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](https://ldwa.org.uk/ldp/members/show_path.php?path_name=Avon+Valley+Path+%28Hampshire+to+Dorset%29)

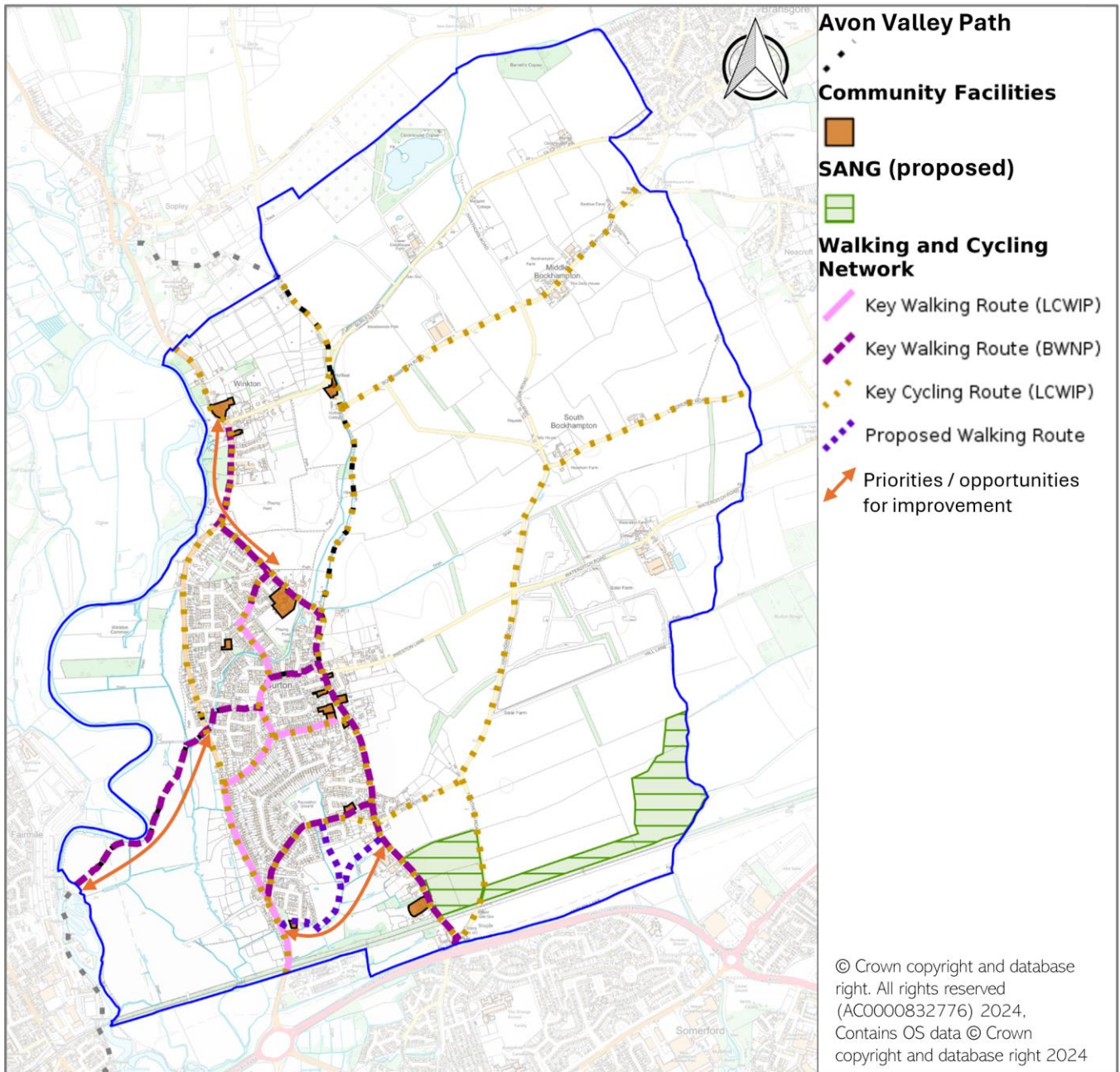
<sup>14</sup> <https://democracy.bcpccouncil.gov.uk/documents/s41127/Officer%20Decision%20Record.pdf>

<sup>15</sup> <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*

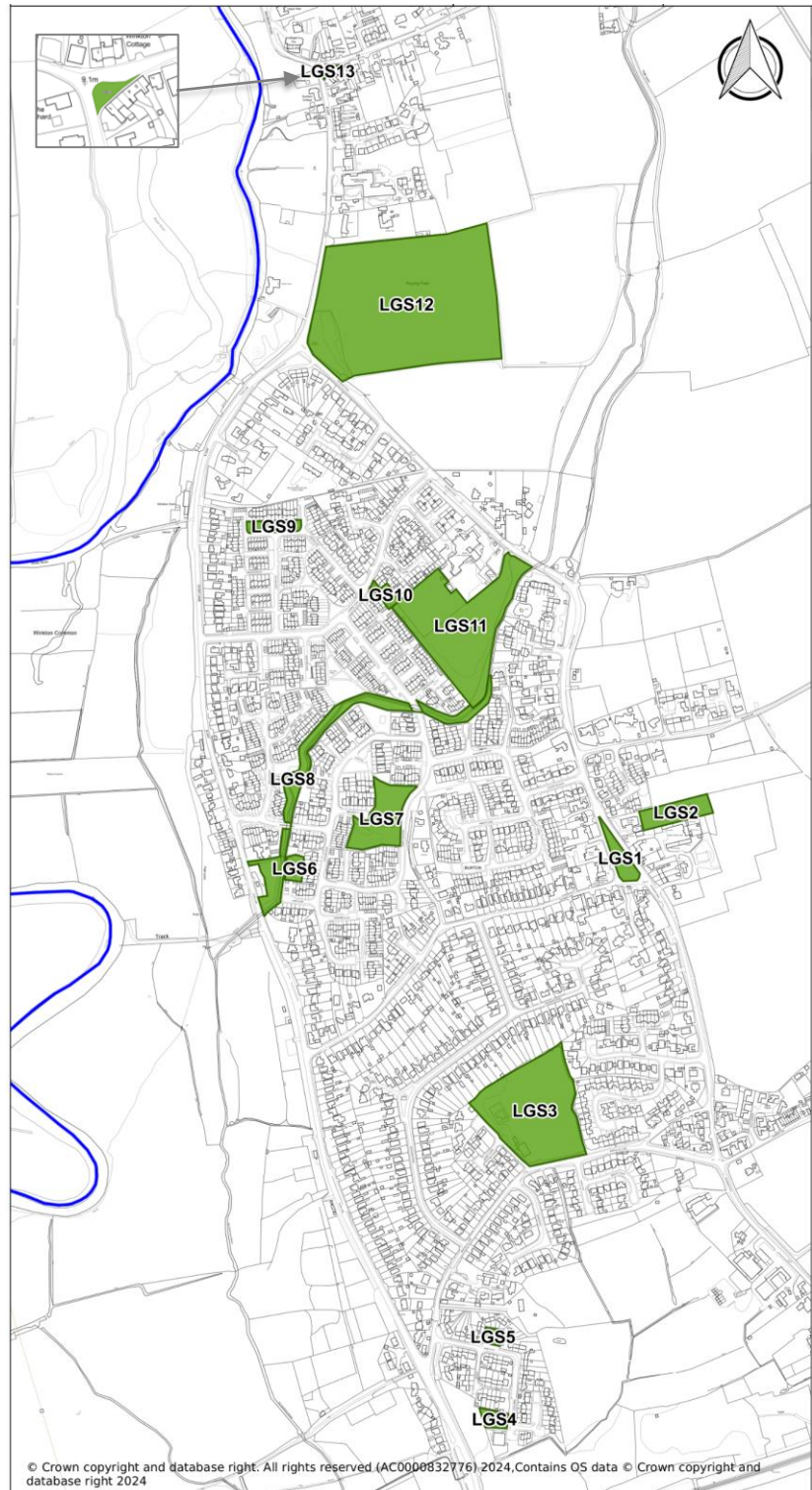
Local Green Space		Reason for designation
1	Burton Village Green (0.2ha)	A focal point of the parish, situated in the heart of Burton village, this triangular grassed area is lined with flowering cherry trees and benches, and overlooked by (and part of the setting of) a number of listed and locally important 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 east<sup>16</sup>. 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 –

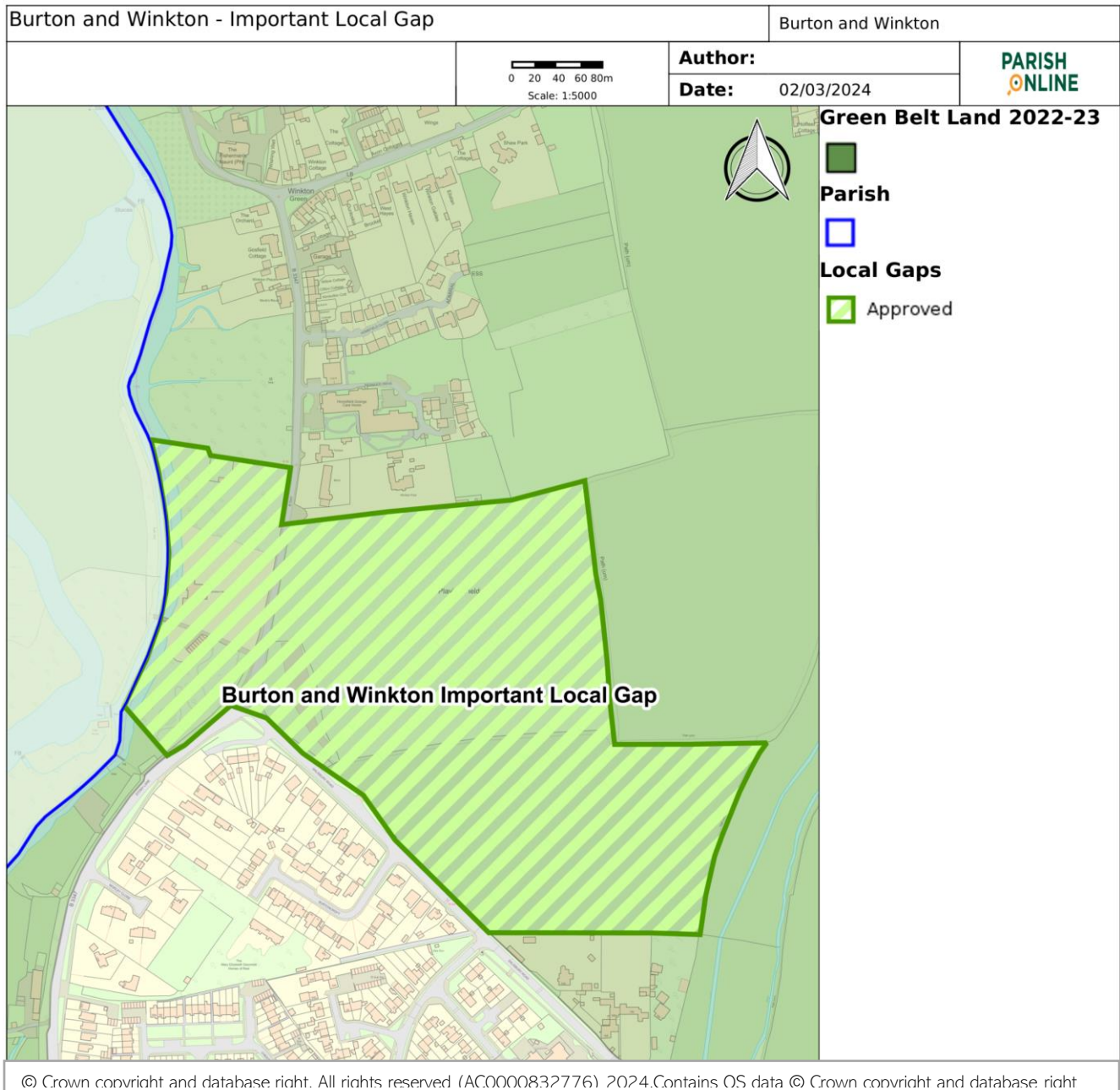
<sup>16</sup> Planning permission was granted for the SANG in December 2018 (application reference 8/16/0381/FUL), and a material start was made meaning that the permission remains in place.

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.

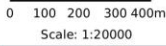

**6.3.4** The introduction of the Biodiversity Net Gain as part of the 2021 Environment Act means that most developments will be required to demonstrate a 10% net gain in biodiversity – where possible this should be within or near to the development site, and will encourage proposals that integrate existing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

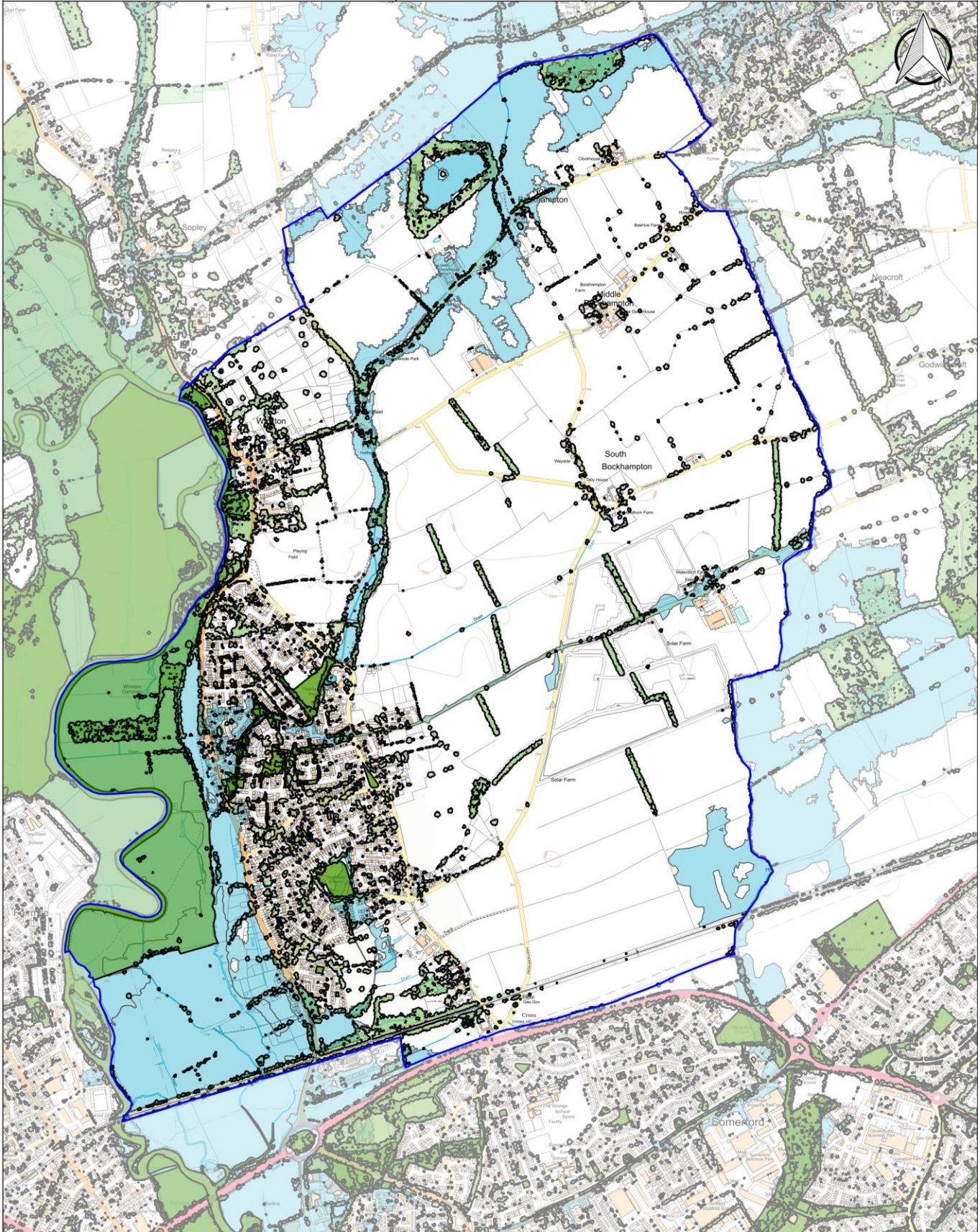
### **Policy 8. Reinforcing the area's green network**

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

Existing network of green corridors and spaces		Burton and Winkton	
Showing tree canopy map, areas prone to flooding and open spaces (BCP 2023)		<b>Author:</b>	
		<b>Date:</b> 02/03/2024	



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## 6.4 Dark Skies policy

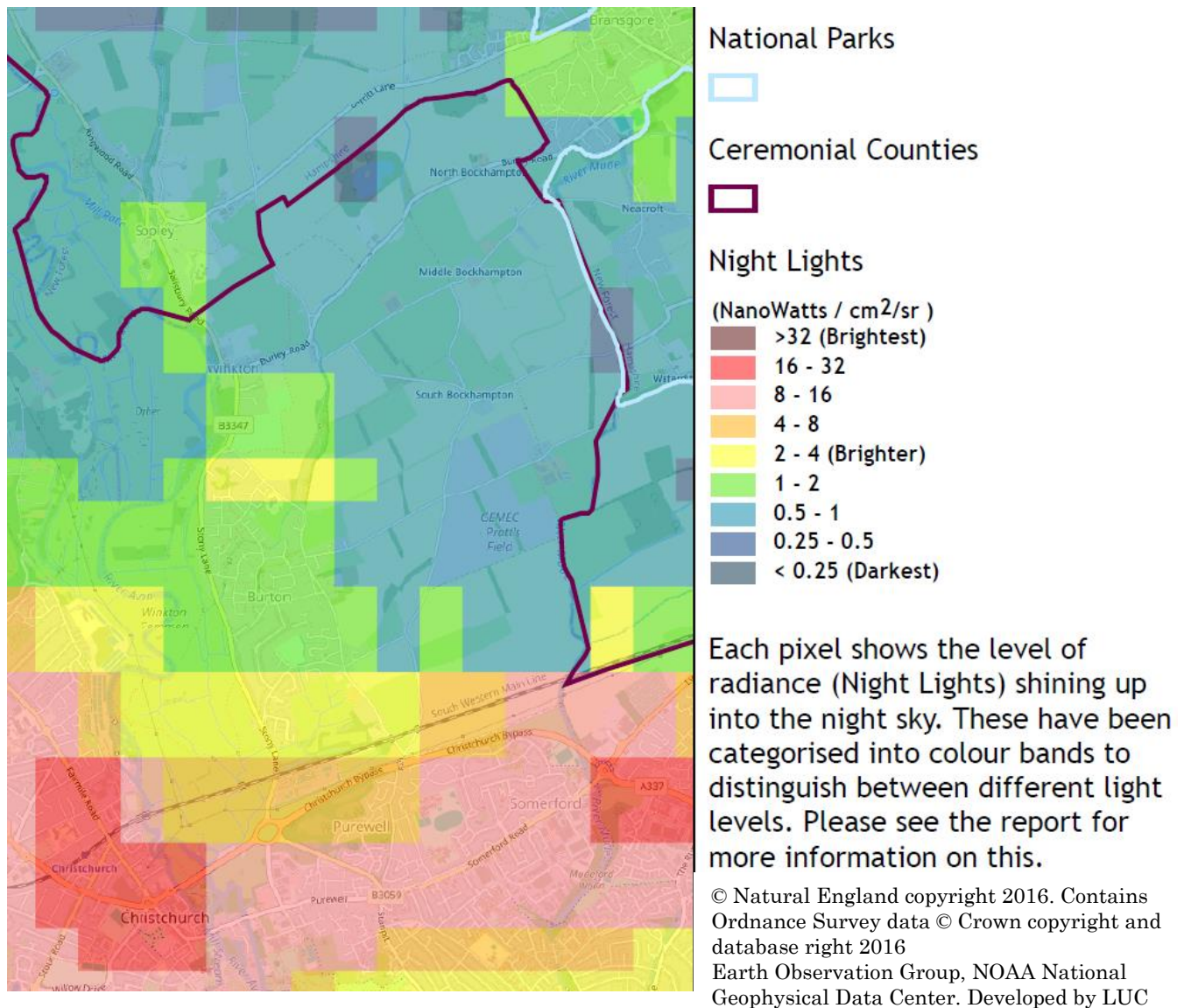
6.4.1 Burton and Winkton Parish has a strong rural character and thus, dark skies is another key characteristic that should be protected and maintained, especially along settlement edges that meet with the open countryside. Winkton has no street lighting on Salisbury Road or Burley Road. Whilst there 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 Assessment<sup>17</sup>



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