Highcliffe and Walkford Neighbourhood Plan

Our Vision: In 2028, Highcliffe & Walkford will be a safe, successful, vibrant and attractive place to live, work and visit. Its High Street will be a place that people choose to visit and spend their time in. We will have a safe and attractive network of green spaces, cycle and walking routes which support residents' physical and mental health and wellbeing. We will remain proud of our Castle, our beaches, and the quiet, leafy neighbourhoods that make up much of our parish. New housing will be energy efficient and designed to be flexible to meet the changing needs of our residents, young and old, and there will continue to be plenty of opportunities for people of all ages to work and socialise and engage in hobbies and activities locally.



2020 - 2028

Highcliffe and Walkford Parish Council

January 2023

Highcliffe and Walkford Neighbourhood Plan

Contents *Page*

1. Your Neighbourhood Plan - Introduction and Background 1

The area and its population 1
Why is having a Neighbourhood Plan a good idea? 3
Key priorities for this Plan 3
Our Vision for Highcliffe and Walkford 5
Who was involved in preparing the Plan and what happens next? 6

2. The Local Plan and National Planning Policy– some context 7

National Planning Policy 7
Local Planning Policy 8

3. The High Street 12

Improving the High Street environment 13

Policy HWNP1. High Street Environment – the Public Realm 14
Project P1. High Street Improvement Opportunities 14

Retaining a healthy mix of retail and other uses within the High Street 14

Policy HWNP2. High Street Uses 17
Project P2. High Street Uses 18

The Local Centres 18

Policy HWNP3. Local Centres 18

4. Our Green Spaces 19

Local Green Spaces and Green Corridors 19

Policy HWNP4. Local Green Spaces 21
Policy HWNP5. Green Corridors 22
Policy HWNP6. Proposed Accessible Green Spaces 22
Project P3. Increasing Access to Natural Green Spaces 22

Green Belt Land 22

5. Local routes – walking, cycling and on-street parking 23
Local walking and cycling routes 23
Policy HWNP7. Walking and cycle routes 25
Project P4. Walking and Cycling Opportunities 26
On-Street Parking 27
Policy HWNP8. Parking Standards 28
Project P5. Parking Restrictions 28
6. Community Facilities 29
Project P6. Funding for community facilities 30
Policy HWNP9. Locally Important Community Facilities 31
7. Housing and design 32
The need for a range of house types 33
Project P7. Monitoring changes in the dwelling stock 34
Design – practical living spaces 35
Policy HWNP10. Housing design for practical living 36
Design – built character 37
Policy HWNP11. Retaining and Reinforcing Local Character 45
Project P8. Monitoring effective Tree Preservation Order coverage 46
8. Reviewing this Plan 46
9. Supporting Evidence / Referenced Documents 47
Appendix 1: Local Green Spaces Assessment 49
Appendix 2: Housing supply research (December 2020) 52
Appendix 3: Neighbourhood Plan Policies (simple list) 54

1. Your Neighbourhood Plan - Introduction and Background

The area and its population

1.1. Our residents, who number in excess of 13,500 people (2019 mid year estimate), are privileged to live in one of the most beautiful areas of the south, with immediate access to the coast and in very close proximity to The New Forest. Probably one of the most famous parts of our area is Highcliffe Castle, which sits proudly in our midst.

1.2. Highcliffe and Walkford parish was formed following the local government reorganisation in April 2019, when the new unitary authority of Bournemouth, Christchurch and Poole (BCP) was created. The Neighbourhood Plan area (which covers the entire parish) was formally designated by BCP Council in December 2020.



Map 1. The Neighbourhood Plan

1.3. The parish includes the villages of Highcliffe (historically centred on the High Street (Lymington Road) to the south, but now covering a much larger area with the development of land at Hoburne), Walkford (which is centred on the Ringwood Road to the north-east) as well as part of the former Christchurch airfield (to the west) which was developed for housing and industry following the runway's closure in the 1960s. The northern boundary runs along the London (Waterloo) to Weymouth railway (there is a station at Hinton Admiral, just to the north of the parish) beyond which is mainly farmland, and to the south is the coast and English Channel. To the west is Somerford and Friars Cliff, part of the newly formed Christchurch parish, and to the east is the county boundary, with New Milton and Barton on Sea continuing the strip of coastal development.

Key facts about our area (Source: 2011 Census)

Total population: 12,681

Total housing: 6,636

Total area: 639 hectares (2.5 square miles)

Average age: 53 years

Vacant homes: 7.6%

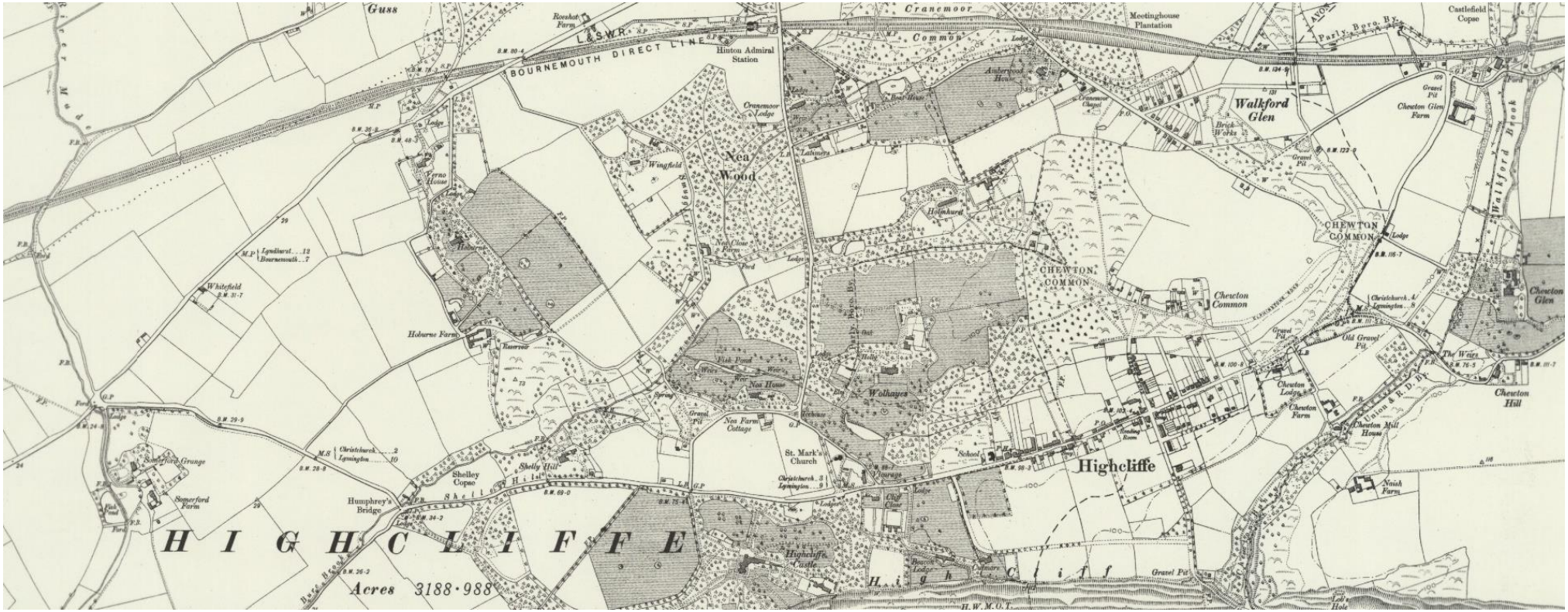
Population aged 60 years or more: 50%

Population aged under 30 years old: 21%

How the area has developed over time

1.4. At the turn of the twentieth century Highcliffe and Walkford were small villages with a collection of large estates with a principal house, for example, Highcliffe Castle, Chewton Glen, Hinton Admiral, Wolhayes Estate, Greystones House, Saulfland. The railway and Hinton Admiral Station (opened in 1886) progressively gave access to the coastline and the area became very attractive for development.

Map 2 Historic Map (Ordnance Survey) 1907



1.5. As the twentieth century progressed the majority of estates were sold-off in parcels of land for housing and the character of the area changed considerably. Relatively low-density development was the norm, with bungalows and chalet bungalows the most common feature of the area built in the 1950s and 1960s. Flats and apartments, particularly along the coastal fringe with sea views were built in the late 1970 and 1980's and are a prominent feature of the housing stock. Some two storey houses (generally 2 to 4-bedroom) complement the 'mix'.

1.6. More recently the Hoburne Farm Estate has been developed with a range of modern family homes. A number of sites have been attractive for redevelopment notably along Lymington Road in Highcliffe where 'back land', behind retail units on the High Street, has provided additional sites for houses and flats. In addition, 'infill sites' have been developed replacing single homes with generous garden land.

Why is having a Neighbourhood Plan a good idea?

1.7. Whilst much of the area is now developed (or as in the case of Roeshot, soon to be developed), no place stays still. There will continue to be changes as land and buildings change hands, and the need for different types of buildings and land use crop up.

1.8. The development plan for the area helps provide the framework for the Local Planning Authority to make decisions about the type of development that is given permission, and what should be refused, and gives more certainty to landowners, developers and residents about the type of changes that could happen. Up until now, the Local Plan policies have been set out in the Christchurch and East Dorset Core Strategy (and in part the older Christchurch Local Plan), with these plans typically prepared by the overarching council for a much wider area. Since 2011, the concept of Neighbourhood Plans has been introduced, and these new Neighbourhood Plans are prepared by local people, for the area they live in (often based on the parish boundaries, and prepared under the auspices of a Parish Council). Whilst Neighbourhood Plans cannot deviate significantly from the over-arching strategic policies in the Local Plan, they can make a difference through more detailed guidance and policies that will shape what is ultimately built. They must reflect the views of local people, as ultimately they are 'tested' through a local referendum.

Key priorities for this plan

1.9. In December 2019, to 'kick-start' a Neighbourhood Plan for our area, the Parish Council held an event to which a wide range of local groups and businesses were invited. From this event we were able to come up with a list of possible objectives for our Neighbourhood Plan, which were then tested and ratified through a wider residents' survey.

1.10. The six priorities that emerged from the initial scoping event were generally supported by local people to our household survey, although the final one (on carbon neutral design) was perhaps slightly less strongly supported, with the retention of local character a competing priority. These are explained in more detail below:

Revitalise the High Street – in particular, improving the outdoor areas, traffic management and encouraging a better range of shops and services

1.11. Whilst the local High Street is really valued by our residents, it is clear that it, like many other High Streets in the country, is struggling. The Coronavirus pandemic in 2020 has highlighted how fragile some businesses

The top priorities for our Neighbourhood Plan

Revitalise the High Street – in particular improving the outdoor areas, traffic management and encouraging a better range of shops and services

Look after our green spaces – in particular, enhancing wildlife / natural areas and connecting corridors areas and having good access to the beach.

Encourage walking and cycling as a way of getting about - through the provision of safe cycle routes (and cycle rack locations) and improved pavements.

Retain and improve our community facilities

Encourage a more appropriate mix of housing types, not just flats.

Encourage new building designs to be carbon-neutral.

are – and the Government have stepped in with revisions to legislation to make changes between the various town centre uses (shops, cafes, banks, offices etc) much easier. The Parish Council have also commissioned Paul Basham Associates (who are Traffic Engineering Consultants) to undertake a 5 stage project encompassing -

- Stage 1 – Traffic Flows: baseline study
- Stage 2 – Present baseline findings
- Stage 3 – Improvement Opportunities Study
- Stage 4 – Refine and agree Improvements – budgets and programme
- Stage 5 – High Street: enhancement study

1.12. This Neighbourhood Plan can perhaps start a useful conversation about the future of Highcliffe High Street, and what changes we particularly want to encourage to make it more successful and more robust to changes in how people shop and what experiences they want to have when they come to our centre.

Look after our green spaces – in particular, enhancing wildlife / natural areas and connecting corridors areas and having good access to the beach.

1.13. Green spaces were very much supported in the responses to the resident's questionnaire. Retaining and enhancing these spaces is important. so that they can support the physical and mental wellbeing of the local community – and whilst these are protected in general through the Local Plan policies, this Neighbourhood Plan can be more definite by designating the most valued spaces as 'Local Green Spaces' and where these are not already adequately protected through other designations. This requires an assessment of all candidate spaces against the national criteria for a Local Green Space. We have also considered whether there are missing green spaces / corridors that could or should be added, where development opportunities arise.

Encourage walking and cycling as a way of getting about - through the provision of safe cycle routes (and cycle rack locations) and improved pavements.

1.14. We have collected information from local people about what they perceived to be the key routes – the beach and cliff paths in particular, and also Lymington Road and Highcliffe High Street, and specific priorities for improvement (and what implications this might have in terms of future plans for the area). The levels of on-street parking in unsafe locations was the top issue for residents – so we have looked to see how this can be resolved, in part by ensuring new developments do not add further to these problems.

Retain and improve our community facilities

1.15. The household survey helped identify facilities that are particularly valued and should be protected, and also potential needs for new or expanded facilities. Ideas particularly focused on provision for young families / children and changes that could support and strengthen the High Street, so we have tried to work with a range of organisations including those supporting young people, to identify what should be the top priorities and how or where these could go.

Encourage a more appropriate mix of housing types, not just flats.

1.16. The main concern appears to be that there is too much focus on building flats in recent years. We have therefore undertaken research based on the available housing data to provide more locally focused information on housing need. From this, we can provide guidance on the mix of house types and other factors such as design requirements.

Encourage new building designs to be carbon-neutral

1.17. The Neighbourhood Plan can encourage the use of more sustainable and energy efficient buildings – although minimum standards are generally covered under the building regulations legislation. It can also make clear that this is a priority over other design considerations. However what was also clear from the household survey was that there may need to be exceptions where this would result in buildings that differ significantly from the area's local character. So we have provided more guidance in these situations as to what would and would not be acceptable.

What about other themes and issues?

The early scoping session wasn't limited to just these six themes – the discussions were wide ranging. In terms of transport and mobility a lot of the discussions focused on local bus services – however the frequency and routing of services is not something that can be readily influenced by land use planning, particularly in existing built-up areas. Tourism and employment were also discussed. A lot of the discussion on tourism focused on enhanced access to the beaches as a key visitor attraction. The main suggestion with regard to employment / industry was the possible provision of incubator units and shared office space for new businesses. However this idea was not seen as a 'top priority' by participants.

Our Vision for Highcliffe and Walkford…

1.18. All of these points have been brought together in the following Vision Statement:

In 2028, Highcliffe & Walkford will be a safe, successful, vibrant and attractive place to live, work and visit. Its High Street will be a place that people choose to visit and spend their time in. We will have a safe and attractive network of green spaces, cycle and walking routes which support residents' physical and mental health and wellbeing. We will remain proud of our Castle, our beaches, and the quiet, leafy neighbourhoods that make up much of our parish. New housing will be energy efficient and designed to be flexible to meet the changing needs of our residents, young and old, and there will continue to be plenty of opportunities for people of all ages to work and socialise and engage in hobbies and activities locally.

1.19. The plan period (the time period that the plan will be in effect, unless it is reviewed) mirrors that of the current, adopted plan (which was adopted in 2014 and runs to 2028). Whilst it could have been extended over a longer period, it is very likely that a review of the plan will take place following the adoption of the new Bournemouth, Christchurch and Poole Local Plan (which is currently programmed for Winter 2024). The new Local Plan will look at least 15 years ahead.

Who was involved in preparing the Plan and what happens next?

1.20. Shortly after the formation of the Parish Council in May 2019, the Council decided to prepare a Neighbourhood Plan for its area, in order to give the local community more say in shaping future development in our area. A group of local volunteers and Parish Councillors formed a Sub-Committee together with the support of a Planning Consultant, Jo Witherden BSc (Hons) DipTP DipUD MRTPI of Dorset Planning Consultant Ltd, to prepare this Plan.

1.21. At each stage, as the Neighbourhood Plan has developed, we have consulted with the community. Whilst consulting during 2020 has been difficult because of the unprecedented lock-downs during the Covid-19 pandemic, the Parish Council and Sub-Committee have used a combination of local contacts, printed and social media to try to keep local residents and businesses informed and engaged. Whilst the response to the consultations could have been higher (particularly among the younger age ranges) we feel confident that the responses received broadly reflect the main concerns of our community.

1.22. As a result of the feedback from the consultation on the draft plan (sometimes referred to as the pre-submission or Regulation 14 draft), the plan has been updated. The main issues and changes made are explained in the Consultation Statement. Subject to the Independent Examiner agreeing that it meets the basic conditions all plans must meet (these are set out in the Localism Act), which may require some further changes, the final plan will then go to Referendum. Local people (usually those registered to vote in the Neighbourhood Plan area) can then vote as to whether or not Bournemouth, Christchurch and Poole Council should use the plan (making it part of the development plan for the area). If the majority of those voting say 'yes', then these policies will be used in deciding planning applications, influencing how Highcliffe & Walkford develops in the future.

1.23. In addition to the planning policies that will be used in planning decisions, this Plan also contains a number of projects. These are matters which the Parish Council will look to take forward in partnership with local residents, landowners, developers and other organisations. Where these will require funding, the Parish Council may use their portion of the Community Infrastructure Levy (CIL) monies due to the parish from development, together with available grants and monies from the Parish Council's own precept funds. Once of the first steps for the projects will be to establish the possible timeline, costs and budgets for those projects that it may lead on.

1.24. Thank you to all our residents who have played an active part contributing to the Plan process, Jo Witherden BSc(Hons) DipTP DipUD MRTPI our planning consultant, as well as the following past and present members of the Sub-Committee:

- Cllr Nigel Brooks MBA MRICS Chartered Surveyor
- Cllr Willie McNeil BSC (Hons) MSC AIMEE AMIFA
- Ian Nichols Project Manager
- Ken Tullet MSc CEng
- David Underhill Dip Arch RIBA Chartered Architect

2. The Local Plan and National Planning Policy– some context

2.1. One of the basic conditions that are legally prescribed for a Neighbourhood Plan is that it must have regard to national policy and guidance and be in general conformity with the strategic policies in the development plan for the local area (which in our case would be the Christchurch and East Dorset Local Plan Part 1 – Core Strategy). So it is perhaps useful to have a quick overview as to what that means for our area.

National Planning Policy

2.2. There are over 50 pages in the 2019 National Planning Policy Framework (NPPF), and a lot more guidance associated with it, which cannot easily be distilled into one or two paragraphs. But probably one of the most important points is that it explains that the purpose of the planning system as seen by the Government, which is to contribute to the achievement of sustainable development. It also explains that plans and decisions should apply a "presumption in favour of sustainable development", which in our case of plan-making, is to positively seek opportunities to meet the development needs of our area, and be sufficiently flexible to adapt to rapid change.

2.3. The NPPF also makes clear that Neighbourhood Plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies. There is also much more guidance on how plans should help:

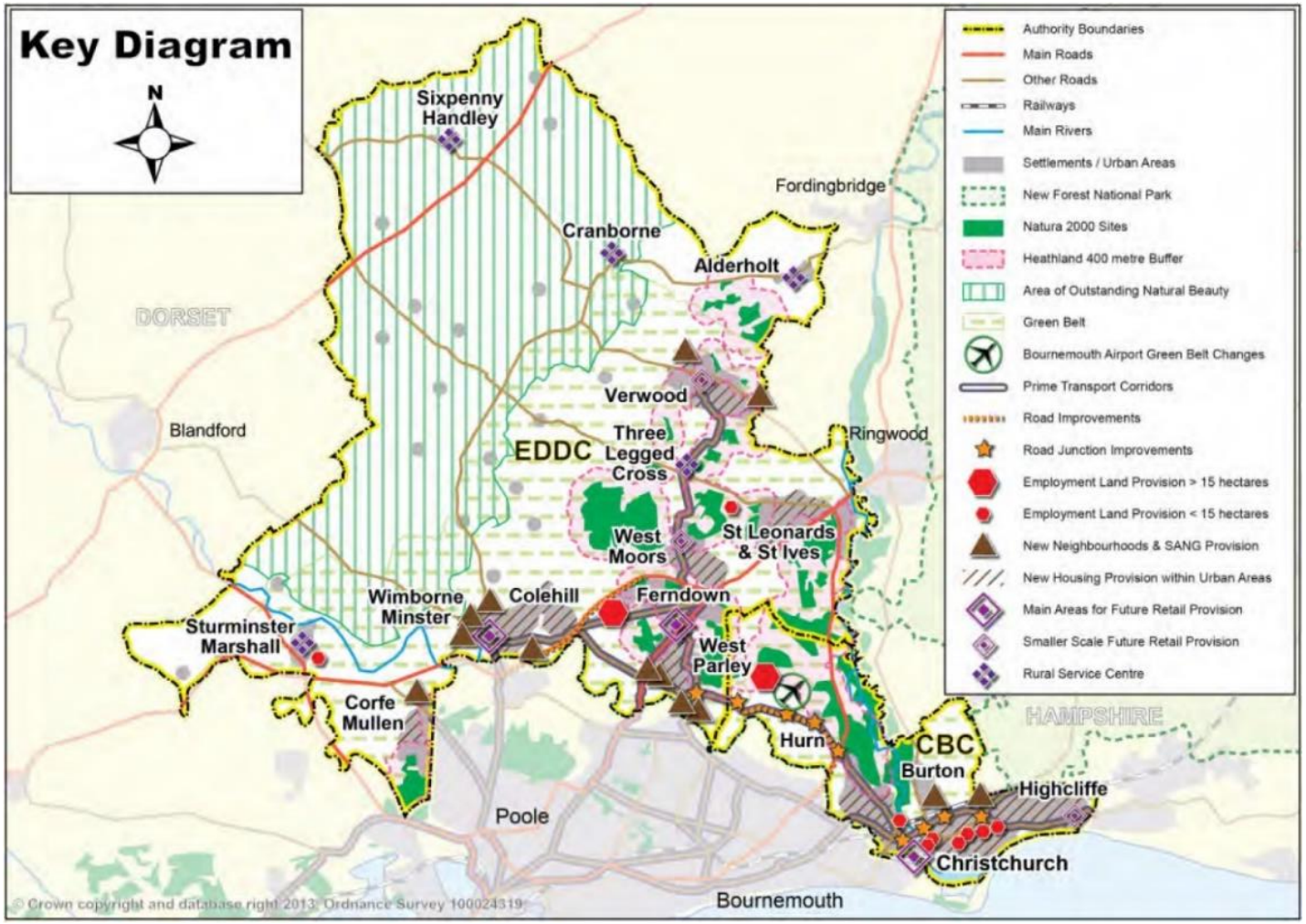
- Deliver a sufficient supply of homes (whilst protecting Green Belt land)
- Build a strong, competitive economy, and ensure the vitality of town centres
- Promote healthy and safe communities and sustainable transport
- Achieve well-designed places
- Meet the challenge of climate change, flooding and coastal change
- Conserve and enhance the natural and historic environment

Local Planning Policy

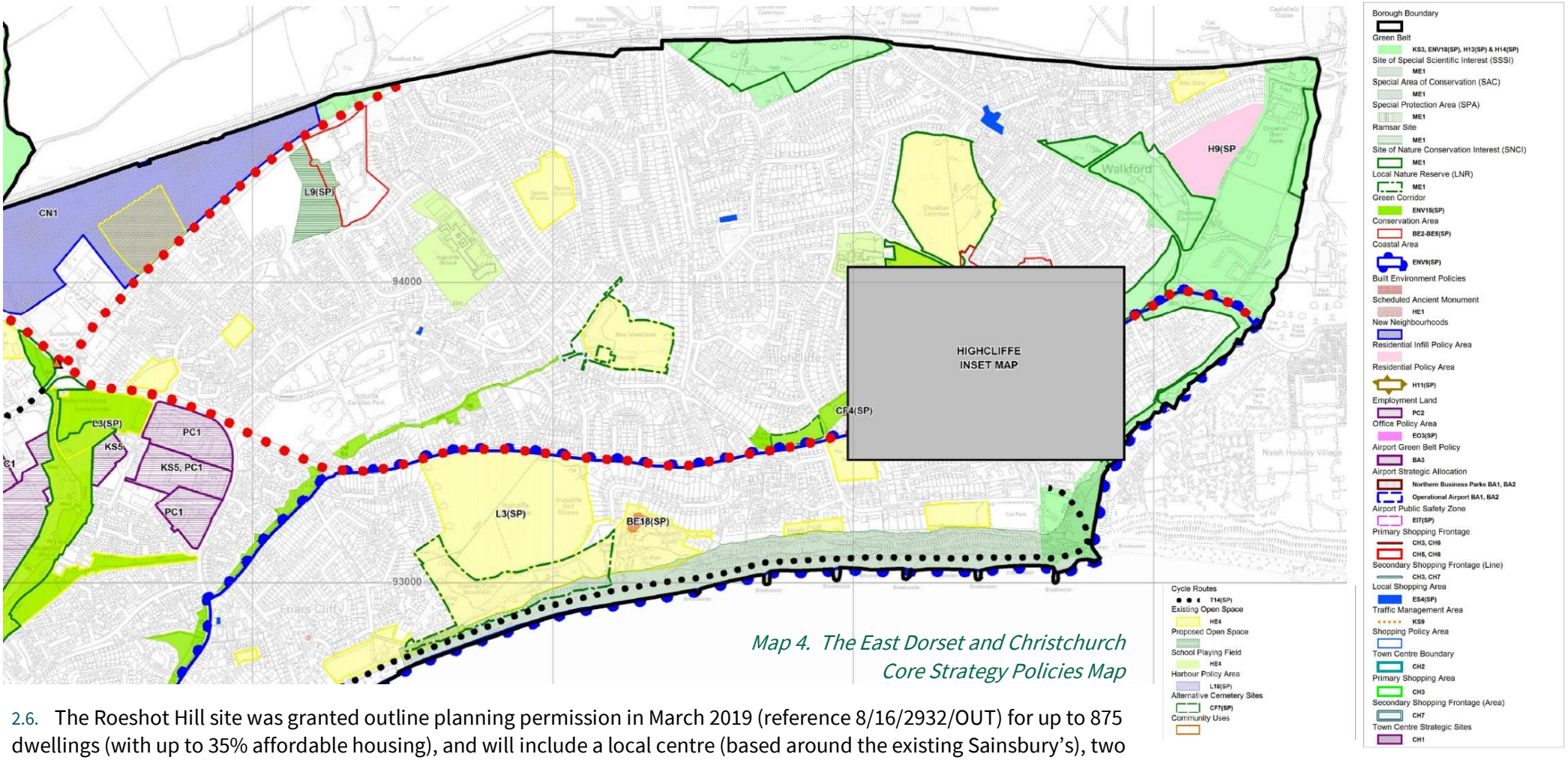
Christchurch and East Dorset Local Plan

2.4. The Local Plan covers a wide area stretching up as far north as Sixpenny Handley in the Cranbourne Chase Area of Outstanding Natural Beauty, and stretching around the outskirts of the Poole / Bournemouth conurbation as far west as Sturminster Marshall. Highcliffe features a number of times in the Plan, with the High Street recognised as an important local (district) centre that should be supported (under policies CH4 and CH5), and the importance of Highcliffe Castle in particular noted as a key historic element (which alongside the many other Listed Buildings and Conservation Areas, is protected under policy HE1). The beaches and coastline is part of the Highcliffe to Milford Cliffs Site of Special Scientific Interest (and therefore protected under Policy ME1). The remaining undeveloped land is largely protected as Green Belt (under policy KS3) or as important open space (under policy HE4). The main employment areas off The Runway are also safeguarded (under Policy PC1). Elsewhere within the built up areas, the potential for infill and redevelopment is possible and expected, subject to more detailed design and site specific constraints.

2.5. The main development planned for the area was the strategic housing allocation on land south of the railway line at Roeshot Hill (Policy CN1) which lies partly within the Neighbourhood Plan area and partly within Burton parish.



Map 3. The East Dorset and Christchurch Local Plan Key Diagram



Map 4. The East Dorset and Christchurch Core Strategy Policies Map

2.6. The Roeshot Hill site was granted outline planning permission in March 2019 (reference 8/16/2932/OUT) for up to 875 dwellings (with up to 35% affordable housing), and will include a local centre (based around the existing Sainsbury's), two floodlit all-weather 5 a side sports pitches; a community building with changing facilities, as well as other areas of open space. The first phase of this (an area of public open space to the west of the new vehicular access roundabout to Lyndhurst Road) was granted reserved matters permission for the laying out of public open space to the west of the new vehicle access roundabout to Lyndhurst in October 2021.

Christchurch Local Plan (Review)

2.7. Prior to the local government reorganisation, work had starting on the review of the Local Plan, with a first draft of the Christchurch element subject to consultation in 2017. This did not identify any further land for housing in the Neighbourhood Plan area (and the plan as a whole was unable to meet its objectively assessed housing needs) other than the potential to release a small area of land in the Hoburne area (south of Lyndhurst Road and immediately west of the Verno

Conservation Area) which had been previously been identified for playing pitch provision. This land has now been granted outline planning permission for 38 homes, public open space and landscaping (ref 8/17/0196), and a larger area is now subject to a further planning application (ref 8/21/1210/OUT) for 121 homes with all matters reserved, except access.

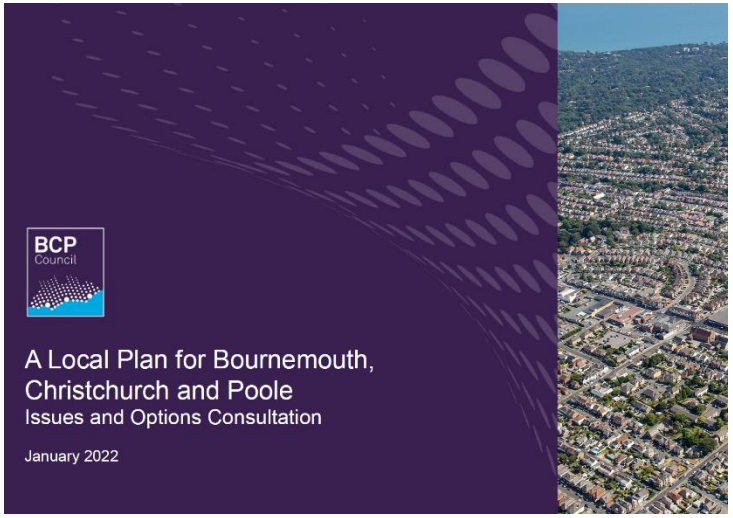
Emerging Bournemouth Christchurch Poole Local Plan

2.8. Whilst the basic conditions do not require a Neighbourhood plan to be in conformity with an emerging plan, it is important that the emerging evidence is taken into account as it may provide a clear indication how issues are or will change. Work is well underway on compiling the evidence base for the new BCP Local Plan. Some of the evidence that has been published includes :

- BCP Council and Dorset Council Strategic Green Belt Assessment, 2020
- BCP Council Strategic Housing Land Availability Assessment, 2019
- Bournemouth Christchurch and East Dorset Joint Retail and Leisure Study 2017 (although a further update has been scheduled)
- Bournemouth, Dorset and Poole Workspace Strategy and Study, 2016
- Level 1 SFRA Report Christchurch Borough Council 2019
- South East Dorset Urban Mobility Strategy, 2020
- Strategic Flood Risk Assessment, 2019

2.9. Additional evidence is still being compiled, and includes the following studies which were anticipated in 2021 as part of the work on the BCP Local Plan. As these studies were not available at the time the Neighbourhood Plan was agreed for submission in June 2021, it was not possible for the Parish Council to fully consider any implications arising from their findings. Where the studies were published during the course of the Examination of this Plan, updates to any relevant data has been included in this Plan where possible and appropriate, but otherwise any implications will be considered through the next review of this Plan.

- Housing Needs Study - November 2021
- Local Cycling & Walking Infrastructure Plan (LCWIP) – May 2022 - and other studies relevant to the update of the Local Transport Plan
- Retail Study update – September 2021
- Urban Potential Study - Housing and Economic Land Availability Assessment (Part 1) published January 2022
- Viability Assessment of Local Plan / CIL Charging Schedule



2.10. At the time of drafting this plan, the Bournemouth, Christchurch and Poole Council had still to produce a first draft of their plan. A total of 206 sites were promoted across the BCP Council area through the 2019 call for sites. Within Highcliffe & Walkford, six sites have been promoted for development. This includes industrial land at BAE Systems (The Runway) for a mix of uses, the potential for further housing within the Hoburne Estate, one site at Jesmond Avenue and two sites within the Greenbelt on Chewton Farm. In addition, six parcels of land on Chewton Common and a

further parcel of land at Cranemoor Common have been promoted for Suitable Alternative Natural Greenspace (SANG). All these sites are currently being assessed as part of the preparation of the BCP Local Plan, and have been consulted on as part of the BCP Local Plan Issues and Options Consultation in early 2022.

It is likely that this Neighbourhood Plan will need to be reviewed following the adoption of the new Local Plan, in order to resolve any conflicts that may arise.

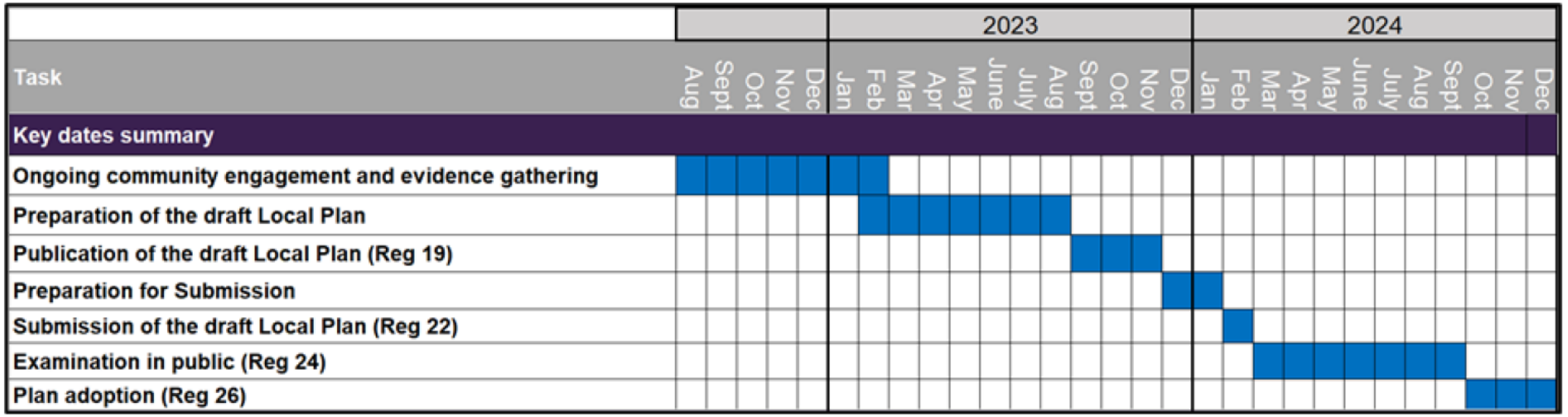


Figure 1. *Timetable for completing the Local Plan as agreed by BCP Council in July 2022*

Using the Plan

The use of the words 'should' and 'will'

The words 'should' and 'will' throughout the Plan have specific meanings and are defined as follows:

The word 'should' does not imply that the policy is optional or simply something the Parish Council desires if offered. Where the word 'should' is used, this is because it is thought conceivable that a proposal may not be able to fully comply with that policy's requirements, but that if it aligned with the policy intention as far as possible, it may still on balance be found to be acceptable (depending on the reasons why complying wholly was not possible, and the extent to which the proposal aligned with that policy and the development as a whole). Therefore where the word 'should' is used, and an applicant considers that there are good reasons why their proposal cannot meet the policy requirements, they should explain this as part of their application, and show how they have aligned with that policy's intention as far as possible.

Where the word 'will' has been used to set out a requirement in a policy, failure to comply with the policy is not envisaged as acceptable, and this failure should be given significant weight in the decision.

3. The High Street

3.1. Highcliffe's High Street is what is known as a 'district centre'. This means it has a reasonably good range of shops and services serving the local population. There is Tesco express, a Co-operative Food store, and over 100 other town centre type businesses, local attractions and hospitality venues on this stretch of road.

3.2. High Streets across the UK are struggling, and even more so as a result of the Covid-19 pandemic in 2020. Revitalising the High Street was one of the top priorities for local people (see the results of our household survey). The main comments received related to the mix of uses (too many charity shops, not enough cafes and restaurants) and the issues with traffic and run-down feel of the street environment. This is echoed in the 2017 retail report, commissioned at that time by Bournemouth Borough Council and Christchurch and East Dorset Councils. A survey of the High Street in Summer 2020 recorded approximately two-fifths (40%) of units as retail outlets (primarily convenience), a further 15% professional or financial services, and just under 10% as pubs / restaurants / cafes / takeaways. Just over 6% were healthcare and medical services and most of the remaining fell outside the recognised use classes, with a significant number of these being beauty salons or similar services. Some 15% of the units were vacant – including premises vacated by two of the three High Street banks (the third having also closed and replaced by a betting office) and the closure of the long-established G&Ts discount store.

Strengths	**Weaknesses**
• Convenient public car parks close to the centre. • Range of independent specialist shops. • Good quality eateries.	• Limited food and grocery shopping, and evening / leisure uses (and mainly low market comparison goods stores). • Busy main road detracts from the overall shopping experience.
Opportunities	**Threats**
• Improvements to the public realm and pedestrian environment may increase visitors to the area. • expanding the evening economy.	• Increased vacancies / lack of demand from town centre investors • Increased traffic through the centre.

3.3. The report recognised that Highcliffe is not a main destination for food or non-food shopping, and has a very limited leisure role and comparatively limited public realm – in terms of open space and street furniture. Its shops are mainly small independent traders, with a relatively high concentration of local service outlets and a low level of restaurants and hot food takeaways, compared to other centres. A lot of the shop units are small (under 150m^2), which means that they tend to be attractive to start-up businesses, but as a consequence the turnover of users can be high as the businesses grow or fail. The retail study noted that the main road creates a barrier for pedestrians. On the positive side, the public car parking is convenient, and the vacancy levels were no higher than average.

3.4. The 2014 Local Plan's proposals for Highcliffe are based the High Street continuing to be a thriving and busy centre for the local population and visitors. Key factors to this success were seen as:

> enhancing the niche retail offer to attract more visitors with unique / specialist shops;
> encouraging the evening economy;
> encouraging community services such as healthcare and sports / leisure facilities;
> creating better linkages between the centre and the beach, so that visitors to the beach will benefit local trade;
> improving the outdoor areas to create a more welcoming and pedestrian friendly environment;
> maintaining sufficient parking provision to service the centre.

Improving the High Street environment

3.5. The High Street is dominated by the A337 main road (which is a strategic transport route and typically has between 16,000-30,000 vehicles using it in any day) and varies in width between some 9m to 6.2m). Whilst there is a large car park (Wortley Road car park) conveniently located to the south side, many people use the on-street parking as it is convenient and free (although restricted to 30 minutes) with vehicles consequently waiting to get into or out of spaces. The pavement areas are a mis-match of surfaces and somewhat cluttered by street furniture, signage and bins. A number of side-roads create further disruption to both pedestrian and the flow of vehicles.

3.6. In March 2020, Highcliffe and Walkford Parish Council commissioned Paul Basham Associates Ltd to produce a High Street Enhancement Study. The first stage report (looking at potential opportunities) has now been produced. The report focuses on what could be changed to make the High Street a more pleasant place for local residents and visitors alike. The initial report produced in August 2020 concludes with a number of ideas, which are summarised below:

- Remove central white lining and include other related measures to support a 20mph speed limit
- Replace the signalised pedestrian crossings with zebra crossings (subject to more detailed design checks) to increase the ease and safety for pedestrians crossing the High Street
- Remove all on-street and layby parking from the High Street– except for a small number of disabled bays
- Increase the amount of pedestrian / footway space (particularly on the sunnier, northern side of the carriageway) by reducing the road width to 6m wide (except at the crossroads where turning lanes are provided) – this is marginally higher than the 5.5m minimum width for two HGVs to pass.
- Create a gateway entrance feature with planting at either end of the High Street
- Create additional cycle parking areas
- Include 'charging points' in Wortley Road car park and re-look at charging to balance any impacts from the loss of parking on the High Street (e.g. some free 30 minute parking spaces)

3.7. The potential to reduce the number of heavy goods vehicles, for example by introducing a weight limit restriction, or advanced traffic signage warning HGV's to avoid Lymington Road at certain times was considered. However such restrictions are difficult to enforce and the Highways



Our main objectives:

- *More spacious pavements, with fewer trip and bump hazards*
- *Designed for pedestrians*
- *Slower traffic, safer for cyclists (as a dedicated cycle lane along the High Street cannot easily be achieved)*



Authority would be reluctant to introduce such restrictions on A-class roads (particularly given that it is the identified priority route for HGVs travelling between Christchurch and Hampshire). The signing of more suitable alternative routes could help but would need to be done in conjunction with the Highways Authority and Police. Other changes to the wider road network may also help, for example improvements to the Cat & Fiddle junction where Ringwood Road meets the A35 (Lyndhurst Road) could reduce the amount of motorists that deviate to avoid due to the tail-backs caused by cars coming from Walkford waiting to turn right.

3.8. Most of this work would take place within the highway, and not require planning permission. On this basis we have included these potential improvements as a project – which can be funded from the Community Infrastructure Levy (CIL) monies due to the parish from development, Bournemouth, Christchurch and Poole Council and Central Government grants and the Parish Council's own precept funds. The timescales for implementation will depend on a wide range of factors – for example, the removal of white lines is best done when roads are re-surfaced – and further consultations on the detailed implementation will take place as the project progresses. We have also included a policy in our Neighbourhood Plan to complement the changes being made and emphasise support for improvements to the public realm which may be possible if and when landowners undertake wholescale redevelopment of sites fronting onto the High Street. In light of the objectives identified above, developers are encouraged to consider the potential for setback to create new spaces for pedestrians. This, together with scale (which will also impact on the amenity of new and existing spaces) and route connections (that may be able to increase links through to the surrounding areas where appropriate), as well as matters such as planting, surfacing and use of materials, can all help to improve the environment for pedestrians.

Policy HWNP1. High Street Environment – the Public Realm

Proposals to increase the extent of, or improve the quality of, the public realm within the High Street will be supported.

Any major redevelopment schemes fronting onto the High Street should seek to improve the High Street environment for pedestrians.

Project P1. High Street Improvement Opportunities

The Parish Council will work with Bournemouth, Christchurch and Poole Council, local landowners and retailers to implement the improvement opportunities highlighted through the Highcliffe High Street Improvement Opportunities Study (2020) taking into account the issues and priorities identified through ongoing consultation.

Retaining a healthy mix of retail and other uses within the High Street

3.9. Whilst it is perhaps too soon to be able to predict the full impact of Brexit and the Covid-19 pandemic on the High Street, it is clear that nationally more retailers are facing closure with the impact of Covid-19 the 'last straw'. The Centre for Retail Research (CRR) has predicted that there will be more than 20,000 store closures nationally by the end of 2020 (compared to 16,000 in 2019). However all is not necessarily doom and gloom; possible trends and opportunities predicted by some retail experts include the potential that customers are more likely to shop local, the increasing popularity of local 'click and collect' options linked to online retail, and a higher demand for al fresco dining.

We are fortunate… to have two national food stores (Tesco and Co-op) plus independent stores such as our local bakery, butchers and furniture shop. Market forces will dictate how many of the existing retail businesses will survive the pressures on all High Streets. But by making the High Street more appealing for people to visit, other businesses will look to relocate and invest here.

For these reasons, it is important that the core part of the High Street should continue to have a retail / community focus.



3.10. In July 2020 the Government reacted to the issues facing Britain's High Streets by creating a more flexible environment for operators. This was done through an overhaul to what is known as the Use Classes Order, which defines what category different types of uses fall into. The Government created a new commercial, business and service use class that covers most town centre uses, along with two other new use classes (see the information box for more detail). This is particularly significant as changes within a single use class are not considered to be 'development' and do not require planning permission, so there will be less restrictions on changes between retail (shops) and other uses on the High Street. It is estimated that about two-thirds of the units in the High Street would fall within the new Class E commercial, business and service' uses. This means that these premises will have much more flexibility in terms of changes within that use class.

3.11. The Government can also specify whether a change between one class to another is permitted development (which also means that is does not require planning permission).

3.12 Under the Town and Country Planning (General Development) (England) Order 2015, Class MA permitted development rights will allow many properties within Class E to change to residential use without consideration of the impact on the High Street (where the proposal is outside a conservation area), providing certain conditions are met. Class

The Old and New Use Classes

Previously most town centre uses fell within a range of different classes, with retail shops (A1) distinct from financial / professional services such as banks and estate agents (A2), cafes and restaurants (A3), pubs (A4) and hot food takeaways (A5). Other uses that might typically be found in a High Street could include assembly and leisure uses such as community halls and sports gyms (D2) as well as a range of social / cultural and health-related uses such as libraries and medical centres (many of which would fall within the D1 use class). Whilst residential uses are commonly found above retail and other units, hotels (C3) are also a common feature of many town centres.

The new classes:

Use Class E - 'commercial, business and service' uses. Under the new system, shops (A1), financial and professional services (A2), restaurants and cafes (A3) and office / light industrial workshops (B1) use classes, and uses such as indoor gyms, day nurseries and health centres (some D1 / D2) will fall within this new use class.

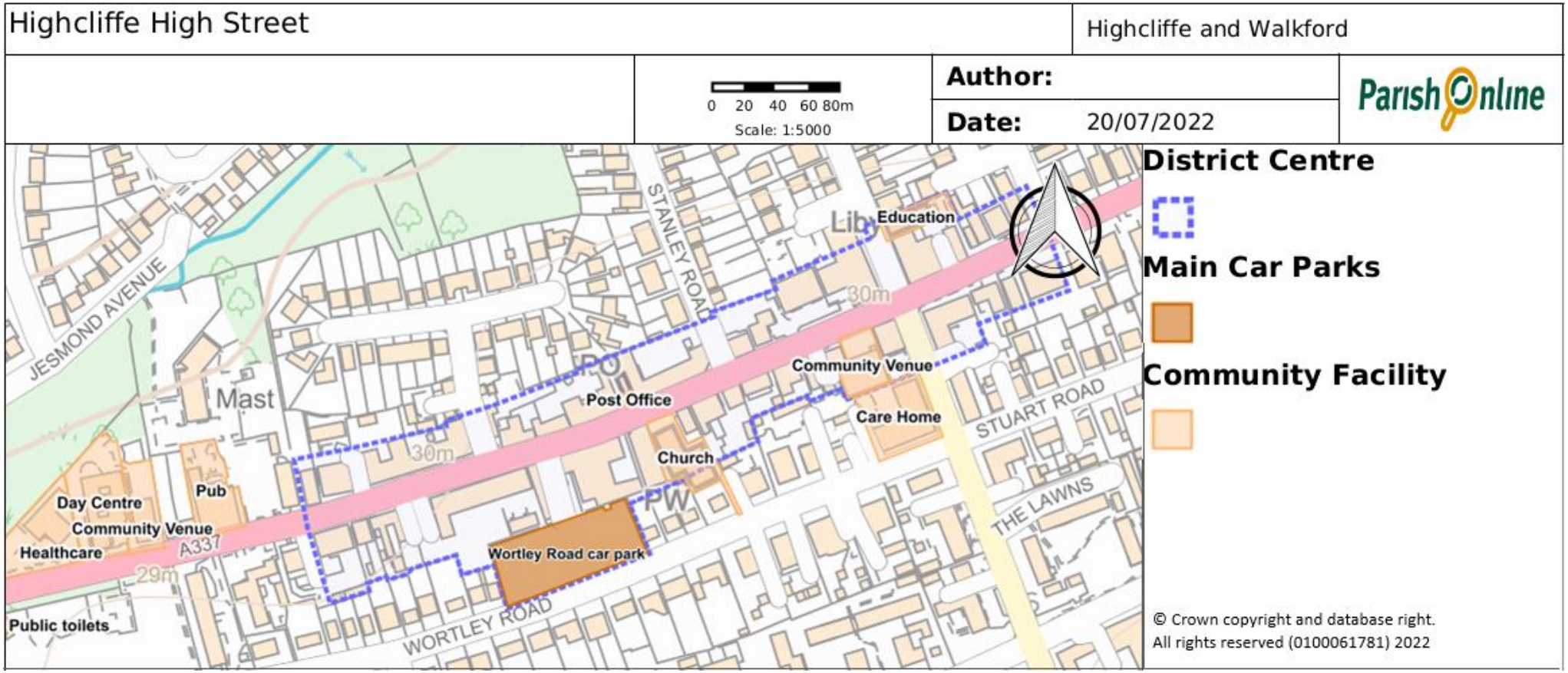
Use Class F1 – 'learning and non-residential institutions'. Incorporates former D1 uses which are more likely to involve buildings which are regularly in wider public use such as schools, libraries, art galleries, museums, public halls, churches and law courts.

Use Class F2 – 'local community'. Groups together uses from the former D2 uses which provide for group activities of a more physical nature – swimming pools, skating rinks and areas for outdoor sports. It also includes the use of buildings where this is principally by the local community eg community halls, and local shops (which are small scale and the only such venue within 1000m radius).

'Sui generis' - pubs and hot food takeaways, cinemas, concert, dance and bingo halls will no longer be included in any use class. Nail bars, beauty salons, taxi hire firms and betting shops will also remain classed as sui generis.

MA only applies to proposals where less than 1,500 sqm of cumulative floorspace is to be converted. To benefit from Class MA, the use of the building must have fallen within Class E or one or more of the uses that it replaced, for at least two years continuously prior to the date that the prior approval application was made. The building must also have been vacant for a continuous period of at least 3 months immediately prior to the date of the application for prior approval (but periods of closure as a result of Government Covid-19 restrictions will not count towards the vacancy period where the building continues to be occupied by the owner or tenant). Proposals for Class MA are subject to meeting conditions in terms of transport impacts, contamination risks, flooding, noise, and natural light but do not require an assessment of the impact arising from the loss of retail uses i.e. the implications for the District Centre's overall vitality and viability. These permitted development rights would not over-rule restrictive planning conditions or legal agreements that would prevent such a change.

Map 5. Highcliffe High Street



3.13. Planning policies often talk about the 'town centre area', 'primary shopping areas' (where most of the shops are found) and 'secondary shopping areas' which might typically have a wider mix of uses. These are useful in clarifying where town centre policies apply, and what changes may or may not be acceptable. The Local Plan defined the primary shopping area in 2014, covering the area of the High Street from just past the Premier Inn up to the crossroads where G&Ts Warehouse used to be. A secondary area was also defined going further east to include the parade of shop units stretching as far as Seaton Road. The aim of the policies was to retain a sufficient level of retail and other town centre uses in the centre, and to resist changes from retail to other town centre uses within the primary shopping area (west of the crossroads), particularly where this would result in a row of three or more non-retail units or result in the number of ground floor retail units falling below 70%.

3.14. Whilst the Local Plan's vision for the High Street (as contained in Policy CH4) remains relevant, the loss of retail since 2014 (dropping to about 50% in 2017 according to the Council's land use survey) and changes to the use classes have made some of the related retail planning policies in the Local Plan out of date. The following policy therefore has been drafted to provide clarify on the range of uses that would be supported. It reflects that there needs to be flexibility to accommodate both larger and smaller store needs, and ties in with the push to improve the public realm to make the whole centre an inviting experience.

3.15. Minor changes to the boundary have been incorporated to reflect the staggered nature or residential and town centre uses at either end, drawing the boundary in to where there are town centre uses on either side. This does not preclude the continuation of town centre uses just outside the boundaries, but reflects that the centre may 'flex' over the coming years and the loss of town centre units on these margins is less critical than the concentration in the central stretch. Residential units to the rear have been excluded from the boundary, and the main car park has been included as it is an important facility for the centre.

Policy HWNP2. High Street Uses

The use of ground floor units within the District Centre area (shown on Map 5) should fall within one or more of the following (and may include a mix of uses within these categories):

- Use Class E - commercial, business and service uses
- Use Class F1 – learning and non-residential institutions
- Use Class F.2 – local community uses
- Use Class C1 – hotels and guest houses
- Pubs, hot food takeaways, leisure venues (such as theatres, cinemas, concert halls, live-music performance venues, bingo halls and dance halls) and other main town centre uses (as defined in the NPPF) – subject to ensuring that the amenities of the local residents are not adversely affected by noise or disturbance

The provision of 'click and collect' facilities, an outdoor market / areas for outdoor events and al fresco dining should be supported, subject to ensuring that the amenities of the local residents are not adversely affected by noise or disturbance. Whilst residential uses on upper storeys is encouraged, ground floor residential uses will not be supported, notwithstanding permitted development rights where Prior Approval may be sought.

Any physical changes should retain (or where absent., create) shopfront entrances and openings so people can access the building from the street and so that the buildings appear connected with, and provide interest to, the street. Land off Wortley Road will continue to serve the centre as its main public car park.

Project P2. High Street Uses

The Parish Council will work with BCP Council to monitor the mix of town centre and residential uses within the High Street and Local Centres in light of the greater flexibilities introduced through Permitted Development Rights, and will identify and agree actions if the vitality of these centres notably declines.

The Local Centres

3.16. In addition to the High Street, there are two other local centres that continue to provide local services for the community. These are the parade of shops on Ringwood Road in Walkford, and the small parade in Saufland Place near Hoburne Park. For residents at the westernmost end of the parish, the Sainsbury's superstore is in walking distance and this may be further supplemented by the local centre planned as part of the Roeshot development (although further retail outlets are not currently proposed as part of the outline consent). The local centre at Lakeland Road was converted to residential in the mid 2010s, as it had not proved an attractive location for businesses (having little passing trade in that location).

3.17. These two local centres are protected through the adopted Local Plan policies, but we have taken the opportunity to modify the boundaries slightly to more accurately reflect the reality on the ground and clarify that the boundary would not preclude these areas from expanding if this would meet a local need.









Map 6. (a and b) The Local Neighbourhood Centres

Policy HWNP3. Local Centres

The local shopping areas in Ringwood Road and Saulfland Place are shown on Map 6 (a and b). Proposed improvements to the provision of shops and/or services which provide for people's day to day needs will be supported within and adjoining these centres, subject to ensuring that the amenities of local residents are not adversely affected by noise or disturbance.

4. Our Green Spaces

4.1. Looking after our green spaces was the objective that was most highly supported in responses to the household survey. There were nearly 500 suggestions to the question asking for examples of local green spaces that people valued. Whilst some of these were outside of our Neighbourhood Plan area – such as Mudeford Quay and Avon Beach, Stanpit Marsh, Hengistbury Head, Burton Common and the New Forest – we have focused on assessing spaces within our area to see which might be eligible to be designated as a Local Green Space.

Local Green Spaces and Green Corridors

4.2. Local Green Spaces were first introduced nationally as a concept in 2012. These were defined in national planning policy, as spaces that local communities could identify for special protection (where new development is ruled out other than in very special circumstances). In order to qualify for the designation, it is important to demonstrate that the green space:

- is in reasonably close proximity to the community it serves;
- is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife;
- is local in character and is not an extensive tract of land;
- is not already consented for development (i.e. no existing planning consents or allocations in the development plan that could come forward) and is likely to endure beyond the plan period (i.e. there is not likely to be a reason why the green space would no longer be valued and could be developed at a future date);
- and that the landowner has been made aware of the proposal to designate their land (and any objections they may have, considered)

New Local Green Space designations

LGS1	Lakewood
LGS2	Green spaces off Saffron Drive
LGS3	Woodfield Gardens
LGS4	Bellflower Close Play Area
LGS5	Hurst Close
LGS6	Oakwood Road / Latimer Close greens
LGS7	Hoburne Brook
LGS8	Woodhayes Avenue
LGS9	Ashmore Grove
LGS10	The Meadway

Green Spaces already protected through other policies / designations:

See Appendix 1

4.3. The Neighbourhood Plan Group has therefore looked at all the spaces put forward for consideration, and also those spaces identified through previous studies (such as the Christchurch Borough-wide Character Assessment in 2003 and the Open Space, Sport and Recreation Assessment in 2008) to see which would be eligible and would benefit from Local Green Space designation. We consulted with local residents in the latter part of 2020 to check whether we had correctly identified those spaces that they valued. This indicated that the vast majority of local residents value all of the areas proposed to be designated as Local Green Spaces, and generally the more local, the higher the level of support (with at least 90% of those responding to the survey valuing all the spaces in their locality).

4.4. A number of spaces that were considered for designation have not been included because they are well-protected by other designations. The coast and cliffs are one such example – whilst very much valued by local residents (they were the top feature mentioned in the consultation as being particularly valued) they lie within the Highcliffe to Milford Cliffs SSSI. This means that they are recognised as a nationally important site, mainly for their geological interest, in particular the fossils,

but also the plants and wildlife that they support. On this basis there is considered to be sufficient protection. A number of other sites have overlapping local designations and these are also listed here for completeness.

4.5. Neither the Walkford or Roeshot allotments have been included in the final list of Local Green Spaces, with the Walkford allotments being specifically protected by Core Strategy policy HE4. Whilst the adopted Local Plan includes the Roeshot allotments within the strategic allocation for housing, this was on the basis that the existing allotments can be relocated to a larger 'hub site' contributing towards current unmet need and future requirements across the wider area. In general, it is expected that such provision is made within three-quarters of a mile of the existing allotment site and easily accessible – and there are very few large, undeveloped areas that could readily meet this criteria and a clear need for continued allotment provision. The Parish Council (who own the allotment site) have no intention of relocating the allotments and fully support their continuation on the existing site.

4.6. At the time of this Plan's examination in 2022, there were live planning applications pending decision for land at Hoburne Farm and off Jesmond Avenue. The Parish Council objected to these proposed developments, alongside many local residents. The Parish Council will monitor the outcome of these planning applications and if they are refused (as was the case with the first Jesmond Avenue application) may seek to make the case for their designation in a future review of this plan. A summary table of the spaces assessed for Local Green Space is included in Appendix 1. The table also explains the main reason for each spaces' designation as a Local Green Space, or the Examiner's conclusions as to why their designation would not be appropriate.

4.7 Whilst the Local Green Spaces have been used to identify those spaces that hold a particular significance to the local community, the "green corridor" elements of many parts of the built-up areas are collectively important. This includes generous highway verges, site boundaries where there is a significant band of mature trees, and areas that form part of the landscaped corridors in residential estates. The trees and green spaces make a major contribution to the character of many parts of the parish, and support local wildlife by providing habitats running through the area.

4.8 Policies HWNP4, 5 and 6 seek to protect the landscape benefits and wildlife function of these green corridors and avoid the unnecessary loss of mature trees and, and encourages their extension to create greater connectivity, landscape and wildlife benefits. Within highway verges, the placement and design of any necessary highway improvements should be considered to find the most appropriate solution.



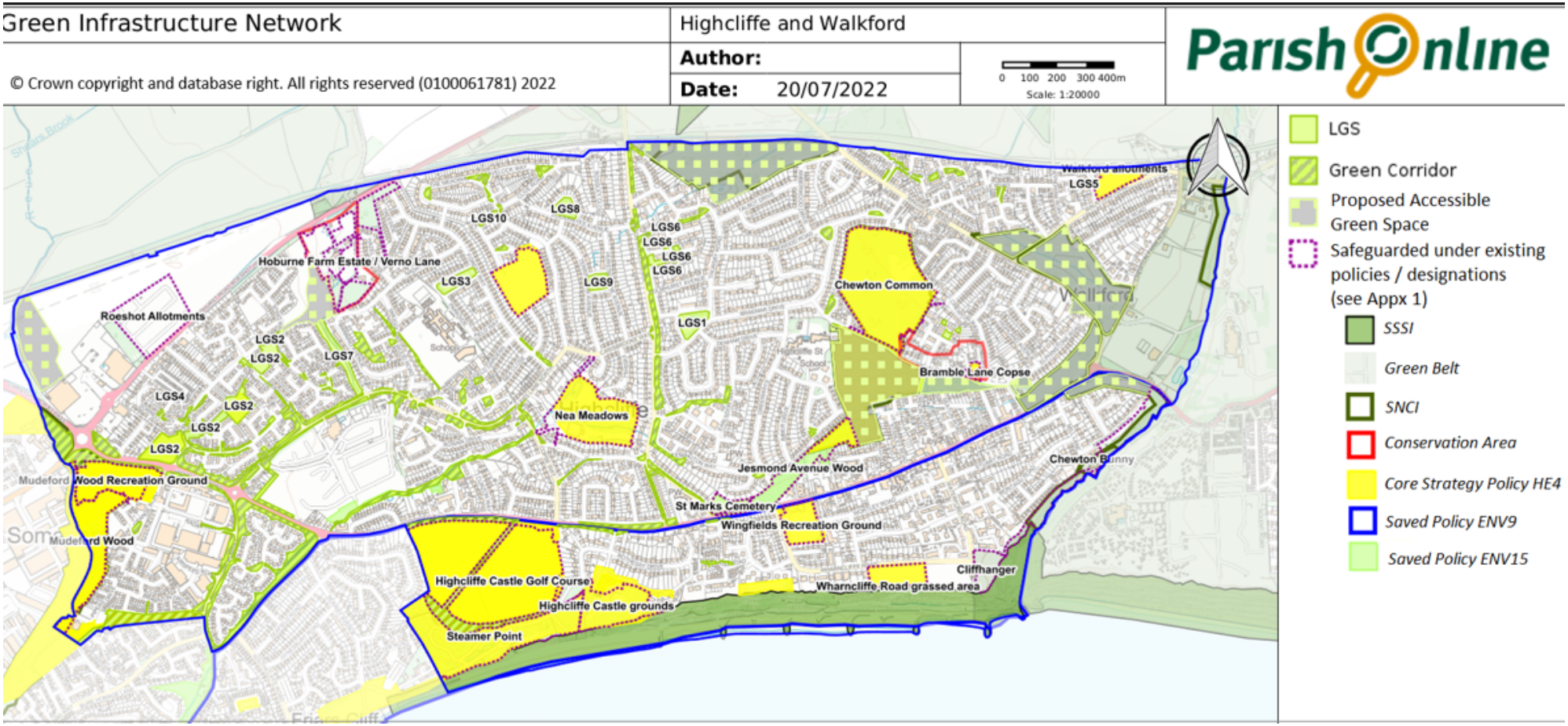




Policy HWNP4. Local Green Spaces

The areas shown on Local Green Spaces (LGS) on Map 7 are designated for the strongest protection. Policies for managing development within these areas should be consistent with those for Green Belts. Development that would positively enhance the beneficial use of these spaces, such as to provide improved access or to allow opportunities for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, will be supported, provided their openness is preserved.

Map 7. Green Infrastructure Network



Policy HWNP5. Green Corridors

In the Green Corridors (as shown on Map 7) opportunities should be taken, where practical, to:

- enhance tree cover;
- enhance biodiversity through the linking of habitats, and
- provide opportunities for the informal enjoyment of these spaces where they form part of the public realm.

Development proposals adjacent to or including a part of a green corridor (including, for example, for digital provision or cycleways) to to respect its function and integrity.



4.9. The Green Infrastructure Network map also indicates a number of larger, proposed accessible green spaces. These include an area within the Roeshot strategic allocation that is shown on the site masterplan as providing the main area of amenity space (in line with the policy requirement for a central green space linking to the countryside in the north and southwards along the Mude Valley to the coast), and an area to the east side of the latest phase of the Hoburne Farm Estate development (as shown on the outline planning application). Cranemoor Common and Woods and much of Chewton Common (which is registered commonland) are also shown as proposed accessible green spaces, in those areas where it is largely inaccessible. The major landowner (Meyrick Estate) is proposing that these areas are more positively managed as part of the green infrastructure network in the parish (to provide alternative sites for access to natural greenspace in order to reduce recreational pressure on the more sensitive heathland sites in the area), and our resident consultation showed significant support for this proposal, although there were a number of comments suggesting that this would need to be done in a manner that would not reduce the biodiversity of the many unmanaged areas (through inconsiderate management or disturbance), particularly given their role as part of the wider network of green corridors.

Policy HWNP6. Proposed Accessible Green Spaces

The proposed accessible green spaces as indicated on Map 7 are identified to provide additional publicly accessible green spaces. They should remain largely undeveloped and be managed to both allow recreational access (for example, the inclusion of paths and seating) and support and enhance the area's tree cover and biodiversity as part of the network of Green Corridors.

Project P3. Increasing Access to Natural Green Spaces

The Parish Council will work with Meyrick Estate in developing management plans for the areas within their ownership proposed as Suitable Alternative Natural Greenspaces.

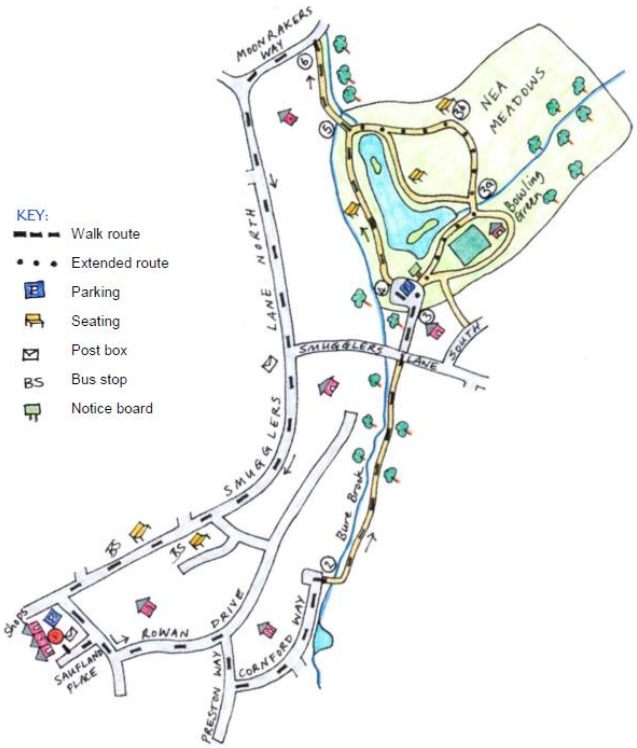
Green Belt Land

4.10. Cranemoor Common and Woods, parts of Chewton Common, Chewton Bunny and land to the east side of Chewton Farm Road are all with the Bournemouth, Christchurch and Poole Green Belt. Any changes to the extent of the Green Belt is a strategic matter for the Local Plan. BCP Council undertook a Green Belt study in 2020 to assess the extent to which each parcel of land contributes to the main functions of the Green Belt. Within the Neighbourhood Plan area, the Green Belt areas are particularly important in terms of retaining the separation of Highcliffe and Walkford from New Milton, and safeguarding the countryside from encroachment. The Parish Council supports their continued Green Belt status.

5. Local routes – walking, cycling and on-street parking

5.1. Feedback obtained through our household survey showed that much of the area is well used by walkers. The beach and cliff paths are particularly well used, as well as the associated links through to the built-up area, such as along Chewton Bunny, as well as Chewton Common and Nea Meadow.

5.2. Local residents walk for recreation and to access facilities (such as going to school or to the library). And our residents survey suggests that the majority of people own bicycles (even the majority of those in late 60s and early 70s), although travel surveys suggest that far fewer use them on a weekly basis. The "Beryl bikes" hire scheme was set up in Bournemouth and Poole in the summer of 2019, and extended to Highcliffe and Walkford in late 2020, meaning that most residents are now within a five-minute walking distance of a 'Beryl Bay'. Short trips can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions. It is important that the routes they use are safe and attractive otherwise people may be tempted to use their car instead. Cycling is another form of transport that is healthy and good for short trips, but there is little bespoke provision for the cyclist in Highcliffe, with most users having to share the roads with cars and other traffic.



Local walking and cycling routes

5.3. Highcliffe is well served for recreational walking and much of the area is well used for this purpose. There are a number of green spaces in the parish which are easily accessed for recreational walking, and even the neighbourhood roads themselves can provide an interesting stroll with a mix of (largely modern) housing types, as well as being routes used to get to the High Street and other local facilities.

Walking

5.4. Of particular merit and note for recreational walking are the nature reserves at Nea Meadows and Chewton Bunny, and the cliff and coastal area (including the beach specifically) from Chewton Bunny to Friars' Cliff through Steamer Point LNR. It is anticipated that the South West Coast Path will run along the coast through Highcliffe and up Chewton Bunny, when this route is confirmed. The Highcliffe Action Team produced, in 2019, an attractive guide to a four mile trail of nature and history in a Highcliffe Visitors' guide. A number of alternative short circular walks are also promoted by the former Borough Council https://www.christchurch.gov.uk/sport-leisure/walking/walking-routes-and-trails.aspx. Access to some areas is unclear and better signage may help. For some residents and visitors, reaching the main green spaces for recreation is not easily achieved on foot. To this end, there is a large car park at the eastern end of the beach (at the Cliff-hanger) and limited provision at Highcliffe Castle at the western end.

5.5. On a more practical basis, people tend to walk along Lymington Road and the High Street, as well as Hinton Wood Avenue to get to and from the shops and local services (including to the local bus stops - most of the bus routes run along Lymington Road, with a few diverting along Smugglers Lane North / Hinton Wood Avenue - and the railway station at Hinton Admiral, which lies just beyond the parish boundary in Hampshire). Frequent benches can help those with mobility difficulties to walk more easily between places.

Cycling

5.6. There is little in the way of cycle lanes in the parish (a few intermittent shared pedestrian / cycle sections in the Hoburne / Runway area, often of substandard width) and no dedicated alternative routes to by-pass the most heavily trafficked roads through the area. The initial household survey in February 2020 identified support for better cycle routes, and that at present some of those who do cycle opt to use the pavements to avoid the danger of the busier roads. This can cause problems for pedestrians, and there were comments also made about inconsiderate cycling behaviour. Examples provided of problem areas included locations such as the junction from the Castle at Rothesay Drive, which is seen as dangerous for walkers and cyclists alike.

5.7. Within our parish, the main arterial roads which pass through the centres of Highcliffe and Walkford (the A337 and Ringwood Road respectively) are in most places too narrow to permit the introduction of dedicated (or even combined) cycle / footpaths. It may be feasible to create a new on-road link along the south side of Lymington Road east of Bure Lane , but this will need further investigation including whether it could reach as far as the High Street (where the proposals outlined in Section 3 of this plan should create a more cycle-friendly environment). One option at this end of the High Street would be to provide an alternative signposted on-street route along Montagu Road / Wharncliffe Road (if measures could be introduced to ensure that the on-street parking along these roads would not make this too hazardous). Whilst this would create a useful local diversion, another option would be to consider a route running via Hoburne Lane -- Smuggler's Lane North -- Braemer Drive -- Chewton Common Road. This offers an obvious alternative east-west route through largely residential areas, and passes close to the two schools. It could also link into a north-south route along Hinton Wood Avenue connecting up to the station.



5.8. Furthermore proposals being promoted by landowners include the potential to make Cranemoor and Chewton Commons more accessible as part of the green infrastructure network, and the possible redevelopment of sites such as Hoburne Park. If these plans do come forward, this would provide an opportunity to incorporate further off-road connections. There is also room within the network of green spaces within the Hoburne development
(around Saffron Drive) to link through this residential area and up to the A35 and then back into the residential area to enable a connection to the station avoiding the railway bridge. Where potential routes cross private land, these are indicative and will be subject to the agreement of the landowner (and may be varied as a result).

5.9. Where off-road routes are not feasible, improvements to cycle safety along these roads should be considered. For example, this could be through highlighting cycle use and priority at junctions (this will normally require the road surface to be raised), considering where cars are parked and where parking restrictions may be useful, and through appropriate signage and other road markings. Such changes can make these routes more obvious and safer for cyclists.

5.10. A range of ideas for route improvements were tested through the Neighbourhood Plan local residents survey in November 2020, and received broad support. Bournemouth, Christchurch and Poole Council engaged WSP Consultants to help them identify primary routes for cycling improvements, then secondary routes and the development of low traffic neighbourhoods, as part of the work needed to underpin a Local Cycling and Walking Infrastructure Plan (LCWIP). At the time of drafting the first ideas had been published for consultation, and the ideas contained within our Plan were put forward for further testing as part of this process. As a result, a number of the proposals formulated as part of the Neighbourhood Plan work now feature in the LCWIP, which was adopted by BCP Council in May 2022, and to which this Plan now refers.

5.11. It is particularly important that the potential to improve the pedestrian and cycle network is considered at an early stage when sites that are being promoted for development where the inclusion of pedestrian and cycle links could provide a much more pleasant off-road alternative. Key principles would include:

- Making sure that, wherever possible, routes pass in front of people's homes rather than to the back of them – creating a well overlooked public realm.
- Ensuring the layout of streets prioritises the pedestrian and cyclist (eg: pavements and cycleways that continue across side streets and the provision of dropped kerbs).
- Anticipating future pedestrian and cycle connections – making the most of opportunities to increase permeability by providing new links where possible.
- Designing in pleasant resting places with seating to allow for rest and quiet social interaction.
- Including visitor cycle parking in locations that are as or more convenient than the equivalent car park spaces.

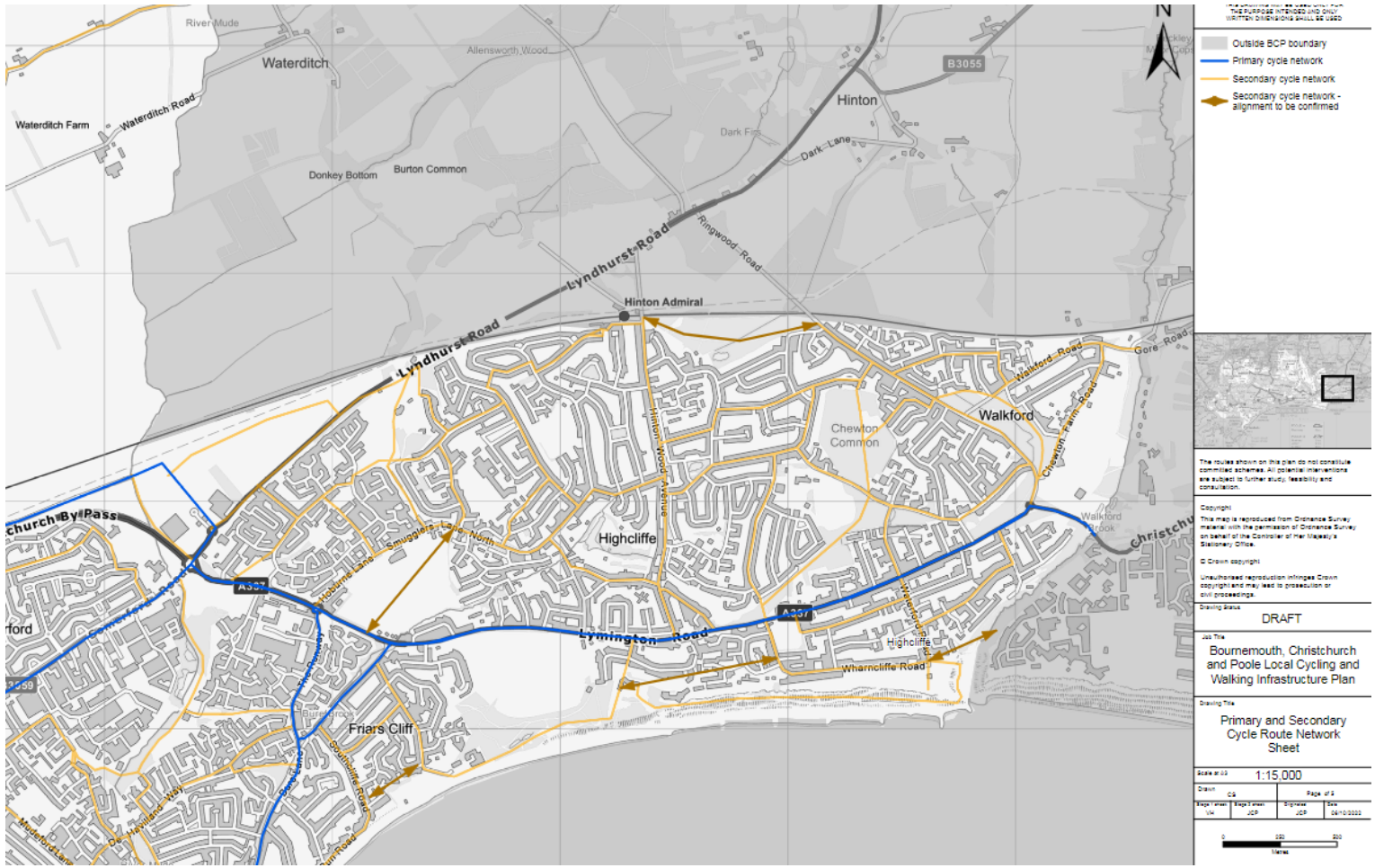
5.12. Any new cycle and pedestrian facilities should be designed in accordance with the latest national guidance and with reference to the BCP Council engineering team who hope to take a consistent approach across the conurbation given the connectivity between areas. Whilst this Plan is not advocating shared cycle and pedestrian routes, in some locations these may be the only pragmatic solution. Where this is the case, shared use paths should be a minimum width of 3m (as advised by Government research), to comfortably accommodate both cyclists and pedestrians. The need for space on such routes has itself been re-emphasised through the Covid-19 pandemic's social distancing measures. Manual / electric wheelchairs and mobility scooters can be used on footways and also on cycle tracks (providing that there are no local orders or by-laws to prevent the latter).

Policy HWNP7. Walking and 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 (adopted May 2022). The separation of cyclists and pedestrians will be expected wherever feasible.

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.

Map 8. BCP Council Local Walking and Cycling Infrastructure Plan (2022) Map showing Highcliffe & Walkford



Project P4. Walking and Cycling Opportunities

The Parish Council will work with Bournemouth, Christchurch and Poole Council to identify and implement improvements to the walking and cycle network across the parish, in consultation with local residents. This will include the completion of an audit of existing routes, to be undertaken by local volunteers, that can consider in more detail aspects such overall suitability for wheelchairs, baby buggies, provision of benches, dropped kerbs etc.

On-Street Parking







5.13. On-street parking was the top road safety issue raised in the resident's survey. From the statistics we managed to gather, it is clear that car ownership levels are high, with the majority of households (53%) responding to our survey having 2 vehicles normally parked at home overnight, and very few (less than 3%) having no vehicles. The 2011 Census data suggests that about 1 in 6 households (16%) did not have a car, which is slightly lower than the average across the conurbation at that time (22%) and suggesting a slightly higher degree of car dependency. However as most properties (87%) had at least 2 off-road parking spaces, as a general rule there was enough parking provided, with only a small proportion (7%) who had more cars than off-road parking. It was notable from the household survey that people living in apartment / flat or terraced or semi-detached homes were more likely to have insufficient off-road parking provided (these house types accounted for 75% of the occurrences, despite making up only 27% of the sample).

5.14. As part of working towards consolidating the various parking standards and requirements across the wider area, BCP Council adopted revised parking standards in January 2021 and have committed to undertaking a Strategic Car Parking Review looking into on-street parking controls to complement their approach to stricter car parking levels (though work on this stalled due to the Coronavirus pandemic). The new standards have the status of supplementary planning guidance supporting the Local Plan policies – and although not part of the statutory development plan would constitute a material consideration when determining planning applications for development. The standards propose that, in areas that are well-served by public transport, shops and local services, much lower parking requirements can be applied, as there should (in theory) be less need for people to own cars in such sustainable locations. Within Highcliffe and Walkford, the standard parking requirements would apply for much of the area, but lower standards could be applied in the strategic employment area off The Runway, around Hinton Admiral Station (within about 600m walking distance from the station) and close to the High Street (in the area between Wharncliffe Road and Jesmond Avenue).

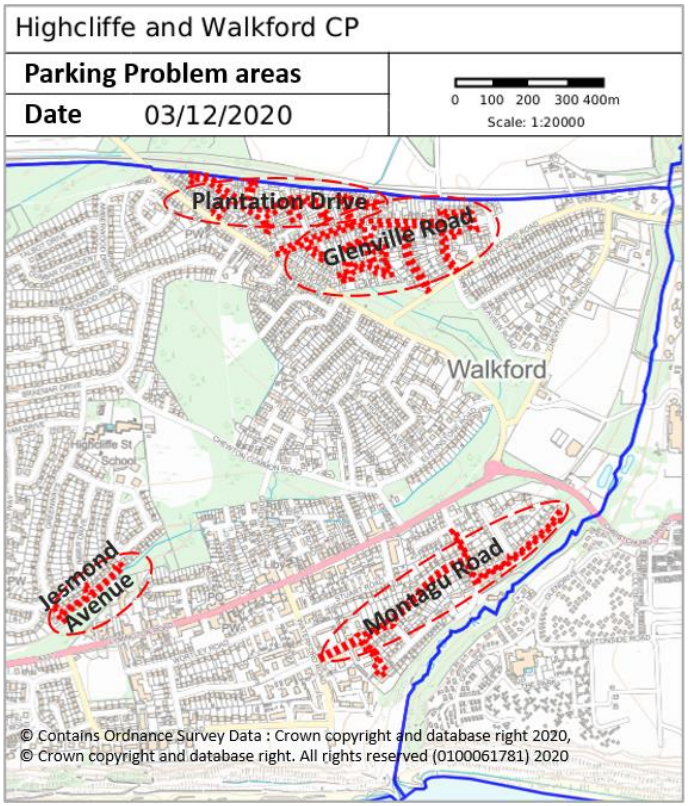
5.15. Whilst in theory having lower parking requirements in more sustainable locations sounds a sensible solution, the lack of parking provision does not prevent people from owning a car, and parking it on-street. Problems related to on-street parking have already been raised through the consultation on this plan – and there are often localised reasons why these happen, which cannot readily be taken into account in devising parking standards based simply on walking distance to public transport and local services. The Parish Council encourages applicants to provide additional on-site car parking where there is a local issue. The BCP Council's Parking Standards SPD acknowledges that there may be local circumstances where variations to standards can be considered.

BCP Council also propose to counter potential negative impacts through appropriate use of parking restrictions. The Parish Council will look to work-proactively with BCP Council to ensure that any solutions are acceptable to local residents.

5.16. Within the parish, a number of on-street parking "problem areas" have been identified and are indicated on Map 9:

- In the coastal strip, particularly east of Waterford Road, such as along Stuart Road and Montagu Road and connecting side roads - where additional parking pressure is created when visitors to the coast (particularly in the summer months) add to the normal pressures;
- In the area around Glenville Road and Plantation Drive north of Ringwood Road – the former where there has been considerable backland development behind older properties that have limited off-road parking, and the latter where the garage blocks are not as convenient to use as parking on street.
- Along Jesmond Avenue, which appears to be used as a convenient free parking area for those working or visiting the western end of the High Street

The Parish Council will continue to monitor parking issues that may be raised by local residents, and if necessary amend or extend these 'problem areas' in future reviews of this Plan.



Map 9. Parking problem

5.17. We surveyed local residents to ask their opinion on what solutions could work in these locations. The most popular choice appears to be through achieving higher on-site parking provision when sites get developed (and to ensure that garages that may be provided are not readily converted or used for storage). In the Glenville Road area there was also some support for introducing parking restrictions (such as residents parking permits), and in Montagu Road there was slightly higher support for increasing the coverage of double yellow lines. People also commented for the need for better enforcement, and whether the pricing of public car park tickets could also be adjusted (perhaps using a resident's pass) to encourage local residents to park in the car parks (rather than on-street) outside the peak car park times. It is also worth noting that the new parking standards set out requirements for electric vehicle charging points, and therefore this is not duplicated here.

Policy HWNP8. Parking Standards

The starting point for the consideration of car parking provision will be the BCP Council Parking Standards SPD (adopted January 2021). Within an area where it is clearly and thoroughly evidenced that there are significant on-street parking problems, variation from the adopted standards may be considered.

Project P5. Parking Restrictions

The Parish Council will work with Bournemouth, Christchurch and Poole Council to identify and implement appropriate parking measures in areas where the levels of on-street parking are causing significant issues for local residents.

6. Community Facilities

6.1. There are a wide range of community facilities within the parish, some of which serve mainly local residents, and others which cater for a much wider catchment. Altogether, they help enrich the lives of local residents, providing easy access to a range of services and facilities that promote social and general wellbeing. The Local Plan policies support the provision (and resists the loss) of local and accessible facilities and services for community and cultural use such as education, health, libraries, facilities for older people / children and young people and community buildings. Where possible, the aim is to cluster services and facilities together, and encourage their multiple use so as to ensure that they are both efficient and flexible in adapting to changing needs.

6.2. Many of the facilities for the area are located within or close to the High Street, which means that they are better served by public transport, can be visited as part of a combined trip to the shops and other facilities. Policies relating to the High Street and the local neighbourhood centres in Walkford and Saufland Place are covered in section 3. Further provision is planned as part of the Roeshot Hill development, which will include a community hub including the provision of local health services (and our research has highlighted the land of NHS dentists operating in the area), as well as recreational facilities including new playing pitches

6.3. As part of preparing this plan, we asked local residents to tell us how important the various facilities in the area were to them. This research showed that many of the facilities are highly valued – with the most valued being the Medical Centre, Highcliffe Castle and the local library (with over 90% of the respondents saying that they highly valued those facilities). All of the facilities mentioned in the initial survey were valued by at least 50% of those responding.







Pictures show (from left to right): the Globe; St Mark's Church and Hall; The Old School House; Greystones; and (from top to bottom): the Oaks; Methodist Church, Lymington Road and Highcliffe Library.









6.4. We also contacted as many of the facilities as we could to find out how they were operating and whether there were any issues that the Neighbourhood Plan might be able to address to help them continue successfully into the future. We had response from 8 local organisations.

6.5. In terms of new or improved facilities, there were a wide range of responses from local residents with no one answer particularly dominating the discussions. Some of these linked to improving the High Street in terms of its environment and shopping / leisure offer. Others focused more on improving social facilities and activities specifically for the young such as youth clubs and facilities, and working adults (focusing on evening activities), and the perceived lack of venues in the Walkford area. People also suggested possible improvement to sports facilities, including potentially large projects such as a sports / leisure centre with a swimming pool / water sports focus. Other projects highlighted as part of this research included repairs / renovation or possible relocation of the Scout Hut; repairs / extension of the pavilion at Wingfields, and facilities to enable the sports pitch layouts to be re-configured (e.g. full size goals on wheels); improved kitchen facilities at the Old School House and improved parking and drop-off arrangements for community venues (such as the library and church halls), particularly for loading / unloading and for disabled visitors.

Project P6. Funding for community facilities

The Parish Council will work with local community facility providers to prioritise the funding of new or improved community facilities funded via the Parish Council's share of the Community Infrastructure Levy.

Community Venues and Cultural Facilities

There are four churches in the parish: the Holy Redeemer Roman Catholic Church and St Mark's Church of England in central Highcliffe, Highcliffe Methodist Church within the High Street, and the Methodist Church in Lymington Road. Community halls and social clubs include: Greystones (Highcliffe Community Association), the Old School House (Highcliffe Residents Association), Highcliffe Sports and Social Club, East Christchurch Sports and Social Club and Mudeford Wood Community Centre. There are also four pubs: The Amberwood Inn; The Globe, The Oaks and The Walkford Hotel. Highcliffe Castle and its grounds also used for a wide range of community classes and cultural events.

Healthcare Facilities

Highcliffe Medical Centre provides the main GP practice serving the area. Next door, the Tricuro Highcliffe Plus Centre providing specialist dementia service. Highcliffe Nursing Home and Silver Way are locally based care homes provision.

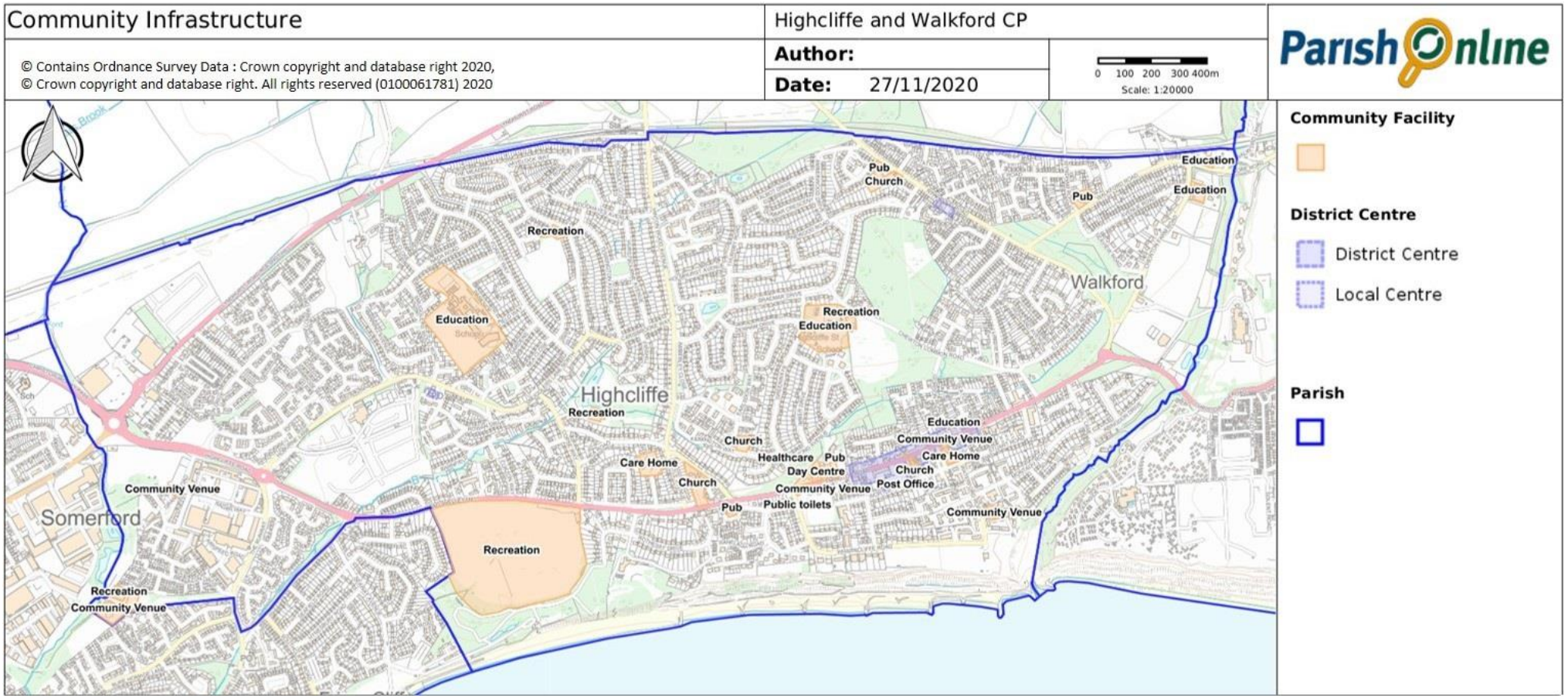
Sports and Leisure Facilities

Many of the outdoor leisure facilities are protected under existing policies. Highcliffe and Wingfield Recreation Grounds (with its Sports Pavilion) are public facilities. East Christchurch Sports and Social Club operates two floodlit football pitches, a cricket pitch, two hard tennis courts and changing rooms in the western end of the parish just off The Runway. There are also games courts and a recreation ground (the latter just outside the parish) associated with the Mudeford Community Centre. Other sports facilities include the Highcliffe Bowling Club (with six outdoor rinks and adjoining pavilion), Highcliffe Castle Golf Club, the Scout Hut adjoining Chewton Common, and allotments at Roeshot Hill and Walkford. There is a Fishing Club based at Nea Lake and tuition every year at Lakewood.

Education and Learning Facilities

The main public schools in the area are Highcliffe St Mark Primary School, and Highcliffe Secondary School and Sixth Form. Pre-schools are run from the primary school (Chewton Common Playgroup), Mudeford Community Centre (Mudeford Wood Playgroup), and a day nursery operates in Walkford (Dell Cottage). Coda Music Centre, at the eastern end of the parish, acts as a music learning hub. Highcliffe library is just to the north of the High Street.

Map 10. Community Facilities



Policy HWNP9. Locally Important Community Facilities

The community facilities (as shown on Map 10) and associated land should be retained and allowed to modernise and adapt to continue to meet the community's needs for social wellbeing / healthcare / education / culture, sports and leisure.

The preferred location for any new community facilities is within or adjoining the district or local centres, and on sites close to existing facilities (particularly where there is a clear functional link between co-located facilities, such as schools / clubs sharing recreation facilities) and well related to the network of walking / cycling routes (as shown on Map 8). The High Street should be the preferred location for facilities which are likely to have a larger catchment that may be more likely to reach it by public transport. Shared car parking arrangements are encouraged.

7. Housing and design

7.1. With the approval of the outline planning application for the major allocation on land south of the railway line at Roeshot Hill, there are unlikely to be many more large greenfield sites coming forward for development in our area. The October 2019 call for sites by BCP Council highlighted the following areas being promoted for consideration for residential or mixed use developments:

- Hoburne Holiday Park, Hoburne Lane – for residential
- Land at Hoburne Farm, west of Verno Lane – for residential (in place of the public open space proposed in the outline planning permission)
- Woodland at Jesmond Avenue – for residential (which is a Green Corridor)
- Land at Chewton Glen Farm and Coda Music Centre (which is Green Belt)
- BAE Systems, Grange Road, Christchurch – for mixed use (which forms part of the main employment land in this area)

7.2. Most new housing is likely to come through the infilling and redevelopment of plots within the built-up area. Recent examples include the 4 houses and 28 flats built as part of the High Street redevelopment at 261 – 275 Lymington Road, and the 9 apartments built on the site of The Croft, 29 Wharncliffe Road. Another opportunity being promoted by Government through permitted development rights is the upward extension of flats and housing above shops. There is some interest in this option, as shown by the evidence of demand for this type of development in the High Street, on the corner of Lymington and Waterford Roads, which was approved prior to the permitted development rights coming into effect.

7.3. The main provision of affordable homes will be through major development such as the planned provision at Roeshot and the possible development of the Hoburne Holiday Park. Due to national policy, small sites (of less than 10 dwellings or under 0.5ha in size) are not required to provide affordable housing. It is noted that in recent cases (eg a block of 14 apartments at Chewton Farm Road 8/20/0752/OUT) there was no viability to provide an affordable housing contribution despite being over this limit.



Above: apartment development replacing a single house on a large plot on Wharncliffe Road.
Below: additional floor of residential accommodation on the High Street



7.4. The first household survey in 2020 highlighted concerns held by local residents that the area was in danger of becoming 'overdeveloped' and saturated by retirement flats, particularly given the seeming trend towards the redevelopment of some of the larger family homes for apartments. Related to this were concerns that (a) this was having a detrimental impact on the local character and (b) the loss of 'family sized' homes would further tip the imbalance in the population towards the elderly, as families with children were unlikely to want to live in such apartments. The degree of flat-building in the area has been researched and the results are included in Appendix 2 (reflecting known existing and emerging consents, as well as illustrating some recent completed schemes). This clear shows the significant level of flats being provided, with 72% of the 'extant supply' being flats or apartments, and 67% of the supply being proposed through planning applications similarly comprising flats or apartments.

7.5. Further work to better understand what local residents thought has worked well in the area, and what hasn't, was done as part of the second survey in November 2020, then we used 10 images to test out which designs they felt had made a positive contribution to the character of the local area (and why), and whether there were any that they felt may have detracted from the character of the local area (and why).

The need for a range of house types

7.6. We used the first household survey, and research of available housing statistics (including the latest 2011 Census data and Land Registry house price sales data for the area for the 4 years from April 2015 – March 2020), to try to better understand the housing needs of the local population. Key findings from this include:

- The average household size for the Neighbourhood Plan area in 2011 was 2.0 persons. Whilst this is about typical for Christchurch and the wider Dorset area, there is a significantly higher proportion of pensioners (aged 65 or over) living alone (these make up just over a quarter (26%) of all households) and a lower proportion (9%) of younger single person households than typical (where the proportions are much more evenly split between the two groups). There are also far fewer families with dependent children living in the area (16% compared to a wider Dorset average of 24%).
- Whilst the number of vacant / second homes across the area is typical for the wider Dorset area (at around 8% of all dwellings in 2011), there is a particularly high concentration (at around 15% of all dwellings) in the area immediately north and south of the High Street (the old Highcliffe ward).
- The average number of bedrooms in a home was 2.6. This is about typical for Christchurch and the wider Dorset area (and also shows that many more houses are 'under-occupied' rather than 'over-crowded').
- About half (49%) of housing sales are detached properties, and about a quarter (23%) terraced or semi-detached homes, and the remainder (28%) flats or apartments. This broadly tallies with the 2011 Census statistics, but shows a slightly higher turnover of flats and apartments (which comprised a much higher proportion (44%) of all new home sales, with the proportion of new-build terraced homes being particularly low).
- Average house price (based on the mid-point (median) price of over 2,000 sales) was £360,000, with only 25% of

Key statistics tell us…

We have an 'older' population and a high number of older residents living on their own.

There are comparatively few families with children living in our area.

This may in part be because…

House prices are out of the reach of many households on an average income – more than in the rest of the conurbation.

There is added market pressure for second / holiday homes

There has been a boom in flat-building in recent years, and far fewer terraced homes have been built.

Whilst some older residents are choosing to downsize to live in apartments, many would choose to move into a bungalow if they could.

homes (the 'lower quartile') priced £265,000 or less and less than 1% at prices of under £100,000. This is significantly higher that the average across the whole of Bournemouth, Christchurch and Poole for that period, which was £260,000, and a lower quartile figure of £200,000. This compares to an average household income (gross) of just under £30,000.

> Of those who responded to the household survey and said that they would need to move (or might need an additional home as they could become more than one household), most (78%) were hoping to stay in the local area. The greatest need was for 3-4 bedroom bungalows or homes, but this is not necessarily reflective of the actual demand given the relatively low response rate to the survey, particularly from younger adults and families.

7.7. The Local Plan policy (LN1) expects the size and type of new market and affordable dwellings to reflect current and projected local housing needs identified in the latest Strategic Housing Market Assessment. At the time that this Plan was prepared, the latest assessment dated back to 2015 covering the whole of the former Christchurch borough. However during the Plan's examination, a new housing study was produced for BCP Council, and this includes data on the 'Inner East' portion of the conurbation, which covers Highcliffe and Walkford, together with Christchurch town and the eastern element of Bournemouth. This highlighted that the greatest need was for 1 and 2 bedroom homes in the affordable housing sector, and 2 and 3 bedroom homes on the open market. Given the ageing population and higher levels of disability and health problems amongst older people, the assessment also concludes that there is likely to be an increased requirement for specialist housing options including traditional sheltered housing, extra-care housing, including suitable accommodation for those with dementia. This is estimated to comprise about 6% of the additional housing needed.

Inner East sub area	1 bedroom	2 bedroom	3 bedroom	4+ bedroom
Affordable Rent	44%	30%	23%	2%
Affordable Home Ownership	24%	43%	25%	8%
Open Market	5%	33%	43%	8%

Data from BCP and Dorset Local Housing Needs Assessment, 2021

Whilst a specific policy on house sizes and types has not been included in this Plan, it is clearly important that this latest information on housing need is taken into account in the application of Local Plan policy LN1. Based on the research the policy seeks to ensure that the type of housing development focuses on better meeting these specific needs, which would not otherwise appear to be addressed by leaving this to the open market choice (as demonstrated in Appendix 2). Whilst flats and apartments may play an important role in providing affordable housing, particularly for young adults and couples unable to afford the high house prices in the area, two and three bedroom terraced, semi-detached and detached homes potentially provide greater flexibility for achieving a more balanced community. The exact mix will also depend on the characteristics of the plot and surrounding area, as well as the practical requirements of incorporating sufficient storage, parking (if appropriate) and outside amenity space.

7.8. Based on monitoring the delivery of new housing stock, the Parish Council may revisit the inclusion of a more specific policy in a future review of this Plan.

Project P7. Monitoring changes in the dwelling stock

The Parish Council will work with BCP Council to monitor the provision of housing by dwelling type and tenure, and publish annual updates.

Design – practical living spaces

7.9. With the increasing pressure to accommodate more housing on land that is already developed, it is hardly surprising that space is often seen to be at a premium.

7.10. The Local Plan policy (LN1) expects all new housing will be required to be built to meet minimum living space standards. This was based on the Homes and Communities Agency Housing Quality Indicators (first published June 2010). Since that time, the Government's national space standards have been published, which consider the minimum gross internal floor areas based on the number of bedrooms, bed spaces and storeys.

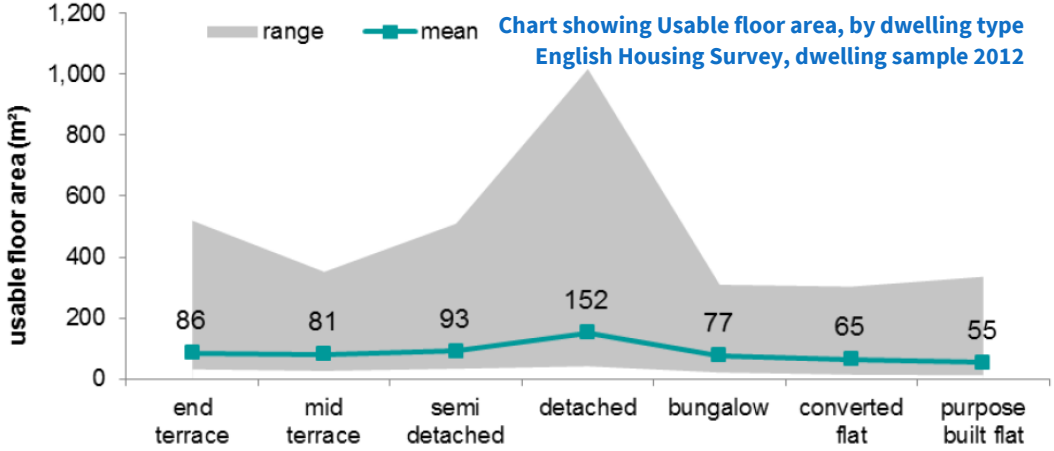


Chart showing Usable floor area, by dwelling type
English Housing Survey, dwelling sample 2012

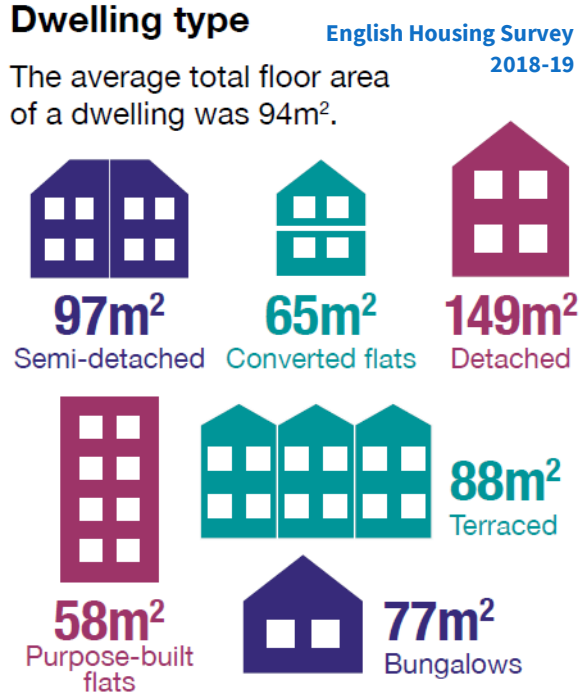
7.11. A Government research report into Floor Space in English Homes in 2017 shows that overall home sizes are not significantly different to France and Germany (although earlier research in 2005 does show that the average room size is at the lower end of the range). Average floor space in dwelling has remained fairly constant (83-96m²) over time, with homes built in the 1980s arguably the smallest in size. Purpose built flats are typically the smallest property types, but average internal floor area by the number of rooms has also remained very similar over time.

7.12. But perhaps the real issue here is not the fact that house sizes have decreased, but how we wish to use our homes has changed. More space (particularly room sizes) allows for more storage (such as waste recycling, household appliances etc), space to work at home (particularly useful when the Covid-19 pandemic hit) and the inclusion of more bathrooms / ensuite facilities. It also allows for adaptations to be made if, for example, a member of the household has a disability, and space to socialise or even allow guests or live-in carer accommodation.

7.13. For those developments that are specifically built for occupants that are likely to have mobility problems due to

	All dwellings		
	Floor space (m²)	Number of rooms	Room size (m²)
UK	85.0	5.2	16.3
Italy	90.3	4.1	22
Portugal	83.0	4.3	19.3
Sweden	89.8	4.3	20.9
Finland	76.5	3.6	21.3
Ireland	88.3	5.3	16.7
Austria	90.6	3.4	26.6
Spain	85.3	4.8	17.8
Luxemburg	125.0	5.5	22.7
Germany	86.7	4.4	19.7
France	88.0	3.9	22.6
Netherlands	98.0	4.2	23.3
Belgium	86.3	4.3	20.1
Greece	79.6	3.8	20.9
Denmark	108.9	3.7	29.4

Source: Evans and Hartwich (2005)



Extract from report on the extent of space shortage, 2014

age or disability, the higher standards set out in the Building Regulations Part M (relating to accessible and/or adaptable dwellings and wheelchair user dwellings) should be applied.

7.14. The cost of living is also an important factor – which in particular relates to the running costs of energy and water consumption. Whilst nationally there is a drive through building regulations to work towards more energy efficient homes, and the inclusion of electric car charging points, these may have a bearing on the layout and design used and therefore need to be considered at an early stage. This applies equally, if not more so, for those homes that are part of any affordable housing requirements (which should not be markedly different in appearance from the other tenures). At the time of drafting this Plan, the Government had concluded its consultation on Future Homes Standards, which will require new build homes to be future-proofed with low carbon heating and world-leading levels of energy efficiency, with the intention that this should be fully in place by 2025, with interim 'uplifts' in the expected standards made between now and then. Given these changes the Plan does not look to set higher standards, but encourages developers to consider how improvements can best be made through the design process.

7.15. Access to outside space is also important for health and wellbeing – and the Covid-19 pandemic has reinforced the importance of having some form of private amenity space for anyone who may be confined at home for a prolonged period. Whilst this Plan does not seek to set a minimum garden size, the practicality of the proposed private amenity space is critical, taking into account the orientation and whether the occupants would be able to benefit from both afternoon sun and shade, enjoy some degree of privacy, as well as practical uses for hanging out washing (rather than expending costs and energy on tumble dryers).

Policy HWNP10. Housing design for practical living

The design of housing, including conversions and extensions, should:

- attain the national space standards, and include sufficient doors and windows, to allow the main habitable rooms to be adequately sized with plenty of natural light and ventilation, visually and physically connected to attractive and useable outdoor spaces;
- seek to achieve carbon reduction and energy efficiency through design;
- include potential for flexible space within the layout that can be used for study / home working / hobbies;
- cater for waste, recycling and other household storage (including provision for cycles, mobility scooters / children's buggies, and ensuring that waste collection is readily accessible without blocking pavements);
- be accessible, with level (or gently sloping) or lift access to the front door – and higher standards (such as M4(2) accessible and/or adaptable dwellings and M4(3) wheelchair user dwellings as set out in Building Regulations Part M) should be applied to properties specifically providing age / mobility related accommodation;
- encourage social interaction through front doors facing onto the street (or the main circulation spaces within an apartment design) and front gardens / communal areas and the public realm designed to encourage informal use and interaction;
- include private outdoor amenity areas that receive daylight for a reasonable period of the day, and can be used for sitting and relaxation, as well as providing for biodiversity and practical arrangements such as clothes drying.

Design – built character

7.16. The National Design Guide seeks to ensure that all proposals relate well to their context, and that new buildings are well designed, attractive and add character. The 2003 character assessment describes much of the area as " essentially suburban", with simple layouts of housing and bungalows, and a general continuity of housing styles and age groups within individual streets. Good sized plot areas and generous road layouts (with housing set back from the street) have also allowed a notable degree of tree cover to establish in many of the older estates. In contrast, some of the later developments (such as the 1980s and onwards development in and around Saffron Way) have achieved high densities, but is notably lacking in the vegetation and tree cover seen in the older areas, although this may change as the vegetation in the areas set aside for open space matures.

7.17. There are pockets of much more individual housing within the Neighbourhood Plan area – and it is notable from the feedback from the first household survey that it is these areas that are generally more cherished by the community. This includes:

- Hinton Wood Avenue;
- Ringwood Road and Chewton Common Road;
- Lymington Road and the older streets to the coastal side, such as Wortley Road and Stuart Road, Rothesay Drive and Wharncliffe Road.

7.18. There were mixed views in response to the household survey as to whether the priority in new design should be in maximising a building's sustainability (such as through achieving the highest standards in energy efficiency) versus retaining the character of the various local neighbourhoods. The general consensus is that in reality the best approach is somewhere in the middle – that in general developers should try to achieve the highest energy efficiency standards etc, but not in all cases where it would have a real adverse impact on local character. So we used the second household survey to ask further questions about what they felt had been good or bad examples of design in the area.

7.19. The images show a selection of designs that people generally thought were well conceived. Whilst there were varying opinions about whether designs should be modern or traditional (or a blend of old and new), and whether large glass windows were good or bad, common points of agreement were that good designs:

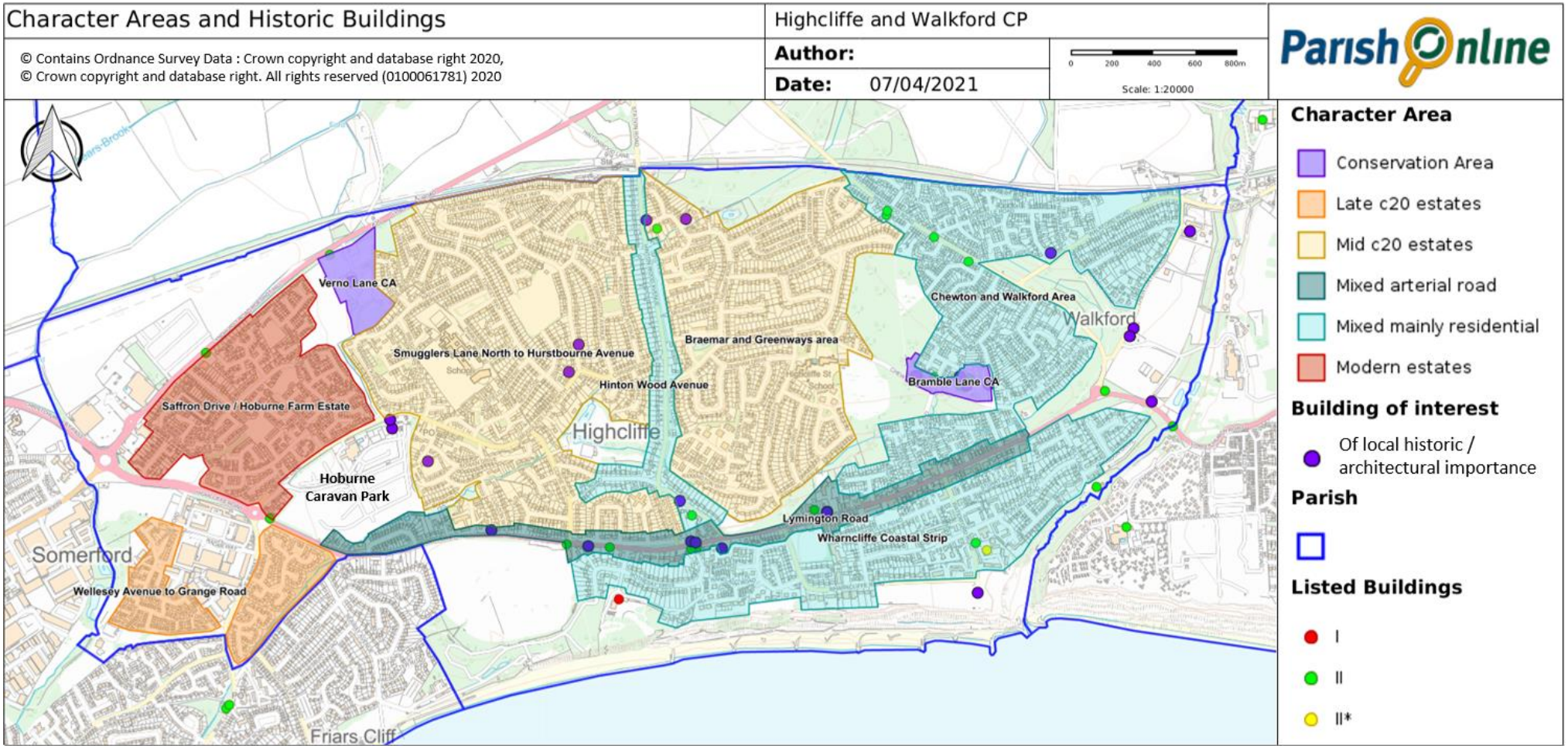
1) Fit in with the general area (with some specifically supporting either a village or coastal feel)
2) Have variety / interest / character / charm, without being too fussy / ostentatious



Above: examples of good design in the area

3) Are within spacious surroundings (with greenery, and not cramped within their plot)
4) Are modest / discreet in scale (three full storeys was considered to be too high for the area)
5) Have a clean appearance (noting that it is important that any render or cladding will weather well)
6) Have a varied roofline.

Map 11. Character areas within the parish



7.20. Many of these points were reversed in terms of the designs that people didn't think worked well. Additional factors were to avoid blocky or box-like homes, 'estate'-like development with too little parking and uniform repetition of designs. The least popular examples tended to include a degree of repetition of buildings close together, or were modern, flat-roofed design filling much of the plot.

7.21. We also looked at the character assessment of Christchurch Borough undertaken by MacGregor Smith in 2003, the Historic Towns Survey for Christchurch undertaken by Dorset County Council in 2011, and the list of Buildings of Local Architectural or Historic Interest and character areas identified in the 2003 Local Plan, to gain a better understanding of how different parts of the area are perceived. Our findings are summarised below. Where we have highlighted possible development opportunities this should not be read as site allocations, as they have not been tested to that degree.

The Runway area (Wellesey Avenue to Grange Road) and Saffron Drive / the Hoburne Farm Estate

7.22. The area was developed initially in the latter half of the 20th century around the edges of the aerodrome to the south side of Lymington Road, with distinct phases of development. The development of the Hoburne Farm Estate is the last area to be developed (not yet completed), mainly built by volume house builders in modern culs-de-sac, with comparatively good levels of landscape and spacing between dwellings. Some of the older elements (such as Somerford Avenue / Westfield Gardens) have a higher degree of variation, although changes in terms of new windows, minor extensions etc can be seen throughout the modern estates. There are few local landmarks that make these areas notable.

What could work in West Highcliffe…

Sympathetic alterations including rear extensions including conservatories should be acceptable as these would not adversely affect local character. More significant changes that would deviate from the general characteristics of that estate will need careful consideration. Such changes could be justified to create a local landmark in a focal location, or where it would be beneficial to add more interest and variety.

However, the set-back of properties, and the open spaces are particularly valuable design elements.

Hoburne Park

7.23. There may be an opportunity for significant redevelopment of the existing holiday caravan park. If this were to go ahead, it will be important to consider how the area can be designed to avoid an appearance of a suburban estate that has little in common with the village or coastal areas of the parish. To find the right solution a number of different ideas and options might need to be explored, drawing inspiration from local architectural and/or landscape character, looking to reflect the village or coastal character in either a traditional or contemporary style.

For large-scale redevelopment…

We need a process that involves collaborative working between the developers, local councils, local residents and other stakeholders. Successful placemaking comes from talking, discussing and exploring ideas, workshops, drawing and modelling.

7.24. Hoburne Farm House dates from the 19th century and is Locally Listed. It provides some context to the farming history of the wider site. The associated barns were recently converted (with the more modern additions redeveloped) and their traditional red brick facade, dark grey roof tiles and painted timber doors and window frames. The farmhouse and barns provide a potential focal point / local landmark on the northern end of this area.

7.25. If the site is redeveloped, whilst there may be groupings of similar buildings, repetition should be avoided. Particular care should be taken to arrange buildings next to each other in a way that creates a cohesive and interesting street scene, that is human in scale and distinct from the other streets that are created. Structural landscaping, expanding the green corridors that already run through the site, will also be important as a way to ensure that the area integrates successfully and reflects this important local characteristic.

Verno Lane Conservation Area



7.26. The 19th century Verno House lies to the north of Hoburne, within landscaped grounds, and is thought to be based around a small farming hamlet which appears to have existed here from the late 18th century. The grounds of Verno House are themselves a survival from the 19th century, including a former walled garden to the west which is proposed to be retained as part of the community open space associated with the last phase of the Hoburne Estate development. There are several cottages and farm buildings grouped informally around Verno House, and just off the main road, Little Thatch on Roeshott Hill is a Grade II Listed 18th and 19th century L-shaped thatched cottage. To the south-west of this lane is Hoburne House set in its own grounds. The area is described in the 2001 Local Plan as a rural enclave with pleasant open spaces, narrow lanes and well treed. More information on the history of Verno House is in the article by Stephen Roberts in the Highcliffe Herald October 2017 https://issuu.com/bartonbugle/docs/herald_oct17_web/12

Protecting our heritage…

Given its status as a designated heritage asset, any development within the Conservation Area should avoid harming its historic character and significance, and that if possible the development makes a positive contribution to the local character and distinctiveness of the area.

Smugglers Lane North to Hurstbourne Avenue



7.27. This area encompasses a range of suburban housing on the western side of Hinton Wood Avenue, at a density of around 20 dwellings per hectare, and containing areas of very mature well-vegetated gardens and significant areas of open space and tree coverage. The general grain of development is estate roads and occasional culs-de-sac, and there is a significant amount of bungalows in this area. Reasonable variety of housing styles and age groups within individual streets, although some groupings do exist and overall the scale and spacing of housing is

What could work in this area…

Given the age of the housing stock, extensions, alterations and refurbishments are more in evidence than some of the more recently developed estates. In some cases, individual properties are now being replaced. The continuation of refurbishments and alterations and some replacements is likely to be acceptable providing the changes are not completely out of character with the area.

relatively consistent. The overall impression is of a reasonably pleasant suburban setting dating from the 1940s – 1970s (with architectural styles reflecting the span of building ages).

7.28. Saulfland House is perhaps the oldest and largest building in this area, which was constructed in the early 20th century and set within grounds carved out of former unenclosed heath to the south of Smuggler's Way North. It survives today as the centrepiece of a modern residential development on Saulfland Drive. Some other unlisted 19th century buildings also survive, of which the former Nea Close Farm (number 75-77 Smuggler's Lane North) is an example, as are the nearby numbers 62-64 Smuggler's Lane North.

Hinton Wood Avenue



7.29. Hinton Wood Avenue has for many years been one of the sought-after roads in Highcliffe. As a link between the A337 and A35 this road pre-dates the surrounding suburban development, with many of the houses dating back to the 1920s and 1930s, and consequently has a much greater mix of individual detached houses and bungalows set in good sized plots. The development is generally set back from the road which is tree lined (on its west side) giving a pleasant wooded character to the area. At its southern end Hinton Wood Avenue forks to the south east and passes St Mark church and graveyard. Houses bordering this section are on the north east side of the road where land drops to a valley. They too are located behind mature trees, but here the public footpath (also on just one side of the road) winds between the trees and front boundaries, providing the pleasant atmosphere of a woodland walk. This character also largely continues into Nea Road (where most of the properties are bungalows).

The character of Hinton Wood Avenue…

The individual nature of the houses in this area mean that there is plenty of scope for further variation (and conversely, repeated estate-style designs would not be appropriate). Whatever changes are considered, it is important that properties are generally set well back from the road plot and the extent of tree coverage is not reduced.

What could work in this area…

Outside of the communally designed areas (which have retained a strong character), the continuation of refurbishments, alterations and some sensitive replacements is likely to be acceptable, providing the changes are not out of character with the area. Rear and modest upward extensions (eg to create a chalet bungalow) should be able to retain the generous spacing between properties.

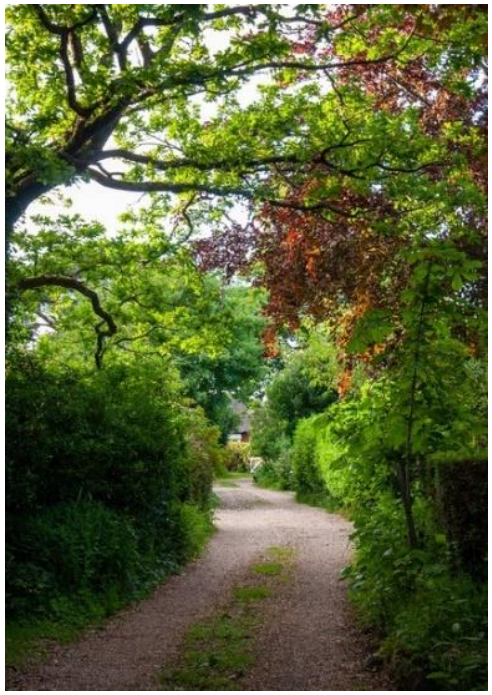
East of Hinton Wood Avenue: Braemar Drive and Greenways area



7.30. Much of this area originates from the area of commons and woodland that were taken over by ornamental villas and country houses set in extensive parkland during the 19th century. These houses included Wolhayes, Belvedere, Latimers and Cranemoor. The Grade II Listed ornamental villa of Cranemoor House and its grounds (now 3 – 7 Cranemoor Avenue) provide a small area of notable historic character, linked with the former lodge at the junction with Hinton Wood Avenue. The only other notable surviving historic building is 2 Cranemoor Gardens, slightly further to the east; the other country houses were

demolished during the mid to late 20th century and redeveloped. As such, today the area primarily comprises large detached bungalows set within medium-large plots arranged on linear roads in geometric patterns at a density of around 15 dwellings to the hectare. These provide a classic example of post war open plan housing, with well-maintained gardens and open spaces that make this a very pleasant residential environment. There are oak trees, and other smaller street trees, and rear gardens of sufficient size for trees to mature. A small number of more planned estates (with communal grounds) retain their strong original character, such as the groups of two storey terraced developments at Oakwood Road and Kilmington Way. Elsewhere, small variations between dwellings over a period of many years have introduced some individuality whilst retaining a cohesive character.

Bramble Lane Conservation Area



7.31. Situated immediately north of Chewton Common Road this Conservation area extends from the eastern side of Chewton Common to Chewton Way. It contains some of Highcliffe's oldest dwellings including nine thatched cottages (typically cream rough cast rendered), six of which are Grade II Listed, and the oldest of which were once part of an 18th Century hamlet. With the exception of the fourteen properties at Gordon Mount managed for social housing by Sovereign Housing Association (which form a cohesive group of one-bedroom bungalows of pre-fabricated construction), nearly every one of the two dozen dwellings is detached and unique. Sundial Cottage, Rose Cottage, Gorse Cottage and Woodpecker Cottage are all identified as Buildings of Local Architectural or Historic Interest in the 2001 Local Plan. An important part of the area's character is the abundance of mature trees and hedges, and the informal groupings of cottages and houses in clusters around gravel tracks and paths.

Protecting our heritage…

Given its status as a designated heritage asset, any development within the Conservation Area should avoid harming its historic character and significance, and that if possible the development makes a positive contribution to the local character and distinctiveness of the area. In particular, designs should exhibit individuality, respect for the quirky layout and rural quality generated by unmade tracks and mature planting. Increases in vehicular activity creating more noise and disturbance on the rural character of the gravel tracks should be resisted.

7.32. Bramble Lane itself is an unmade lane that runs north from Chewton Common road. The bottom half of the lane is owned by Meyrick Estate and a small copse to the west provides a sylvan setting to the lane's entrance. Dwellings around and in the vicinity of the lane are arranged in a higgledy piggledy fashion, dating back 300 or so years. The evolution of this intimate and 'disorganised' layout gives charm to the area. The gravel tracks and rural character mean that vehicular access can be difficult and in some places contorted. There is also constant pressure to minimise the impact of trees upon the dwellings.

Chewton and Walkford area



7.33. Ringwood Road through Walkford and Chewton Common Road are some of the original routes through the area (and includes the Bramble Lane Conservation Area described above). As a result the area has grown more organically than some of the estates further to the west, with a mix of individual detached houses along these roads, and estates and culs-de-sac of varying character and age.

What could work in this area…

This area has varied character with no strong continuity of housing pattern or style, and as such further changes through individually-styled replacements and the introduction of some non-residential uses compatible with residential areas would be possible. Particularly care is needed to avoid adding to the parking issues identified, and retaining the strong village and rural character of the main routes including the area between Avenue Road and Chewton Farm Road.

7.34. Ringwood Road has more of the characteristics of a village high street with some shops and community facilities as part of its more mixed character. Cranemoor United Reform Church is a Grade II Listed Building on this stretch of road, together with modest Ivy Cottage (the is orientated end- on to the road, close to where Chewton Common starts). The Cottage at 1 Solent Road (at its junction with Walkford Road) is identified as Building of Local Architectural or Historic Interest in the 2001 Local Plan.

7.35. The areas in and around the older established residential roads such as Glenville, Solent and Wyndham were substantially developed during the 1970's, and two main larger-scale estate developments: the housing in and around Plantation Drive (built for affordable homes) and the Glenville Park estate to the south of Glenville Road (constructed by McCarthy & Stone). Both developments were designed with relatively high densities and although parking provision at the time appeared adequate, the subsequent increase in vehicular ownership is now causing problems.

7.36. Chewton Farm Road is situated at the extreme east side of the parish and has a distinct semi-rural feel. The road, although metalled, is relatively narrow and bordered on its west side by large, detached houses, each of a unique design. There are two former lodge buildings at the southern end that are of local historic interest. The 2001 Local Plan identifies the area between Avenue Road and Chewton Farm Road as having a special character that was desirable to retain. To the east (within the Green Belt) there are just a couple of dwellings, some redundant farm buildings (now for the most part used as the Coda music centre) and open fields. There is plenty of mature tree cover and the road lacks both pavements and kerbs. Instead, there is just a small section of tarmac path that winds it way through sections of grass margin. Pinch points have been added to deter the use of the road as a 'cut through'. A recent planning application at 20 Chewton Farm Road which involved the demolition of existing dwelling and erection of 14 apartments was eventually approved (following the withdrawal of an earlier application), on the basis that the proposed underground parking enabled the retention of key trees and the spacious character of the area. BCP Council's housing supply shortfall (wherein a tilted balance in favour of approving further housing is applied) was also a key deciding factor in the decision. This highlights the particular difficulties and costs that may be associated in finding a successful means of infilling within this part of the character area.

Lymington Road



7.37. Lymington Road is the main road through the parish, containing the High Street and its many shops and services. The High Street is comprised of mainly post-war buildings and modern shop fronts, set back from the main road with wide pavements and generally modest building heights. Some sections of the street are three storey with flats over shops and commercial office/business premises, with other sections are two storey residential, and some single uses such as the garage/car sales premises, public houses and (former) banks. Recent developments have increased the proportion of three storey development on the High Street. The occasional gaps between buildings lead through to parking areas or other buildings. Whilst some of the area may appear dated or run down, there are obvious signs of reinvestment and redevelopment, with the recent development of Postmasters Court considered to be an example of good design.

7.38. The road beyond either end of the High Street is heavily vegetated with many mature trees. This well-vegetated roadway is important in terms of the perception of tree cover to be found within the wider built up area. Housing within these outlying area is either set back from the A337 Lymington Road or backs on to it, with redevelopment retaining the overall level of tree cover. There are several historic buildings as you head west towards Christchuch, the Old School House is Grade II Listed, as are No.s 179 and 181 Lymington Road (The Lord Bute) as the former lodge buildings to Highcliffe Castle. The two pubs (The Globe and The Oaks) and both notable buildings of character, the former being older and included in the 2001 list of Building of Local Architectural or Historic Interest. Further to the west, No 72 Lymington Road is also on the list of Buildings of Local Architectural or Historic Interest

What could work in the High Street…

The identity of the High Street owes much to its role as the main district centre, and it is the mix of uses, buildings and reinvestment that are critical to its interest and success. Section 3 covers ideas about how the High Street can be improved. The key issues are not so much the character of the buildings, but that overall the impression is one of an attractive, clean environment with a mix of uses and public realm that make it an area people want to visit.

Beyond the High Street, there continues to be scope for redevelopment, with the importance of this main arterial route making it an appropriate location for individual and slightly grander buildings. However any intensification should not be at the expense of the treed and green character of this road.

Wharncliffe Road and the Coastal strip



7.39. The coastal side of the High Street is a mixed residential area built between mainly in the 1920's - 30's (e.g. Wortley Road and Stuart Road located immediately behind and parallel with the Lymington Road) and 1960's - 70's (such as the apartments

What could work along the coastal strip…

This area's proximity to the sea and its mixed character provides a lot of scope for further change, that should celebrate this area's coastal identity whilst retaining the overall tree cover that contributes to the area's character.

Redevelopment in the area around Greystones should consider how to better reveal its setting and restore its visual connection with the sea.

Particular care will need to be had regarding how materials will weather in this environment.

around the Greystones Community Centre). Greystones is an important arts-and-crafts Clifftop house by ES Prior, but its historic relationship with Christchurch Bay has been diminished by the mid-20th century developments. The Cliffhanger, to the south is a recent development and forms a landmark in part due to its design but also because of its singular location. Highcliffe Castle is another key landmark, and is Grade I Listed, set within landscaped grounds (which are believed to have been visited by Capability Brown)

7.40. The area has a wide variety of house types and styles, from sea-facing properties (some large but now developed into flats) substantial apartments to individual family homes. The ongoing replacement has led to pockets of modern housing completing the overall mix. There is a band of tree cover along the cliff edge (mainly oak and maritime pine) and up Chewton Bunny, that penetrates into the housing areas, adding to the area's strong landscaped character.

Key design guidelines

7.41. The overall thrust of the Local Plan policies on design is that new development must reflect and enhance areas of recognised local distinctiveness (within the context of the Christchurch Borough Wide Character Assessment). It goes on to explain that this can be achieved through development being compatible with, or improving, its surrounding in terms of the layout, site coverage, architectural style, scale, bulk, height, materials, landscaping, visual impact, and relationship to nearby properties and mature trees. But as we have learnt, there will always be different views on what is an improvement, and indeed what is the overall character particularly in those areas where this is a real mix.

7.42. It is clear from all of the above that there is often a balance to be struck. For example, both modern and traditional designs can work, or a blending of the two. There needs to be variety and character, avoiding being too bland and box-like, or too fussy, or too out of keeping with the areas. Both village and coastal 'styles' are likely to be welcomed (the latter particularly in those areas to the south side of Lymington Road), but very urban and overly massive or imposing buildings are not. The inclusion of greenery and space around building is something that was very strongly supported.

7.43. It is also recognised that in many established areas, minor changes may be possible under permitted development rights than can, cumulatively, have a significant impact on the character of an area. One such example is the replacement of front gardens with parking areas (which may be even more relevant in light of the stricter BCP Council parking standards). Whilst it is not considered reasonable to remove existing permitted development rights (which would need to be done through an Article 4 Direction), BCP Council may consider removing such development rights in new developments where such incremental changes would be particularly harmful to the area's character.

Policy HWNP11. Retaining and Reinforcing Local Character

In order to reflect and enhance the areas' local distinctiveness, the following guidelines should be applied to development:

- Respect the character and heritage of the Conservation Areas within the parish and the setting to the Listed Buildings and other buildings of local architectural or historic interest.
- Seek to retain the degree of spaciousness and set-back where this makes an important contribution to that area's character and/or enables the retention and integration of larger tree species within the area as well as practical garden space. Cramped forms of infill development that have limited space for landscaping are unlikely to be appropriate. Parking provision should not dominate the street scene, with measures taken to ensure that front gardens and

landscaped spaces in front of properties are not simply re-purposed to accommodate the car.

- Ensure that the overall tree cover of the area is retained and where feasible enhanced. On larger developments, new street trees will be expected along new primary routes to reinforce the treed character of the area.
- Include safe and attractive public amenity spaces within housing areas
- Bungalows and/or two-storey houses should remain the predominant characteristic north of Lymington Road (east of Roeshot Hill); larger scale apartment-type or similar blocks are unlikely to be supported in these areas, or in the estates either side of the Runway. Whilst such larger buildings may be possible along the main arterial roads and in the coastal strip, care will need to be taken that such development does not overwhelm the plot or appear overbearing to adjoining properties, and (other than the High Street) should include provision for large trees (such as oaks and maritime pines) within their landscaping proposals. Attention should be paid to ensure that rooflines of these buildings are varied.
- Whilst a degree of variation between individual streets and within the streets is generally encouraged to add human interest and allow good design to flourish, this should not be to the extent where there are too many buildings competing visually for attention, and within obvious groupings any changes to existing properties (or their replacement) should reflect or complement the characteristic style and materials used in that group.
- Bland, blocky or box-like designs (including large expanses of blank walls) should be avoided, as should overly fussy or ostentatious designs (unless there are exceptional reasons why such an approach would enhance the area's character). Windows should be generous and proportionate to the style of house. Modern materials such as for cladding, glazing and roofing may be supported provided they are sensitively chosen for type and colour with respect to the wider character area and will weather well.

Project P8. Monitoring effective Tree Preservation Order coverage

The Parish Council will work with BCP Council to help ensure that the coverage of TPO designations includes all of those areas where trees make a significant contribution to local character, and that replacement trees are planted and protected when existing trees are lost through development, damage or decay.

8. Reviewing this Plan

8.1. This Neighbourhood Plan has been developed in advance of the new Bournemouth, Christchurch and Poole Local Plan, which is expected to be adopted by 2024. The Parish Council will consider the need to review and update this plan when there is more certainty over the content and implications of the new Local Plan for the area, and to avoid conflicts between the two plans (particularly given that the most recently adopted will take precedence where a conflict exists). The need for a review will therefore be considered annually by the Parish Council from 2023.

9. Supporting Evidence / Referenced Documents

BCP Council and Dorset Council Strategic Green Belt Assessment (2020) https://www.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/BCP-Local-Plan/Evidence-base-studies/Green-belt/Green-Belt.aspx

Bournemouth Christchurch and Poole Cycle Map (2019) https://www.christchurch.gov.uk/sport-leisure/cycling/documents/bpc-area-cycle-map-christchurch.pdf

Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document (2021) https://www.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Christchurch/docs/BCP-Parking-Standards-SPD-Adoption-Final.pdf

Bournemouth, Christchurch and Poole Travel Survey (2019) https://www.bcpcouncil.gov.uk/About-the-council/Research-reports/Documents/Travel-Survey-Report.pdf

Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces, written by Birkbeck, D., Kruczkowski, S. with Jones, P., McGlynn, S. and Singleton, D. (2020) https://www.designforhomes.org/wp-content/uploads/2020/07/14JULY20-BFL-2020-Brochure.pdf

Christchurch and East Dorset Local Plan Part 1 – Core Strategy (2014) https://www.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Christchurch/docs/christchurch-and-east-dorset-adopted-core-strategy.pdf

Christchurch Borough Council Local Plan (2001) https://www.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Christchurch/docs/schedule-of-saved-local-plan-policies.pdf

Christchurch Borough-wide Character Assessment (2003) https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/christchurch/supplementary-planning-guidance/christchurch-borough-wide-character-assessment

Eastern Dorset 2015 Strategic Housing Market Assessment Christchurch Borough Summary (2015) https://www.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Christchurch/docs/Evidence-docs/christchurch-summary-report.pdf

English Housing Survey Floor Space in English Homes (2017) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/725085/Floor_Space_in_English_Homes_main_report.pdf and https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/724616/Floor_Space_in_English_Homes_technical_report.pdf

England Coast Path: Kimmeridge to Highcliffe / Highcliffe to Hurst Spit - Natural England's Proposals (2017/2018) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/620322/kimmeridge-bay-highcliffe-chapter-7.PDF and https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/684587/highcliffe-calshot-chapter-1.PDF

Highcliffe High Street, Highway Improvements Study (2020) https://highcliffewalkford-pc.gov.uk/downloads/documents/high-street/highcliffe-high-street-highway-improvements-study.pdf

Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists, Department for Transport (2012) https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

National Planning Policy Framework (2021) https://www.gov.uk/guidance/national-planning-policy-framework

Open Space, Sport and Recreation Assessment - Christchurch and East Dorset (2008) https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/east-dorset/local-development-framework/evidence-base-studies/open-space-sport-and-recreation-assessment-christchurch-and-east-dorset.aspx

Quantifying the extent of space shortages: English dwellings, Building Research & Information – report by Malcolm Morgan & Heather Cruickshank (2014) https://www.tandfonline.com/doi/full/10.1080/09613218.2014.922271

Technical housing standards – nationally described space standard (2015) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1012976/160519_Nationally_Described_Space_Standard.pdf

The 2020 High Street Report, written by Salman Haqqi (2020) https://www.money.co.uk/guides/high-street-report

The Future Homes Standard: 2019 Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852605/Future_Homes_Standard_2019_Consultation.pdf

Volume 2 Bournemouth Christchurch and East Dorset Joint Retail and Leisure Study (2017) https://www.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Christchurch/docs/Evidence-docs/bournemouth-retail-leisure-study-volume-2-2017-final-1.pdf

2011 Census Tables (various including KS101EW - Usual resident population; KS102EW - Age structure; KS401EW - Dwellings, household spaces and accommodation type; KS403EW - Rooms, bedrooms and central heating; QS416EW - Car or van availability, and using Highcliffe, North Highcliffe and Walkford and West Highcliffe wards to represent the Neighbourhood Plan area) https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=75

Appendix 1: Local Green Spaces Assessment

Local Green Spaces confirmed through the Examination

Ref and Site name	**Relation to settlement**		**Importance** High/Medium/Low				**Local value** (support and accessibility)		**Main reason/s for designation**
	Size (ha)		Landscape	Heritage	Recreation	Wildlife	Evidence of support	Access	
LGS1 Lakewood	0.71	Within	**H**	L	**M**	**M**	Household survey (>88% support)	Publicly accessible land	A pleasant oasis with lake, surrounded by mature trees, in the middle of a large area of housing.
LGS2 Green spaces off Saffron Drive	3.3	Within	**M**	L	**M**	L	Household survey	Publicly accessible land	Pleasant amenity green space within the housing area. The space contributes to the attractive setting of the houses as a cohesive planned estate, and is a space for play.
LGS3 Woodfield Gardens	0.55	Within	**M**	L	**M**	L	Household survey (>88% support)	Publicly accessible land	Pleasant amenity green space within the housing area, with a treed character.
LGS4 Bellflower Close Play Area	0.05	Within	L	L	**H**	L	Household survey (>73% support)	Publicly accessible land	Equipped children's play area within the housing development
LGS5 Hurst Close	0.07	Within	**M**	L	**M**	L	Household survey (>88% support)	Publicly accessible land	Pleasant amenity green space within the housing area.
LGS6 Oakwood Road / Latimer Close greens	0.49	Within	**M**	L	**M**	**M**	Household survey (>88% support)	Views / estate residents only	Pleasant communal parkland setting to the houses as a cohesive, planned development and provides opportunities for local wildlife.
LGS7 Hoburne Brook	0.86	Within	**M**	L	**M**	**M**	Household survey (>73% support)	Publicly accessible land, part wooded	Deciduous woodland (priority habitat) and part of green corridors through the developed area
LGS8 Woodhayes Avenue	0.47	Within	**M**	L	**M**	**M**	Household survey (>88% support)	Publicly accessible land, wooded	Important wooded space within the housing area, used for dog walking and also provides opportunities for local wildlife.
LGS9 Ashmore Grove	0.42	Within	**M**	L	**M**	**M**	Household survey (>88% support)	Publicly accessible land, wooded	Important wooded space within the housing area, used for dog walking and also provides opportunities for local wildlife.
LGS10 The Meadway	0.22	Within	**M**	L	**M**	**M**	Household survey (>88% support)	Publicly accessible land, wooded	Important wooded space within the housing area, used for dog walking and also provides opportunities for local wildlife.

Green Spaces assessed by the Examiner as protected through other policies / designations

Site name	Designations / Protection	Access	Description
Coast and cliffs	SSSI, *Core Strategy ME1, saved policy ENV9*	Publicly accessible	Cliffs and coastline running the length of the parish's southern boundary, of high geological and nature conservation importance, as well as being a key landscape feature in many views and vistas. Of very high importance to local residents who value the unspoilt nature of the area's coastline.
Nea Meadows	LNR, SNCI, *Core Strategy HE4 and ME1*	Publicly accessible land, part wooded	Large area for recreation - fishing, dog walking etc. Plenty of mature trees / wooded areas and two lakes fed by a brook off wildlife and landscape value.
Highcliffe Castle grounds including area off Rothesay Drive	Setting of Grade I Castle and grounds, TPOs, *Core Strategy HE4 (part) and saved policy ENV9*	Part publicly accessible land, part private (LGS04b) - views only)	Grounds (and setting) of Highcliffe Castle (major visitor attraction and Grade I Listed Building) with access to the beach. Many mature trees. Open areas used for concerts and other events. Grounds in part linked to Capability Brown design and much enjoyed by local residents and visitors. Whilst the adjoining area off Rothesay Drive is in private ownership and there is no access, its wooded character and continuity between the LNR and Highcliffe Castle is also important.
Chewton Bunny including area adj Abingdon Drive	SNCI, Green Belt, TPOs, *saved policy ENV9*	Part publicly accessible land with public footpaths, part private - views only	Narrow deciduous woodland strip (priority habitat) following Walkford Brook to the sea, giving excellent access to eastern Highcliffe. Setting to Mill House (Grade II Listed). Public footpaths very well used by local residents and visitors to access the beach.
Steamer Point	LNR, TPOs, *Core Strategy HE4*	Publicly accessible land, part wooded	Deciduous woodland (priority habitat), with trails used by walkers and cyclists. Information centre and picnic area. Of local historic interest - the site takes its current name from the steamer boat that was pulled up onto the point in 1830 and then used and inhabited as a sea-lodge for many years. It was also the site of a military radar research station that helped to develop the radar cover of the south coast.
Highcliffe Recreation Ground	*Core Strategy HE4*	Publicly accessible land	Dedicated under Fields in Trust as a QEII Field. Well used recreation area, including for local events such as the Food Festival. Some mature trees on boundaries.
Chewton Common	SNCI, registered common land, *Core Strategy HE4 and ME1*	Publicly accessible land, part wooded	Deciduous woodland (priority habitat), with many trails crossing it that are used by walkers. Much more accessible (currently) than the other areas of commonland, providing a large accessible greenspace in the parish.
Cliffhanger	Green Belt, adjacent to SSSI*; saved policy ENV9*	Publicly accessible land	Very popular area (given beach and café) with extensive views along the coast.
Wingfields Recreation Ground	*Core Strategy HE4*	Publicly accessible land	Grass recreation area with changing rooms, used by local football teams and for general exercise. Surrounded by mature trees.

Site name	Designations / Protection	Access	Description
Jesmond Avenue Wood	TPOs, *Core Strategy policies HE4 and ME1 (part) and saved policies ENV15 and KS4.*	One path linking Jesmond Avenue to Lymington Road, mainly views	Deciduous woodland (priority habitat) and important wildlife corridor with veteran trees, contributing to the wooded character of Lymington Road and setting of the Grade II Listed Old School House. Clearly visible from the surrounding area, its wooded character and role as part of the wildlife corridor through Highcliffe from Nea Meadows to Chewton Common, as first recognised in 2001. Its preservation is much supported by the local community as demonstrated through objections to plans for its development. Its preservation is much supported by the local community as demonstrated through objections to plans for its development, and it has been recognised as part of the Green Infrastructure Network within BCP Council's Green Infrastructure Plan (adopted September 2022 - Appendix 5, Map A5.2).
Wharncliffe Road grassed area	*Core Strategy HE4 , saved policy ENV9*	Publicly accessible land	Pleasant amenity green space within the housing area, used for walking, dog exercise and an overflow for picnics and a play area and allowing clear and uninterrupted views of the sea. Protected orchids present on site.
Mudeford Wood	SNCI (part), *Core Strategy HE4, saved policy ENV15*	Publicly accessible land, part wooded	Important woodland area of local wildlife interest, as first recognised in 2001, and walking route much used for local recreation.
Mudeford Wood Recreation Ground	*Core Strategy HE4, saved policies L3 and ENV15*	Private land, sporting fixtures	Well used sports ground adjoining the community centre, also identified as a potential site for formal sports activity in the draft Playing Pitch Strategy.
St Marks Cemetery	TPOs, *saved policy ENV15*	Publicly accessible land, part wooded	Quiet woodland cemetery area. This is peaceful area for reflection and a walk amongst mature trees. Part of the wooded wildlife corridor through Highcliffe from Nea Meadows to Chewton Common.
Bramble Lane Copse	Registered common land, Conservation Area (part), *Core Strategy HE4 (part)*	Publicly accessible land, wooded	Deciduous woodland (priority habitat) and contributing to the character of the Conservation Area. The description of the Conservation Area in the 2001 recognises this “wooded area to the south-west which adds to the spacious feel” of the area.
Hoburne Farm Estate / Verno Lane	Conservation Area / setting	Publicly accessible land	Important green spaces within and adjoining the Verno Lane Conservation Area. The description of the Conservation Area in the 2001 recognises its pleasant open spaces, narrow lanes and that it is well treed. Its preservation has been supported by the local community as demonstrated through objections to plans for its development, it has been recognised as part of the Green Infrastructure Network in BCP Council's GI Plan (adopted September 2022 - Appendix 5, Map A5.2).
Walkford allotments	*Core Strategy HE4*	Allotment holders	Well used allotments area.
Roeshot Allotments	*Core Strategy HE4 and CN1 (relocation)*	Allotment holders	Well used allotments area. Whilst their relocation was anticipated in the Core Strategy, this is not the intention of the Parish Council as the current landowner.
Highcliffe Castle Golf Course	*Core Strategy HE4 , saved policies L8 and ENV9*	Golf Club users / views from PRoW	Well used popular local golf course, also open for non members to book tee times. Reinforces green character of the main road and links to the coast. Green corridors through and around the site provide opportunities for local wildlife.

Appendix 2: Housing supply research (December 2020)

Location	Application No:	Housing Units	Total	Houses	Flats	Application made	Outline consent given	Full consent given	Construction Completed
Highcliffe Corner, 401 Lymington Rd	8/15/0437 & 8/16/0460/FUL	7 2-bedroom flats (additional floor)	**7**		7				✓
282-286 Lymington Road	8/16/1209/FUL	5 2-bedroom flats, 7 1-bedroom flats, 5 2-bedroom terraced houses 2 commercial units	**17**	5	12				✓
Land E of Ph8, Hoburne Estate	8/17/0195/OUT	38 homes	**38**	38			✓		
261 & 273a & 273b & 275b Lymington Road	8/17/1254/FUL	4 3-bedroom houses, 4 3-bedroom flats, 17 2-bedroom flats, 7 1-bedroom flats, 4 commercial units	**32**	8	24				✓
167-169 Lymington Road	8/18/0619/FUL	17 apartments	**17**		17			✓	
359-375 Lymington Road	8/18/0619/FUL	4 1-bedroom, 1 2-bedroom 2 2-bedroom houses	**7**	7				✓	
Rothesay Hotel 175 Lymington Road	8/18/2093/FUL	18 2-bedroom flats	**18**		18			✓	
416-418 Lymington Road	8/18/3203/FUL	Duplex flat, 5 flats 3-bedroom house	**7**	1	6				✓
1 & 3 Seaton Road, 424, 426 & 428 Lymington Rd	8/19/0564/OUT	38 retirement flats	**38**		38		✓		
165 Lymington Road	8/19/0938/FUL	7 apartments	**7**		7			✓	
Newtown House, 24 Waterford Road	8/19/1371/FUL	23 apartments	**23**		23			✓	
280 Lymington Road	8/20/0336/FUL	5 apartments and commercial unit	**5**		5	✓			
398-400 Lymington Road	8/20/0717/FUL	15 apartments and 1 commercial unit	**15**		15	✓			
20 Chewton Farm Road	8/20/0752/OUT	14 flats	**14**		14		✓		
Jesmond Avenue	8/20/0965/FUL	23 houses, 8 2-bedroom, 15 3-bedroom	**23**	23		✓			
171 Lymington Road	8/20/1178/FUL	6 2-bedroom, 2 3-bedroom, 1 maisonette apartment	**9**		9	✓			

Location	Application No:	Housing Units	Total	Houses	Flats	Application made	Outline consent given	Full consent given	Construction Completed
366-370 Lymington Road	8/21/0056/FUL	9 flats, 2 commercial units	**9**		9	✓			
173 Lymington Road	8/21/0167/FUL & 0167/LB	5 2-bedroom, 2 3-bedroom, 2 2-bedroom flats apartment block	**9**		9	✓			
A35 Roeshot Hill, Urban Extension	*8/16/2932/OUT*	*875 dwellings (with up to 35% affordable housing)*	***875***	*n/k*	*n/k*		✓		
Consented (excluding completed)		*NB exc Roeshot Hill*	**162**	**45**	**117**		✓	✓	
% share				28%	72%				
Pending			**70**	23	47	✓			
% share				33%	67%				

Appendix 3: Neighbourhood Plan Policies (simple list)

Policy HWNP1. High Street Environment – the Public Realm

Proposals to increase the extent of, or improve the quality of, the public realm within the High Street will be supported.
Any major redevelopment schemes fronting onto the High Street should seek to improve the High Street environment for pedestrians.

Policy HWNP2. High Street Uses

The use of ground floor units within the District Centre area (shown on Map 5) should fall within one or more of the following (and may include a mix of uses within these categories):

- Use Class E - commercial, business and service uses
- Use Class F1 – learning and non-residential institutions
- Use Class F.2 – local community uses
- Use Class C1 – hotels and guest houses
- Pubs, hot food takeaways, leisure venues (such as theatres, cinemas, concert halls, live-music performance venues, bingo halls and dance halls) and other main town centre uses (as defined in the NPPF) – subject to ensuring that the amenities of the local residents are not adversely affected by noise or disturbance

The provision of 'click and collect' facilities, an outdoor market / areas for outdoor events and al fresco dining should be supported, subject to ensuring that the amenities of the local residents are not adversely affected by noise or disturbance. Whilst residential uses on upper storeys is encouraged, ground floor residential uses will not be supported, notwithstanding permitted development rights where Prior Approval may be sought.
Any physical changes should retain (or where absent, create) shopfront entrances and openings so people can access the building from the street and so that the buildings appear connected with, and provide interest to, the street. Land off Wortley Road will continue to serve the centre as its main public car park.

Policy HWNP3. Local Centres

The local shopping areas in Ringwood Road and Saulfland Place are shown on Map 6 (a and b). Proposed improvements to the provision of shops and/or services which provide for people's day to day needs will be supported within and adjoining these centres, subject to ensuring that the amenities of local residents are not adversely affected by noise or disturbance.

Policy HWNP4. Local Green Spaces

The areas shown as Local Green Spaces (LGS) on Map 7 are designated for the strongest protection. Policies for managing development within these areas should be consistent with those for Green Belts. Development that would positively enhance the beneficial use of these spaces, such as to provide improved access or to allow opportunities for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, will be supported, provided their openness is preserved.

Policy HWNP5. Green Corridors

In the Green Corridors (as shown on Map 7) opportunities should be taken, where practical, to:

- enhance tree cover;
- enhance biodiversity through the linking of habitats, and
- provide opportunities for the informal enjoyment of these spaces where they form part of the public realm.

Development proposals adjacent to, or including a part of a green corridor (including, for example, for digital provision or cycleways will be expected to respect its function and integrity.

Policy HWNP6. Proposed Accessible Green Spaces

The proposed accessible green spaces as indicated on Map 7 are identified to provide additional publicly accessible green spaces. They should remain largely undeveloped and be managed to both allow recreational access (for example, the inclusion of paths and seating) and support and enhance the area's tree cover and biodiversity as part of the network of Green Corridors.

Policy HWNP7. Walking and 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 (adopted May 2022). The separation of cyclists and pedestrians will be expected wherever feasible.

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.

Policy HWNP8. Parking Standards

The starting point for the consideration of car parking provision will be the BCP Council Parking Standards SPD (adopted January 2021). Within an area where it is clearly and thoroughly evidenced that there are significant on-street parking problems, variation from the adopted standards may be considered.

Policy HWNP9. Locally Important Community Facilities

The community facilities (as shown on Map 10) and associated land should be retained and allowed to modernise and adapt to continue to meet the community's needs for social wellbeing / healthcare / education / culture, sports and leisure.

The preferred location for any new community facilities is within or adjoining the district or local centres, and on sites close to existing facilities (particularly where there is a clear functional link between co-located facilities, such as schools / clubs sharing recreation facilities) and well related to the network of walking / cycling routes (as shown on Map 8). The High Street should be the preferred location for facilities which are likely to have a larger catchment that may be more likely to reach it by public transport. Shared car parking arrangements are encouraged.

Policy HWNP10. Housing design for practical living

The design of housing, including conversions and extensions, should:

- attain the national space standards, and include sufficient doors and windows, to allow the main habitable rooms to be adequately sized with plenty of natural light and ventilation, visually and physically connected to attractive and useable outdoor spaces;
- seek to achieve carbon reduction and energy efficiency through design;
- include potential for flexible space within the layout that can be used for study / home working / hobbies;

– cater for waste, recycling and other household storage (including provision for cycles, mobility scooters / children's buggies, and ensuring that waste collection is readily accessible without blocking pavements);
– be accessible, with level (or gently sloping) or lift access to the front door – and higher standards (such as M4(2) accessible and/or adaptable dwellings and M4(3) wheelchair user dwellings as set out in Building Regulations Part M) should be applied to properties specifically providing age / mobility related accommodation;
– encourage social interaction through front doors facing onto the street (or the main circulation spaces within an apartment design) and front gardens / communal areas and the public realm designed to encourage informal use and interaction;
– include private outdoor amenity areas that receive daylight for a reasonable period of the day, and can be used for sitting and relaxation, as well as providing for biodiversity and practical arrangements such as clothes drying.

Policy HWNP11. Retaining and Reinforcing Local Character

In order to reflect and enhance the areas' local distinctiveness, the following guidelines should be applied to development:

- Respect the character and heritage of the Conservation Areas within the parish and the setting to the Listed Buildings and other buildings of local architectural or historic interest.
- Seek to retain the degree of spaciousness and set-back where this makes an important contribution to that area's character and/or enables the retention and integration of larger tree species within the area as well as practical garden space. Cramped forms of infill development that have limited space for landscaping are unlikely to be appropriate. Parking provision should not dominate the street scene, with measures taken to ensure that front gardens and landscaped spaces in front of properties are not simply re-purposed to accommodate the car.
- Ensure that the overall tree cover of the area is retained and where feasible enhanced. On larger developments, new street trees will be expected along new primary routes to reinforce the treed character of the area.
- Include safe and attractive public amenity spaces within housing areas
- Bungalows and/or two-storey houses should remain the predominant characteristic north of Lymington Road (east of Roeshot Hill); larger scale apartment-type or similar blocks are unlikely to be supported in these areas, or in the estates either side of the Runway. Whilst such larger buildings may be possible along the main arterial roads and in the coastal strip, care will need to be taken that such development does not overwhelm the plot or appear overbearing to adjoining properties, and (other than the High Street) should include provision for large trees (such as oaks and maritime pines) within their landscaping proposals. Attention should be paid to ensure that rooflines of these buildings are varied.
- Whilst a degree of variation between individual streets and within the streets is generally encouraged to add human interest and allow good design to flourish, this should not be to the extent where there are too many buildings competing visually for attention, and within obvious groupings any changes to existing properties (or their replacement) should reflect or complement the characteristic style and materials used in that group.
- Bland, blocky or box-like designs (including large expanses of blank walls) should be avoided, as should overly fussy or ostentatious designs (unless there are exceptional reasons why such an approach would enhance the area's character). Windows should be generous and proportionate to the style of house. Modern materials such as for cladding, glazing and roofing may be supported provided they are sensitively chosen for type and colour with respect to the wider character area and will weather well.