

HURN

Neighbourhood Plan

2022 – 2032



Where village life is valued

Produced by Hurn Parish Council

Submission Version: December 2022

Contents

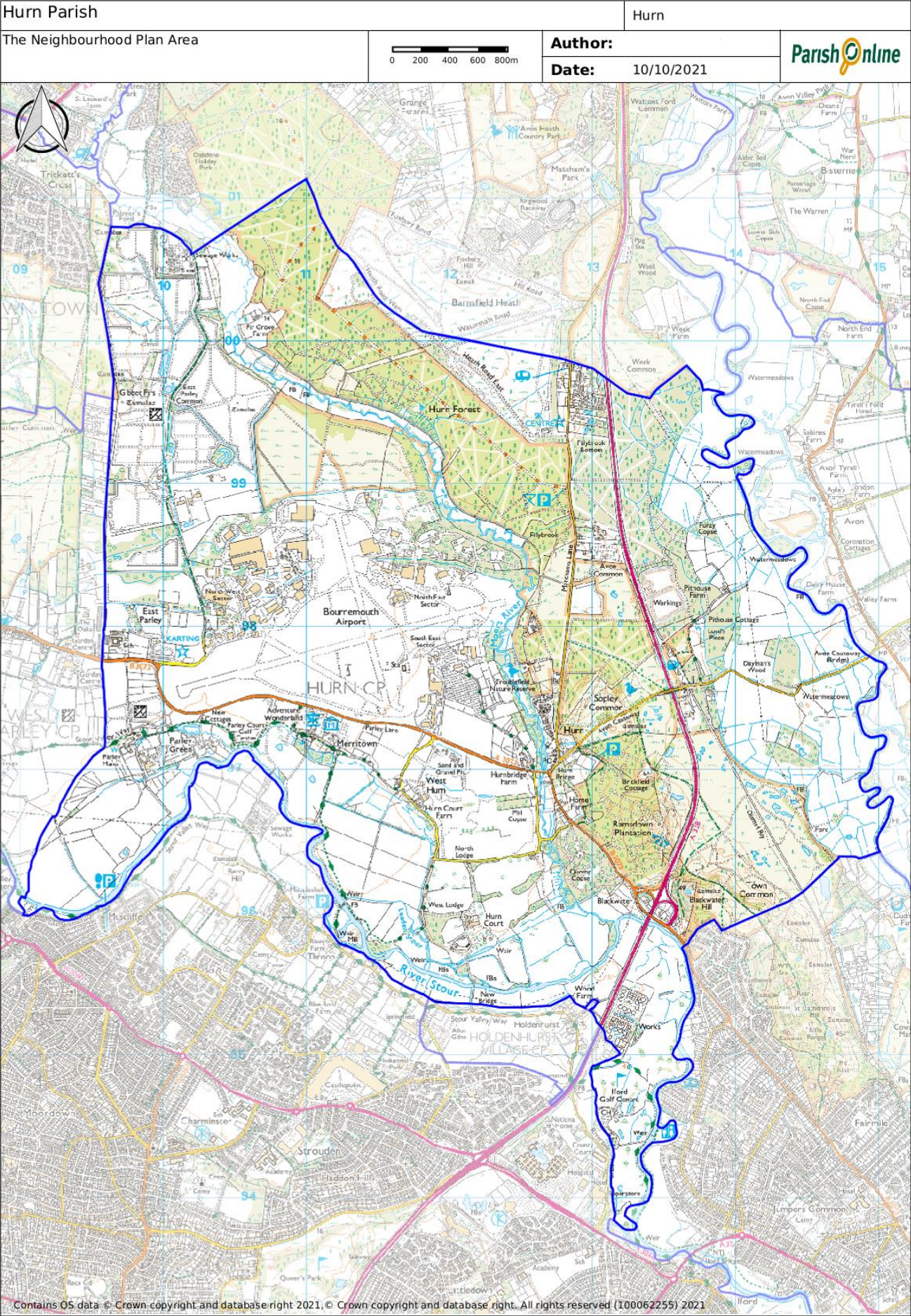
1. Introduction.....	1
1.1 A bit about Hurn Parish	1
1.2 What is a Neighbourhood Plan?	1
1.3 How the Plan was prepared and what happens next	2
1.4 How long will the Plan last and when will it need to be updated?	3
1.5 Vision and Objectives.....	3
Our objectives.....	3
2. The History of the Parish	4
2.1 A rich historic legacy	4
2.2 Archaeological Interest.....	5
2.3 Local Buildings and Character	7
3. The Green Belt and the Rural Environment	9
3.1 Local Landscape Character and the Built Environment	9
3.2 The South East Dorset Green Belt.....	11
3.3 Important Local Gap	12
3.4 Access to the Countryside and the Stour Valley Park	14
3.5 Woodland, heathland and farmland	15
4. Future Housing and Employment Needs.....	19
4.1 How much and what type of housing is needed?	19
4.2 How much and what type of employment land is needed?	19
4.3 What scope is there to identify new sites for development?.....	21
5. Community facilities and other infrastructure	22
5.1 What Hurn has to offer.....	22
6. Transport and Traffic	24
Public transport and alternatives	24
Roads and safe routes for pedestrians, cyclists and horse riders	24
Appendices	
Appendix 1: Policies Index	26
Appendix 2: Project list.....	26
Appendix 3: Supporting document list	26
Appendix 4: Listed and Locally Listed Buildings in the Neighbourhood Plan area	28
Appendix 5: Key Characteristics of the Important Open Gap.....	30

Front Cover Photo: Blackwater Ferry 1906,

courtesy of Sue Newman from her book "Christchurch Through Time"

Although this photo is from a time gone by, The Steering Group considered that its charm and character summed up the essence of Hurn, and some elements still present today.

Map 1. The Parish of Hurn – the designated Neighbourhood Plan area



1. Introduction

1.1 A bit about Hurn Parish

1.1.1 Hurn Parish is a parish within the recently formed Bournemouth, Christchurch and Poole (BCP) Council area, formerly within Christchurch Borough. It covers an area of just over 8 square miles (22 square kilometres) of mainly farmland and forest, and includes an extensive area associated with Bournemouth Airport and the adjoining business park. There are some tourism attractions and leisure facilities within the parish, including Adventure Wonderland, the Aviation Museum, golf and horse riding. The River Stour runs along the southern edge of the parish, the River Avon forms much of the eastern boundary, and the Moors River (a tributary of the Stour) bisects the parish, running from north-west to south-east. There are also large areas of protected heathland which are of international wildlife importance, and which can be inadvertently damaged through recreation. The busy A338 runs north south through the parish, accessed off the recently upgraded Blackwater junction from the B3073 which connects to the airport and on to West Parley, or south to Christchurch.

1.1.2 Whilst the parish covers a comparably large area, the village of Hurn itself is relatively small, with about 75 residential properties. There is a further cluster of about 35 homes at Hurn Court, as well as more scattered properties and the caravan sites along Matchams Lane. Altogether the parish is estimated to have a usual resident population of 588 (2019). In the 2014 Core Strategy (which forms part of the adopted Local Plan for the area), the village is named as a settlement where development may be allowed to support its role “as a provider of services to its home community”, with a more restrictive approach taken within the hamlets where “development would not be allowed unless it was functionally required to be in the rural area”. Much of the area is protected by Green Belt designation intended to restrict the urban sprawl, which together with other constraints severely limits further development.

1.2 What is a Neighbourhood Plan?

1.2.1 In 2010, after much consultation with and research by local residents, Hurn Parish Council produced a Parish Plan. The main purpose of that plan was for it to be used by Hurn Parish Council in putting forward the views of residents of Hurn. This included seeking improvements to the quality of parish life; and to help influence strategic and planning processes.

1.2.2 In terms of the planning process, the introduction of Neighbourhood Plans through the 2011 Localism Act has given local communities such as Hurn Parish the ability to set out the local planning policies for our area, which together with the BCP Council Local Plan will be used to determine planning applications that may come forward. This will mean that, when people apply for planning permission such as for new buildings, or to make changes to existing buildings or the use of their land, their plans are more likely to get approved if they meet the requirements set out in this Neighbourhood Plan, and if they conflict with the Plan those applications are more likely to be refused.

POLICIES = the basis on which planning applications will be judged by BCP Council (as the Local Planning Authority). The supporting text to these provides further guidance as to why and how they should be applied.

PROJECTS = are proposals for action involving the Parish Council and others, to help address other issues highlighted through this Plan's preparation.

1.2.3 Some matters such as minerals and waste development, highways and other major infrastructure are specifically excluded from Neighbourhood Planning, and will continue to fall within the remit of BCP Council or the Secretary of State to consider.

1.3 How the Plan was prepared and what happens next

1.3.1 The possibility of producing a Neighbourhood Plan was first discussed by the Parish Council in late 2018, with a request made to the then Christchurch Borough Council to designate the parish as a Neighbourhood Plan Area (which was done at the Full Council meeting in February 2019). Following this, the decision to produce a Neighbourhood Plan was formally made in June, and a small working group of Councillors and local residents was set up to help with this task.

This Plan was produced for the Parish Council by the Neighbourhood Plan Group, which comprised Margaret Phipps (Chair), Nigel Billett (Secretary), Matt Barkas, Mark Cranham, Harvey Greenman and Graham Morse, and supported by Jo Witherden BSc(Hons) DipTP DipUD MRTPI (Dorset Planning Consultant Ltd)

1.3.2 A household survey and housing needs assessment was started in 2019 and completed in early 2020, just prior to the Covid-19 pandemic becoming widespread. As a result, work on the Neighbourhood Plan paused for a while, but started up again in late 2020 with a business / facilities survey undertaken to ensure that the views of both resident and businesses would be taken into account.

1.3.3 The first draft of the Neighbourhood Plan was then produced by the working group and approved by the Parish Council for consultation. The consultation is a 'formal' stage in the Neighbourhood Plan process (under Regulation 14) and ran for 6 weeks from late January to mid March 2022, giving everyone the opportunity to comment and suggest what changes should be considered. A wide range of statutory consultees, including Natural England, Historic England, the Environment Agency and BCP Council reviewed the plan at this stage. The plan was also checked to see if it could give rise to significant environmental impacts, and the decision taken that a full Strategic Environmental Assessment was not needed, given that the plan is not allocating specific sites for development.

1.3.4 The plan will also be tested by an Independent Examiner, who has to decide whether it meets the basic conditions that are set out in the Neighbourhood Plan legislation and if not, what changes are necessary. The Plan has to contribute to the achievement of sustainable development, be in general conformity with the strategic planning policies that are in the Local Plan, and have regard to national policies and advice. The final decision, on whether BCP Council, as the Local Planning Authority, should use the Plan will be voted on by local residents in a referendum.

1.4 How long will the Plan last and when will it need to be updated?

1.4.1 This Plan covers the period from 2022 (when the draft was published) to 2032. However with the production of the new BCP Local Plan and potential changes to the planning system, it is likely that it will be reviewed by 2026. The decision to review the Plan will need to be made by the Parish Council, as the responsible body, with local residents involved in the review process, as they have been with the drafting of this Plan.

1.5 Vision and Objectives

To retain, protect and reinforce Hurn's rural character as a place where people can live and work peacefully and enjoy the wonderful surrounding countryside.

Our objectives

- To preserve the historic environment of Hurn Village including the setting of the Conservation Area and its open, rural character;
- To protect the Green Belt within Hurn Parish and maintain the important gap between Hurn Village and the Airport / West Hurn;
- To protect the natural environment, including the area's rural character and ecological interests, and enable the enjoyment of the countryside in a manner that respects these interests;
- To understand local needs for community services and facilities, and guide the provision of services and facilities to continue to meet those needs.



2. The History of the Parish

2.1 A rich historic legacy

2.1.1 The early history of Hurn is obscure, dating back to at least the Bronze Age (c.1800 to 600 BC), with various tumuli and bowl burial mounds designated as ancient monuments, and continuing through the Iron Age (600 BC to AD 43). Evidence of later Romano-British habitation and activity has been found in the vicinity.

2.1.2 The Domesday Book of 1086 lists parts of Christchurch as lying within four Hundreds. One of these, Egheiete or Edgegate, contained Hurn, which was most likely a Saxon settlement, too small to have left any significant remains. At the beginning of the 12th Century the Village of Hurn (Herne, Heorne, Horne) passed to Richard de Redvers, and shortly afterwards to The Priory of Christchurch.

2.1.3 The name Hurn means 'the place at the angle or corner of land' and the various historic cottages, farmhouses and barns reflect the predominantly farming nature of the community over the centuries.

2.1.4 Heron Court (Hurn Court), located to the south west of the village, was originally the Rest House of the Priors of Christchurch, where the monks dug a canal in which to breed fish for Fridays.



Photo courtesy of Sue Newman, from her book "Christchurch Through Time"

2.1.5 At its height the Hurn Estate was approximately 6,000 acres but around the beginning of the last Century it was reduced to about 4,000. The current owners of the Hurn Estate, where Hurn Court is situated, are the Harris family, who can be traced back to a village called Orcheston St George, Wiltshire, in the 1500s. Sir James Harris, created First Earl of Malmesbury in 1800, negotiated the marriage between the Prince Regent and Princess Caroline of Brunswick who stayed for a short time at Hurn Court, where a very large Hornbeam was planted in her honour.

2.1.6 In 1823 or 1824 the estate was the first to import the 'Newfoundlers' dog into England. They bought two couples and bred them in purpose-built kennels on high ground near Blackwater in Quomp Copse, pronounced 'Coombe' Copse. It was the Third Earl of Malmesbury who changed the name from 'Little Newfoundlers' to the appropriate name of Labrador, that we have known ever since and there are still local dogs descended from the pedigree.

2.1.7 Milling is also of local interest as there has been a Mill on the Moors River at Hurn since as far back as 1539 with the last mill converted into a house for a Farm Bailiff in 1908 and subsequently the Estate Office. It is now a private residence.

2.1.8 The introduction of the railway in the late 19th Century, followed by the building of the A338 and airport in the 20th Century, brought many more opportunities and pressures to the area.

2.1.9 The railway link, from what was the old Southampton to Dorchester route, via Ringwood and Wimborne, was agreed in 1859. A station was subsequently built at Hearne (Hurn) Bridge, now the Avon Causeway Hotel, and a halt at Avon Lodge. The line opened in 1862. However, the nature of the track meant that trains were limited to no more than 25mph. When a more direct route from London to Bournemouth opened in 1888, there was little demand for the line continuing through Hurn, and the last train ran in 1935. The track was lifted, and part of the route is now the A338 Spur Road which was built in the late 1960s.

2.1.10 The other piece of major infrastructure, the airport, opened as an RAF base during the Second World War. In 1944 it became a civilian airport, used by BOAC until their new international airport could be built at Heathrow.

2.2 Archaeological Interest

2.2.1 In addition to the nationally recorded ancient monuments, there are many more locally recorded earthworks and archaeological finds noted in the Historic Environment Records, including evidence of later prehistoric and Romano-British habitation and activity.

2.2.2 This includes a number of features associated with the river courses, such as the mill, site of a boat house, the Black Water ferry crossing point and bridges, over 50 barrows and earthworks, as well as spot finds that have been recorded.

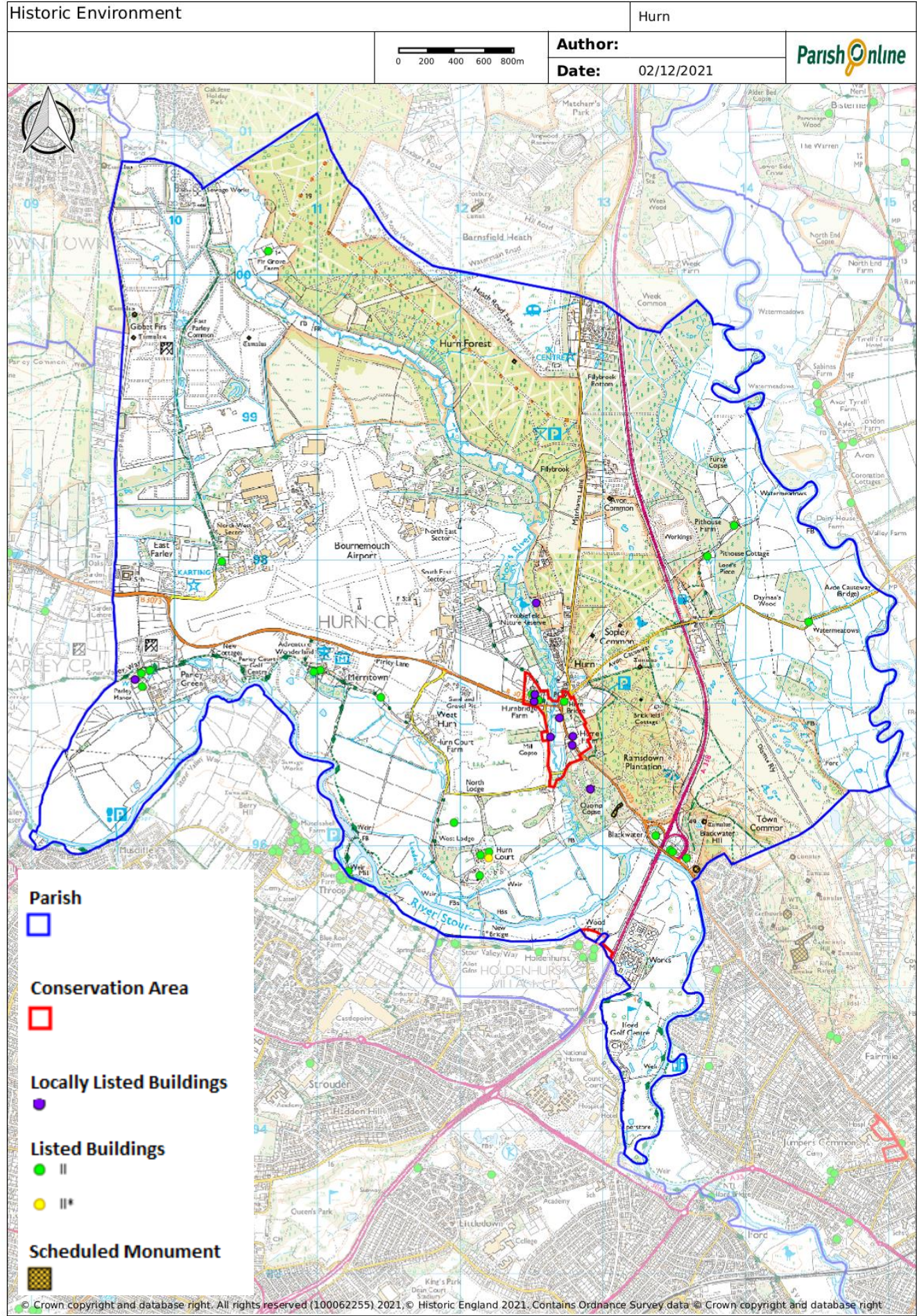
Scheduled Ancient Monuments:

- St Catherine's Hill camp and round barrows (only part within the parish)
- Round barrow cemetery and earthworks in Quomp Copse
- Two bowl barrows in Ramsdown Plantation
- Bowl barrow on Avon Common
- Two bowl barrows on Sopley Common
- Two bowl barrows at Gibbet Firs
- Bowl barrow on East Parley Common
- Bowl barrow in Hurn Forest

cc-by-sa/2.0 - Round barrow on the... by Jim Champion - geograph.org.uk/p/510172



Map 2. Hurn's Historic Environment



2.3 Local Buildings and Character

2.3.1 Altogether there are some 23 Listed Buildings within the parish. Most of these date from the 18th and 19th centuries, including various cottages, farmhouses and barns, mainly of red brick with thatched or slate roofs. There are also examples of weatherboarding, render and some clay tile roofs.

2.3.2 One of the oldest and most significant listed properties is Heron / Hurn Court, designated Grade II*, an E-shaped house on the site of the Manor Farm, which had been associated with Christchurch Priory and Convent. Parts of the Court building date back to the late 15th Century, but it was considerably altered by the addition of a new storey, finished in 1815, and became renowned for its parkland setting. During World War 1 about 20 refugees stayed in Hurn Court, with others staying in the village. After the refugees had left, Hurn Court was used as a convalescent home and then as a small Red Cross hospital for wounded soldiers. It was subsequently used as a school, and when this closed in the late 1980s the main house was divided into apartments, with the adjoining coach house, stable block and cottages, within the grounds, made into separate dwellings.

2.3.3 Hurn Conservation Area, which encompasses the area around Hurn Bridge and includes land to the south on either side of Christchurch Road, was designated in 1991. This recognises the special architectural and historic interest of the area, that



Listed Buildings

- 1 and 2, 4, 5 and 6 - 8 Blackwater
- Church of St Barnabas
- Dales House
- Fir Grove Farm Farmhouse
- Hurn Bridge Farm - Granary and building to West of Farmhouse
- Hurn Court, and associated buildings
- Merritown Farm House and Barn
- Parley Court Farmhouse and Barn, and Thatched Cottage and adjoining building to the North-East
- Pithouse Cottage
- Pithouse Farm Farmhouse
- 1 and 2 Riverside Cottages
- Tole Cottage, Avon Causeway

See Appendix 4 for brief descriptions and location map. The Sluice Gates at Throop Mill are also Listed.

Locally Listed Buildings:

– within Hurn Conservation Area

- Mill House, Mill Lane
- Hurn Bridge Farm House and Farm buildings to the SW, Parley Lane
- Saw Mill, Christchurch Road
- 1 – 3 Red Brick Cottages, Christchurch Road
- Home Farm House, Christchurch Road

– elsewhere in Hurn Parish

- Farm building NW of Parley Court
- Troublefield Cottage, Matchams Lane
- Keepers Cottage, Quomps Copse

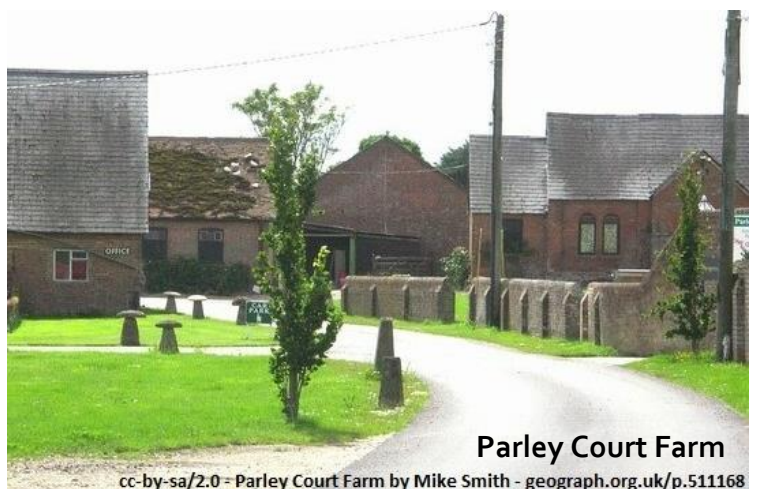
See Appendix 4 for brief descriptions and map. Buildings at Wood Farm (just outside the area, in Throop) are also Locally Listed.

should be preserved or enhanced. In addition to the Listed Buildings, are other buildings of local interest, which should be protected, together with the general character of the area, in particular the narrow lanes, open spaces, river valley, mature trees and an old ford in the south-west.

2.3.4 There are several other locally important historic buildings, which are also worthy of protection. Some of these are curtilage Listed, such as the farm buildings associated with Parley Court Farmhouse and those associated with Hurn Bridge Farm. Some lie within the Conservation Area and therefore have a degree of additional protection in this respect. It is important to consider the impact of development on their historic interest, particularly external alterations which may require permission, and nearby development that could adversely impact on their setting.

2.3.5 National planning policy makes clear that these assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Where a development proposal could impact on the significance of one or more of these heritage assets, including their setting, applicants will be expected to demonstrate that they have understood the potential impact of their proposal and explain the measures they have taken to minimise the potential for harm arising from development and maximise enhancement. Applicants should explain how they have complied with the following policy within their Heritage Assessment, Planning and/or Design and Access Statements.

2.3.6 Local residents agreed that any new development should retain local character. Whilst there may be limited opportunities for new development, the use of building forms and materials found within the area can help reinforce the area's distinct rural and farm-based character. There is no reason to suggest that energy efficient designs would be incompatible with this aim, particularly if considered at the very start rather than as an 'add-on'.



Policy 1. Conserving and Enhancing Hurn's Historic Character

Development within the parish should conserve and where appropriate enhance the significance of the area's heritage, including: its many designated Listed buildings, its Locally Important Buildings (as listed in Appendix 4); its Ancient Monuments and rich legacy of archaeological monuments, including

the various barrows and earthworks evidenced in the Historic Environment Record; and the character of Hurn's Conservation Area.

Development within and close to the Conservation Area (i.e. within its setting) should conserve and where appropriate enhance its historic buildings and the character of the narrow lanes, mature trees, open spaces, including the green fields to the west of Hurn Village either side of Parley Lane, the Moors River valley including the old ford.

Away from the airport business park, the scale, style and type of building used should have regard to reinforcing the rural character of the area, which is predominantly cottages and farm buildings, with mainly red brick and thatched or slate roofs.

3. The Green Belt and the Rural Environment

3.1 Local Landscape Character and the Built Environment

3.1.1 The different underlying geology and topography has resulted in a number of landscape character types in the parish, linked to the various river corridors, the airport and the ridge of heathland / forest that runs through the area. These have been described in the rural landscape chapters of the 2003 Christchurch Character Assessment, and some of the key attributes are summarised in the following table.

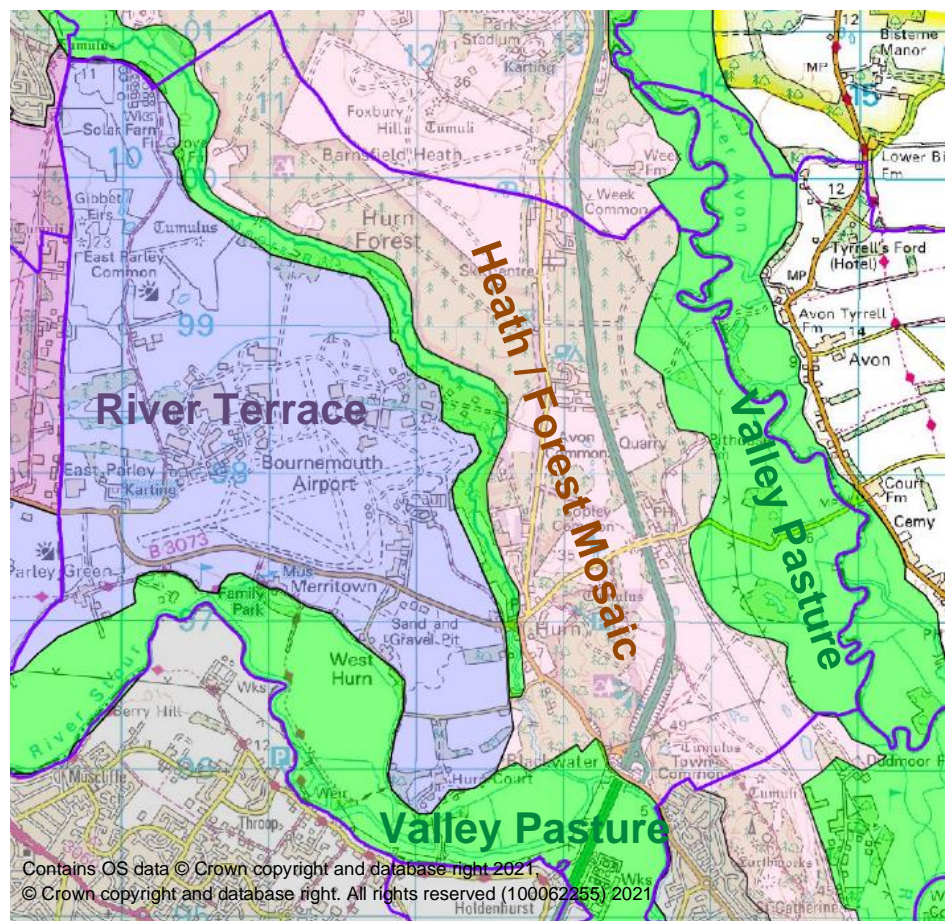


Table 1. Local landscape types and characteristics

3.1.2 The 2003 Christchurch Borough-wide Character Assessment specifically refers to Hurn Court and its "Historic parkland landscape with parkland trees and historic buildings and landscape features". This includes the fish ponds, elements of a medieval planned landscape and the enclosed parkland landscape around the house that stretches into the low lying riverside area, effectively bridging several landscape character areas.

Landscape type ⇒ Factor ↓	River Avon (Valley Pasture)	Hurn Forest – St Catherine’s Hill (Heath / Forest)	The Moors River (Valley Pasture)	River Stour (Valley Pasture / River Terrace)	Airport environs (River Terrace / Lowland Heath)
Form	Irregular shaped pastures with ditches, few roads (other than the Avon Causeway)	Heathland and pine forest, ridgeline in Ramsdown Plantation provides views. Crossed by bridleways / trails	Secluded valley, small water meadow pastures	Regular hedge-lined fields and parkland, minor lanes and farm tracks	Open expanse of mainly managed operational land associated with the airport
Tree cover	Riverside willows and occasional willow carr woodlands	Predominantly pine forest, occasional pockets of birch and oak woodland	Riverside willows, some oak copses / woodland	Mature oaks as hedgerow trees, willows along river	Some semi natural woodland cover of oak / birch scrub
Rurality	High sense of tranquillity / remoteness	Visually remote, but used for recreation, some noise from A338 / airport	High sense of remoteness, some noise from airport	Busy near B3073, but more remote towards river	Farmland to the north side is relatively remote

3.1.3 The presence of the airport, business park and the A338 does increase the level of noise and light pollution locally. Whilst only a few residents are in close proximity to the airport, and the existing levels of noise and light are not a matter that has been raised as a particular concern in their day-to-day lives, this does not mean that any more noise, light and disturbance should be accepted.

3.1.4 Despite these localised factors, there are many landscape attributes that help reinforce the generally rural nature of the parish, and it is these attributes that this plan seeks to recognise and strengthen. This policy is intended to ensure that development contributes positively to the local landscape character, through avoidance and appropriate mitigation. With minor changes (such as the loss of a small section of hedgerow to create a new access), it will be important to consider the cumulative impact of similar changes in that locality, and whether mitigation would be feasible.

3.1.5 Applicants should explain how they have complied with the following policy within their Planning and/or Design and Access Statements.

Policy 2. Local Landscape Character

Development will protect and seek to enhance the character of the local landscape type to which it relates, in particular retaining and reinforcing the following key characteristics:

- The panoramic views as seen across land within Hurn Parish from the higher points on Ramsdown;
- The rural nature of the lanes and tracks away from the main roads (B3073 / A338);
- The mature oaks in hedgerows, areas of woodland cover, riverside vegetation;
- Open, expansive, rural character of the fields;
- The parkland nature of the landscape associated with Hurn Court;
- Sense of remoteness away from the main transport corridors and influence of the airport.

3.2 The South East Dorset Green Belt

3.2.1 The Green Belt protection that covers much of the parish was first established through the South-East Dorset Structure Plan in the early 1980s. The designation covers the whole parish with the exception of the airport and business park, and it is clear from previous consultation on the Parish Plan undertaken in 2008, that the majority of residents consider it should be retained.



Hurn Court Lane in West Hurn,
south of the Airport

3.2.2 There are five key purposes of Green Belt, as set out in National Planning Policy:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns.
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.2.3 Green Belt policy is meant to be enduring, and land should only be released for development where exceptional circumstances are fully evidenced and justified, through the preparation or updating of the Local Plan. Therefore any decision to release land from the Green Belt is a matter for BCP Council in their Local Plan.

3.2.4 As part of work on the Local Plan, an assessment of the Green Belt was undertaken in 2020, and concluded that the settlement of Hurn is sufficiently open to justify washed-over status and therefore remain within the Green Belt. It noted that, whilst Bournemouth Airport did have an urbanising influence within a gap between the towns of Ferndown / West Parley and Christchurch, the intervening land including Hurn Forest and the Moors River continued to play a significant role as separating features.

Project P1. Hurn Parish Council will continue to liaise with BCP Council through the Local Plan consultations to represent the community's views that the Green Belt within Hurn should be retained, with no change to the Green Belt boundary.

3.3 Important Local Gap

3.3.1 National Planning Policy and the Local Plan does allow some development to take place within the Green Belt, but under very restricted criteria. Such development may still take place if it falls within one of the categories considered “not inappropriate” in National Planning Policy or if justified by very special circumstances, where potential harm to the Green Belt is clearly outweighed by other considerations. One of the key tests, whether development would preserve the openness of the Green Belt, is a matter of planning judgement. In assessing whether development may be permitted, consideration can be given to whether the development would conflict with the purposes of including land within the Green Belt, which is strategic in nature. But this means that whilst the separation of towns can be taken into account in decision making, the same does not apply to the more localised separation of villages and other built-up areas (such as the airport and business park).

3.3.2 On this basis, it is considered important to provide additional protection to the fragile open gap that exists between the edge of Hurn village and the airport and scattering of hamlets to the west, in order to set out the importance of preventing development that would urbanise or otherwise reduce the open, rural nature of this particular gap and its role in providing a setting for the adjoining village, airport and scattered hamlets, where further sprawl would increase the degree of coalescence between them. A number of key characteristics of the gap are described in Appendix 5.

3.3.3 The gap forms part of the setting of the Conservation Area and Listed and locally important historic buildings at Hurn Bridge Farm and off Mill Lane, the open fields assisting with the appreciation of the rural nature of these buildings. The 2003 character assessment describes the scattered development pattern and individual building groups set within distinct spaces of paddocks, fields or woodland edge landscapes as a key characteristics of Hurn Bridge and Hurn Court area. Whilst the appraisal recognises that the B3073 Parley Lane has been subject to urbanising improvements to suit the Airport operation, and leisure developments have detracted from the rural character when viewed from the main road, it contends that away from the main road the area retains a strong rural character, and is sensitive to changes that would undermine this character. The

What can be permitted in the Green Belt...

- buildings for agriculture and forestry;
- mineral extraction, engineering operations, local transport infrastructure*;
- the use of land and/or provision of appropriate facilities for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments*;
- the re-use, extension, alteration or replacement of a building; if this would not overly increase the size of the building;
- limited infilling or the partial or complete redevelopment of previously developed land (subject to caveats to avoid substantial harm to the openness of the Green Belt);
- limited infilling in villages;
- limited affordable housing for local community needs, but only if supported in the Local Plan (Hurn is not currently deemed a suitable in Policy LN4);
- development brought forward under a Community Right to Build Order or Neighbourhood Development Order*.

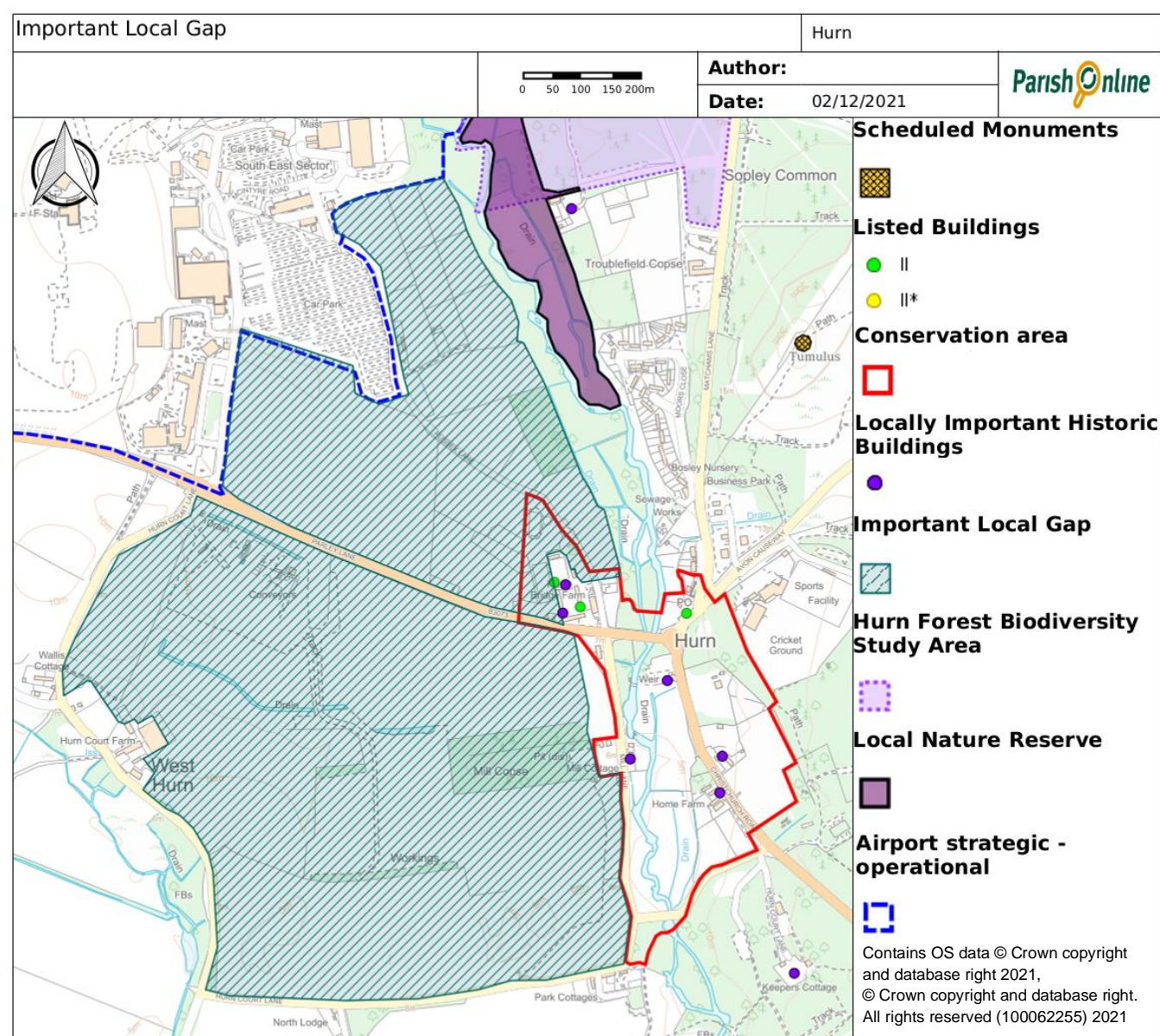
* as long as the development preserves the openness of the Green Belt and does not conflict with the purposes of including land within it

See paragraphs 147 – 151 of the National Planning Policy Framework for the full text.

appraisal concludes that “The sense of this area as ‘countryside’ should be protected so that the airport is not seen as coalescence between the outer fringes of Bournemouth. To do this a strong positive landscape framework is crucial to the successful integration of those changes that challenge the traditional agricultural character of the landscape.”

3.3.4 Whilst land to the north of Parley Lane is now mainly used for the keeping of horses, the rural character remains relatively strong. To the south side of the road a large area has been subject to temporary sand and gravel extraction, which is still ongoing although parts of the site (in accordance with the grant of planning), have now been restored to agriculture, with the remainder of the site expected to be fully restored to agriculture by 2031.

Map 3. Hurn's Important Local Gap



Policy 3. Important Local Gap

The Important Local Gap between Hurn Village, West Hurn and the airport, as shown on Map 3, is valued for its green, rural character and the role it plays in providing a setting for, and maintaining the clear distinction between the settlements and the airport. Proposals for built development within the

Important Local Gap will be resisted unless they comply with Green Belt policy and would not urbanise or reduce the openness and strong rural, green character of the gap.

3.4 Access to the Countryside and the Stour Valley Park

3.4.1 Our household survey responses showed that residents value having good access to the countryside, via the public rights of way network and areas of publicly accessible land.

3.4.2 The Stour Valley Park Partnership was formed in 2017 to work together on proposals for a multifunctional landscape that can improve opportunities for recreation, health and well-being, as well as benefiting wildlife and biodiversity in the area. Whilst the extent of the park has not yet been determined, it is proposed to run from Sturminster Marshall / Kingston Lacy along the Stour Valley through Hurn Parish (to the south side of the B3073) and on to Christchurch Harbour and Hengistbury Head.

3.4.3 The current aims of the park (as published on the Stour Valley Park website) are to:

- Create an accessible landscape which will regenerate the river, improve water quality, and enhance biodiversity;
- Support the adoption of long-term sustainable land management;
- Open up parts of the river for public access, and in doing so improve the health and wellbeing of the locality;
- Boost the local economy through new business opportunities and jobs which will help provide the resources for ongoing management of greenspace;
- Enhance and uncover the landscape's unique heritage and history;
- Work with housing and transport departments to ensure an integrated approach to future growth.

3.4.4 The Stour Valley Park project and other projects to provide greater recreational access to the countryside should not be to the detriment of the rural character of the parish. The number of visitors will need to be appropriately managed to ensure that the currently quiet unspoilt riverbank area is not subject to increased littering, lighting and disturbance, that visitor footfall does not harm the heathland and other sensitive ecological sites within the parish, and that the level of traffic (and pressure to park) on the rural lanes does not change their quiet character and enjoyment by walkers, cyclists and equestrians. Where further parking is shown to be required, the effective use of existing car parks within the area (such as those serving the airport and tourist / leisure attractions) should be explored in the first instance, and applicants will be expected to demonstrate that they have identified and considered alternative sites prior to putting forward a proposal for a greenfield site. Applicants should also explain the measures they have taken to minimise the potential for harm arising from additional car parking. The use of a visitor management plan may be required, identifying how visitor numbers and impacts will be monitored and measures introduced where necessary to avoid harm to the rural character of the area and nature conservation interests.

Policy 4. Access to the Countryside

Proposals that will increase the opportunities for the quiet enjoyment of the countryside, through the provision of new footpaths / bridleways and open access land, will be supported where this is compatible with the rural character of the area and nature conservation interests.

Development that would adversely impact on the safe use of the rural lanes and trails by pedestrians, cyclists and horse riders will be resisted.

The provision of further car parks within the countryside may be supported, but must be justified as necessary, taking into account spare capacity, availability and suitability of existing brownfield sites. Sites should be located, designed and managed so as to

- divert users away from ecologically sensitive sites,
- minimise any increase in motor vehicles using the area's narrow, rural lanes, and
- avoid harming the quiet enjoyment of the countryside including walking, cycling and horse-riding along the area's narrow, rural lanes and trails.

3.5 Woodland, heathland and farmland

3.5.1 The previous Parish Plan highlighted in particular how much the local community valued the wooded areas of the parish. A large part of Hurn Forest, Avon Common, Sopley Common, Town Common and Ramsdown Plantation is owned and managed under the umbrella of Forestry England, and there is open access to all these areas. The Forestry Management Plan objectives for the area are to:

- develop woodlands that provide opportunities for informal and formal public recreation, especially in areas on the urban fringe while diverting pressure away from more sensitive habitats.
- develop woodlands that are more attractive and which are sympathetic to their landscape context (in this context introducing more mixed woodland as opposed to conifer plantations).
- sustain and protect existing habitats of nature conservation interest.
- provide a regular supply of quality timber to support local employment and local timber processing industries.
- protect archaeological sites and cultural features.
- achieve an appropriate balance of objectives through consultation with local communities and representatives of organisations involved with the nature conservation, public recreation and timber industry.

3.5.2 The Biodiversity Audit of Hurn Forest (2013) identified over 1,600 different species, including over 660 new species not previously recorded in the area, including the Bechstein's bat - a new species for this area, demonstrating the high ecological value of the Forest. The audit noted how the forest is managed in a way in which conservation, recreation and timber production co-exist that allows a wide range of wildlife to thrive.

3.5.3 Much of the Forest, and some other parts of the Parish are designated as important wildlife sites, and both the sites and many species are protected through planning policies and legislation.

3.5.4 There are extensive areas of lowland heath either side of the A338 corridor (including Avon Common, Sopley Common and Town Common), within and adjoining Hurn Forest to the north side of the parish (including Barnsfield Heath, part of the St Leonards and St Ives Heaths), and adjoining West Parley (including a small area extending from Parley Common into the parish). Over the course of the last century this has become a particularly rare habitat, but supports many rare and scarce species including ground-nesting birds and reptiles. Evidence has shown that people based within 5km of protected heathland will tend to visit the heaths for recreation unless other more attractive spaces are available nearby, leading to increased damage and wildlife disturbance. The accepted solution, set out in the Dorset Heathlands Planning Framework SPD, is to put in place measures to divert this pressure away from heathland mainly through the provision and enhancement of suitable alternative natural greenspaces (SANGs) and to prohibit any new residential or holiday accommodation that would lead to an increase in the population from taking place within the 400m 'buffer zones' around the heathland sites.



3.5.5 The Avon Valley along the eastern edge of the parish is an important chalk river valley with extensive areas of agriculturally unimproved grassland, as well as ponds, reedbeds, small woodlands and thickets that supports many breeding and wintering birds as well as other rare and scarce species. Recent evidence has shown that phosphate discharge within its catchment, including that arising from residential development through waste water, is adversely affecting these habitats and as such any new development whose waste water would discharge into the Avon will need to be shown to be phosphate neutral. In March 2022 BCP Council along with many other local planning authorities received advice from Natural England about the adverse effect that nutrient pollution is having on these internationally important habitats, and updating previous advice on how the impacts may best be calculated. BCP Council is responsible for screening and assessing all applications for such impacts, and may request further information from the applicant in order to do so. The Council will only grant permission if it is certain that the development will not adversely affect the habitats site, for which suitable mitigation may need to be secured.

Designated Wildlife Sites in the Parish

- Hurn Common SSSI *
- Moors River System SSSI
- Parley Common SSSI *
- River Avon System SSSI and Avon Valley (Bickton to Christchurch) SSSI *
- St Leonards and St Ives Heaths SSSI *
- Town Common SSSI *
- Avon Common Plantation SNCI
- East Parley Common SNCI
- Fillybrook Plantation SNCI
- Fillybrook-Crabs Field SNCI
- Fir Grove Copse SNCI
- Hurn Airport-NE industrial area SNCI
- Hurn Forest SNCI
- Pithouse Farm SNCI
- Sopley Common Plantation SNCI
- Troublefield LNR (overlaps with part of Moors River System SSSI)
- Stour Valley LNR

** with the exception of Moors River System SSSI, these SSSI are also subject to international wildlife designations.*

3.5.6 The Moors River Valley is of national wildlife importance, described in its original citation as “a small lowland river which supports an exceptional diversity of aquatic and wetland plants” and it is recognised that “the river system supports a succession of plant communities along its length, with changes that are more marked than is normal for lowland rivers and particularly for a relatively small river channel”. Just to the north side of the village, immediately east of the Moors River Valley SSSI, you can find Troublefield Local Nature Reserve – a couple of damp meadows where there is an abundance of dragonflies, butterflies and wild flowers, particularly in the Spring and early Summer.



3.5.7 To the south side of the parish, land either side of the River Stour, much of which has flooded historically, is also important for wildlife, and recognised by the Dorset Local Nature Partnership as part of the existing ecological network.



3.5.8 The Environment Act (2021) contains provisions for the protection and improvement of the environment, including introducing biodiversity net gain as a statutory requirement. This requirement is expected to come into force in Winter 2023. As a result, there will be a clear mechanism by which habitats will be ‘valued’ and measures included (either on-site or through off-site measures / credits) to achieve a minimum 10% increase in overall biodiversity value. The Government’s consultation in early 2022, to shape the regulations that will detail how this will be applied, suggests that a simpler system may be introduced for small sites, and it is likely that householder applications and changes of use may be exempt from the requirements. Whilst there will be no need to repeat the legal requirements in local policy, a locally-specific policy can help set a more holistic approach and identify local strategies and issues that developers should take into account.

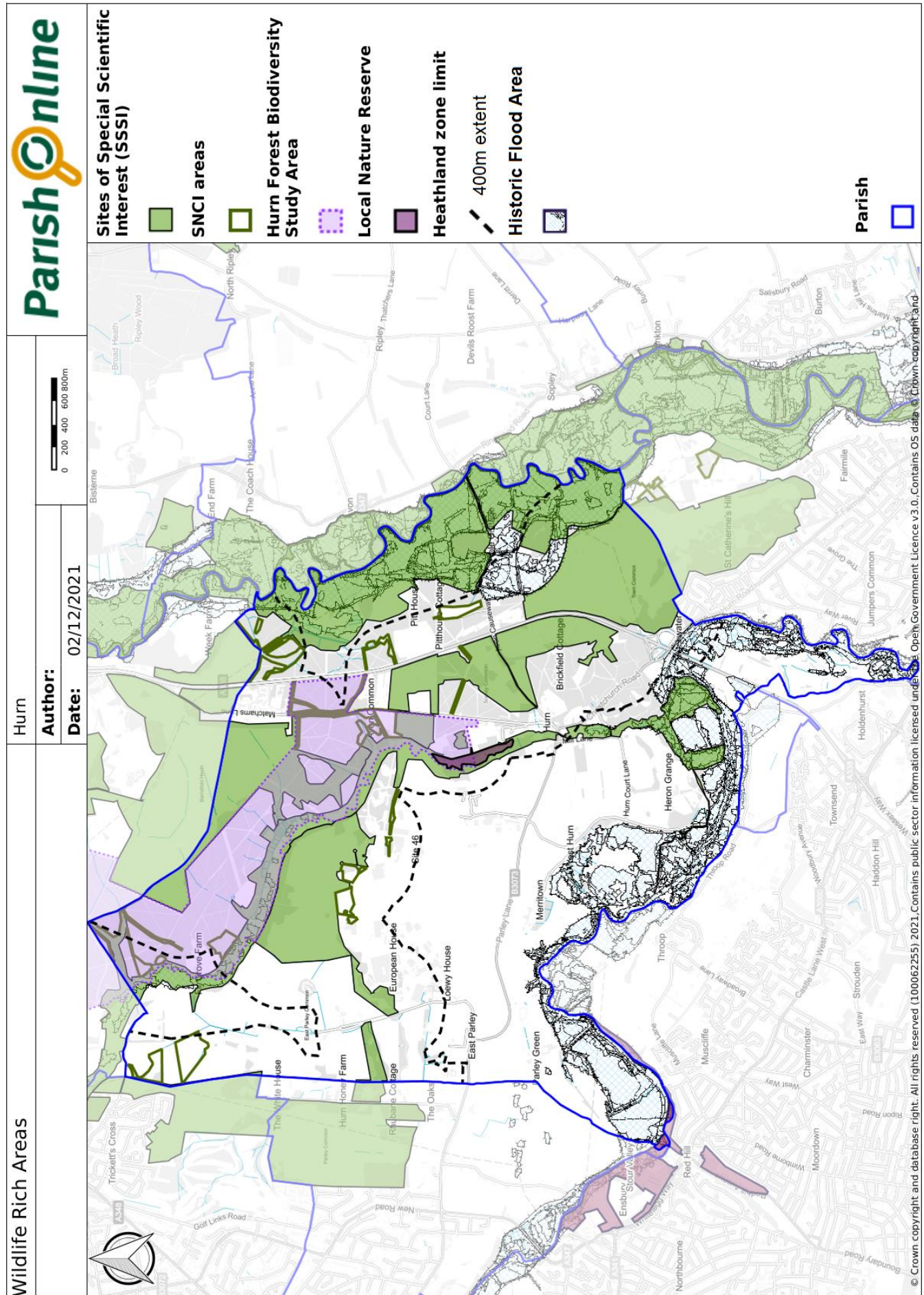
3.5.9 Applicants should explain how they have complied with the following policy within their Biodiversity/Ecology Survey and Report.

Policy 5. Woodland, Heathland and Farmland

Development proposals should protect and, where appropriate, enhance the biodiversity of the varied habitats within the parish, including the water meadows and floodplains of the River Stour, River Avon and Moors River with their willows, oaks and birch trees, the distinct heathland landscapes and the pine forests.

Development must avoid having an adverse effect on the integrity of European and internationally important wildlife sites and protected species. The contribution of Hurn Forest as an important component in the local ecological network and in the protection and recovery of priority species should be respected, with priority given to ecological conservation management objectives. Any development (other than householder applications, changes of use, or development that due to its limited scale and location would have a de minimus impact on existing habitats) will be expected to include a biodiversity gain plan which demonstrates how a minimum 10% net biodiversity gain will be achieved, including measures taken to avoid harm to, and where practical strengthen, the network of ecological sites in the parish, through the provision of wildlife corridors and habitat enhancement.

Map 4. Hurn's Wildlife Areas



4. Future Housing and Employment Needs

4.1 How much and what type of housing is needed?

4.1.1 At the time of the last Census (2011) there were 204 residential properties recorded in the parish. No additional dwellings have been permitted in the intervening period.

4.1.2 There is no housing target or site allocations for Hurn in the 2014 Core Strategy. Our household survey identified 3 households looking to buy a house within the parish (1 x 2 bedroom and 3 x family home) and 1 household looking for a small affordable bungalow to rent, indicating a relatively low level of local demand. A snapshot collated from the Christchurch Borough Council's legacy Housing Register (August 2021) showed some 11 households that require affordable housing (mainly studio or 1 bedroom apartments), of which 8 households would want to find a home in the Commons ward area (the register does not record preference at parish level).

4.1.3 The Hurn Housing Needs Assessment that was undertaken suggests that in future years the main need for housing is likely to be for affordable rented homes. This could include homes managed by a Housing Association, and cheaper forms of open market homes such as flats and smaller 1-2 bed homes, some of which could be provided as affordable home ownership products such as shared ownership.

4.1.4 BCP Council was approached to see if they could provide an indicative housing target for the Neighbourhood Plan. As part of their Housing and Employment Land Availability Assessment (April 2021) the only potential site identified related to the potential lifting of restrictions on four caravans at 81 Matchams Lane for residential use. No further housing potential had been identified in Hurn given the existence of environmental constraints (including 400m heathland buffer zone) and the Green Belt designation. On this basis they have suggested a minimum target of 4 homes for the period 2021 – 2028, and that the target beyond 2028 would be identified through the BCP Local Plan, which may prompt a potential early review of the Neighbourhood Plan.

4.2 How much and what type of employment land is needed?

4.2.1 Due to the presence of the airport, there is a significant amount of businesses based in the parish, with over 500 rateable business premises in the BH23 6 postcode area that covers the majority of Hurn parish (and land along Dudmoor Farm Road just outside the parish). The majority of these are located within the business parks associated with the airport, but there are other smaller employment areas in the parish including the smaller business parks / clusters at Bosley Nursey Business Park, Hurn Bridge Farm, Bostwick Farm and Parley Court Farm, as well as some larger recreation / tourist attraction operators such as Snowtrax Limited and Wonderland Park LLP.

4.2.2 Our business survey indicated that the businesses generally serve customers within the Dorset / Hampshire area and



were operating broadly at capacity. Business size and customer base varies hugely from being purely online, to over 500 customer visits per week, and between 1 to over 350 employees. Whilst about half of the businesses surveyed expect business to 'return to normal' after the pandemic, COVID-19 has had a significant impact on the aerospace industry, but other sectors, such as healthcare, have been busier than ever and expect to see this trend continue. Poor broadband connectivity and mobile phone connection were the main issues highlighted, including for businesses within the airport business parks. Whilst a Neighbourhood Plan cannot require better mobile phone and broadband coverage, this is clearly something that would benefit both businesses and residents alike.

Project P2. The Parish Council will support measures to improve mobile phone and broadband coverage to existing residential and business premises.

4.2.3 The 2014 Core Strategy planned for the expansion of the operational airport (to allow up to 3 million passengers per annum) and identified land to the north of the airport as a strategic employment site. Some 30ha of employment land with a mix of industrial and commercial uses was anticipated to be developed within this site by 2028, phased with the delivery of improvements to the highway network. At this time, approximately 50ha remains available for employment use at the airport.

4.2.4 The new passenger arrivals and departure terminals were completed in 2011. However anticipated passenger numbers have not been achieved and were below 1 million prior to the outbreak of COVID 19 in March 2020. Progress has also been made on a series of planning applications delivering a range of industrial and commercial buildings.

4.2.5 In response to the question asking whether anyone in the household was looking to buy or rent business premises in Hurn Parish in the foreseeable future, our household survey did not identify any need for more employment land. Of the 23 responses to the business and facilities survey, 5 businesses said that they would be likely to expand or relocate their business within the next 15 years; and a further 9 might do so. Most anticipated that this could be accommodated within their existing site and/or onto adjoining land, with just 3 businesses, all based at the airport, likely to relocate to another site ideally within the local area.

4.2.6 The potential for new recreation / tourist attractions was raised through the BCP call for sites, as set out in the table that follows. Given that the sites lie within the Green Belt, it is unlikely that any significant development, particularly including large buildings, would be permissible unless very special circumstances can be demonstrated. Whilst it may be possible to preserve the openness of the Green Belt through leisure uses such as a camping and caravan sites, as these can be mobile / seasonal and suitably spaced / landscaped within sites that are not notably 'open' in character, the proposal for an eco-village with large hotel and surf lagoon is unlikely to meet the Green Belt tests. Feedback as part of the household survey indicated very little positive support for such a proposal (only 4 of the 51 responses support the idea), with the increase in road traffic and loss of Green Belt land being the key concerns.

Table 2. Interest in developing further tourism / recreation attractions

BCP Ref	Site	Size (ha)	Existing Use	Proposed Use
11_08	Land north of Chapel Gate and south of Bournemouth Rugby Club, Chapel Gate	7.62	Recreation	Leisure and recreation (complementary to adjoining school / rugby club)
11_12	Land west of Parley Manor, Parley Green Lane, Parley, BH23 6BB	1.3	Agricultural Land	Tourism accommodation (eg holiday lodges / shepherds huts)
11_09 (adj 10)	Land south of Parley Lane and west of Merritown Lane	3.39	Recreation	Leisure and recreation (unspecified)
11_10 (adj 09)	Land at Merritown Farm, Merritown Lane, Hurn, BH23 6BA	10.9	Theme Park / aviation museum	Mixed (leisure / tourism / employment) in long term
11_13	Hurn Quarry, Parley Lane, Hurn	48.13	Sand and gravel quarry	Water Park and surf lagoon / botanical garden environment, eco village, food / drink outlets
11_11	Hurnwood Park, Avon Causeway BH23 6AS	3.28	Storage	Leisure uses, such as a camping and caravan site

4.2.7 Overall, the survey responses did not highlight a specific need for new employment land or need to increase local job opportunities, such as may be created through further recreation / tourism attractions, over and above that already coming forward through the expansion of the airport business parks and allowable under Green Belt policy.

4.3 What scope is there to identify new sites for development?

4.3.1 Consideration has been given to whether this plan should actively allocate one or more sites for housing, and in particular affordable homes. At the time of drafting this Plan, the only sites that BCP Council anticipated likely to come forward were through establishing the potential lawful use of caravan sites as residential homes. This is unlikely to bring forward affordable housing, given the existing land use values, that would make any affordable housing much less viable, and the proximity to Dorset heaths that prevents any increase in the total housing numbers on these sites.

4.3.2 At the current time the settlements in Hurn are not identified in the 2014 Core Strategy (Policy LN4) as suitable for affordable housing exception sites to be allowed within the Green Belt. This is something that could be changed through the new BCP Local Plan, however current evidence does not identify a clear local need for this (particularly taking into account that such sites generally need to be a certain size to be viable).

4.3.3 In any event, there would be few if any opportunities for new housing here. Most of the built-up area of the

What is an affordable housing exception site?

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

As defined in the glossary of National Planning Policy Framework

village lies within the 400m exclusion zone around the Dorset heaths, and / or is subject to flood risk (the Moors River flood risk zone runs north to south between Hurn Bridge Farm and Moors Close. The few areas that fall outside these constraints on the very outskirts of the village around Home Farm and along the western side of Mill Lane are not necessarily without complications. Outside of the village, the Core Strategy makes clear that there must be a functional need for such development – such as the need for a farm worker to live on-site. The conversion of existing buildings (such as redundant farm buildings) may provide a potential source of new homes in areas away from the Dorset heaths, but is likely to be limited in scale or provide any affordable homes for local people.

4.3.4 On this basis, the decision has been taken to progress the plan without identifying specific sites for housing or employment development, but to monitor the affordable housing need, and highlight the potential for the BCP Local Plan to take a more flexible approach to the provision of affordable housing through rural exception sites in this parish, by specifying that this can be done through the Neighbourhood Plan process as a locally-driven initiative, providing houses for people with a local connection to the parish.

Project P3. The Parish Council will work with BCP Council to monitor potential affordable housing need arising from within the local community, and will support BCP Council in considering whether the emerging BCP Local Plan should allow a rural affordable housing exception sites to be allocated in a future review of the Neighbourhood Plan, if there is evidence of a clear local need and a suitable site can be identified.

5. Community facilities and other infrastructure

5.1 What Hurn has to offer

5.1.1 Despite its relatively small population size, the parish of Hurn has a surprising number of community facilities that are available to local residents. Many of these serve a larger catchment population. We asked local residents how much they valued these facilities, and the key facilities that are particularly valued (by over 75% of those responding to our household survey) were access to the countryside (via the rights of way network and areas such as Hurn Forest, Sopley Common and Ramsdown), the village store and post office, the Hurn Bridge sports and social club, and the play area at Moors Close. The broader social and recreation facilities, such as the Avon Causeway Hotel and the various activity centres, are also generally valued but to a lesser extent.

Valued community facilities

The household survey indicates that the following facilities are valued by over 75% of the community:

- The Village Store and Post Office (100%)
- Public footpaths and bridleways (100%)
- Hurn Bridge Sports / Social Club (94%)
- Public access land (94%)
- Moors Close Play Areas (79%)

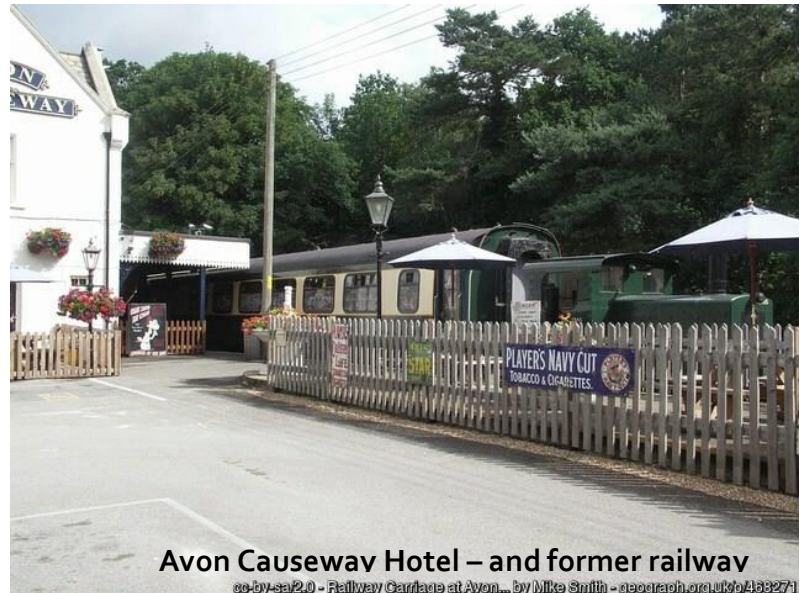
And to a less extent (but with over two thirds / 67% support):

- The Avon Causeway Hotel (72%)
- The Equestrian Centres (70%)
- The Activity Centres e.g. Snowtrax, Paintball, GoCart etc... (69%)

5.1.2 Whilst the loss of these key facilities is not anticipated, they will only continue if there is someone willing to manage them and they remain viable to run, and there are safeguards to prevent their change of use (simply because an alternative use may be more lucrative) without considering the wider community impacts. The policy therefore seeks to ensure that any loss would either not result in the substantial decline in the range and quality of facilities and services for local people, and that rigorous attempts have been made by the applicant to explore ways in which the facility could be continued on a viable footing.

5.1.3 When local people were asked what their priorities were for new or improved facilities, the most common response was for better bus services, which whilst virtually non-existent is not something that this Plan can readily address.

5.1.4 There were no 'missing' built facilities that were particularly noted. As explained under the previous section, feedback as part of the household survey indicated very little positive support for, and significant opposition to, a surf lagoon and hotel being developed on or near the site of Hurn Court Farm Quarry.



Avon Causeway Hotel – and former railway

cc-by-sa/2.0 - Railway Carriage at Avon... by Mike Smith - geograph.org.uk/p468271

Policy 6. Supporting Community Facilities and Local Services

Subject to complying with other policies in this Neighbourhood Plan, development proposals to improve the following community facilities will be supported in principle, and proposals that would result in their closure will be strongly resisted:

- The Village Store and Post Office;
- Hurn Bridge Sports / Social Club;
- Moors Close Play Areas;
- Access to the countryside via the network of public rights of way and open access land.

Where an application is received that would result in the loss of a valued community facility, and would not be replaced by alternative provision of equal or greater benefit to the local community, the applicant will be expected to provide evidence of:

- reasons why the facility is no longer viable / required, together with any steps that have been undertaken to diversify income and prevent the decline of the business,
- alternative community uses, compatible with the building / site, which have been considered and why these have been rejected
- genuine engagement with the local community and other potential service providers, for at least 12 months immediately prior to making the application

- extensive and continuous marketing at a commercially realistic rate that reflects the condition of the property and existing use value, for at least 12 months immediately prior to making the application.

Any development to improve existing community facilities or introduce new facilities should meet an identified local need, be small-scale and in keeping with the character of the area, taking into account the height, scale and layout of neighbouring buildings, and environmental constraints.

Project P4. In line with The Assets of Community Value (England) Regulations 2012, the Parish Council will look to nominate the key community facilities in the parish as Assets of Community Value, which will ensure that if the owner of the asset intends to sell, they must inform BCP Council, enabling community organisations the opportunity to put themselves forward as a potential bidder.

6. Transport and Traffic

Public transport and alternatives

6.1.1 The only bus services are a weekday bus service that runs from Bournemouth to the airport via Parley Cross (Yellow Buses 737) and a school-related service (which local residents can use) that goes to Twynham school in Christchurch. Whilst residents want to see improvements to our transport network (as shown by the responses to our household survey), the Parish Council has in the past secured bus services in Hurn, the most recent being a Yellow Bus service which also served the airport, but each time, due to lack of support, the service was withdrawn. At one time the airport even sponsored the service and made it only 50p to encourage local residents to use the bus, but to date all efforts have been unsuccessful.

Roads and safe routes for pedestrians, cyclists and horse riders

6.1.2 Results from the household survey suggest that road safety, particularly from speeding traffic but also poor visibility / junction configuration are significant concern to local residents.

6.1.3 Whilst there are limited things that a Neighbourhood Plan can do to address traffic and road safety problems, it can help highlight possible solutions that could help alleviate concerns. The potential for new pedestrian crossing points on Christchurch Road, near Hurn Court Lane exit / Ramsdown and on Parley Lane, near the Mill Lane / Pussex Lane exits, had been previously suggested and received a reasonable level of support through the household survey responses. Other suggestions included a cycle path to the Avon Causeway Hotel and measures to slow traffic speeds on rural roads.



Track near Sopley Common

- Track near Sopley Common by Nigel Mykura - geograph.org.uk/p/6084250

6.1.4 Based on the feedback, the addition of the two crossing points appear to remain key priorities for improving local access for pedestrians, cyclists and horses. The Parley Lane crossing in particular would be used by school children walking to / from the bus stop and for recreation. The Christchurch Road crossing will help make it easier to access Ramsdown and also link to the cyclepath that runs

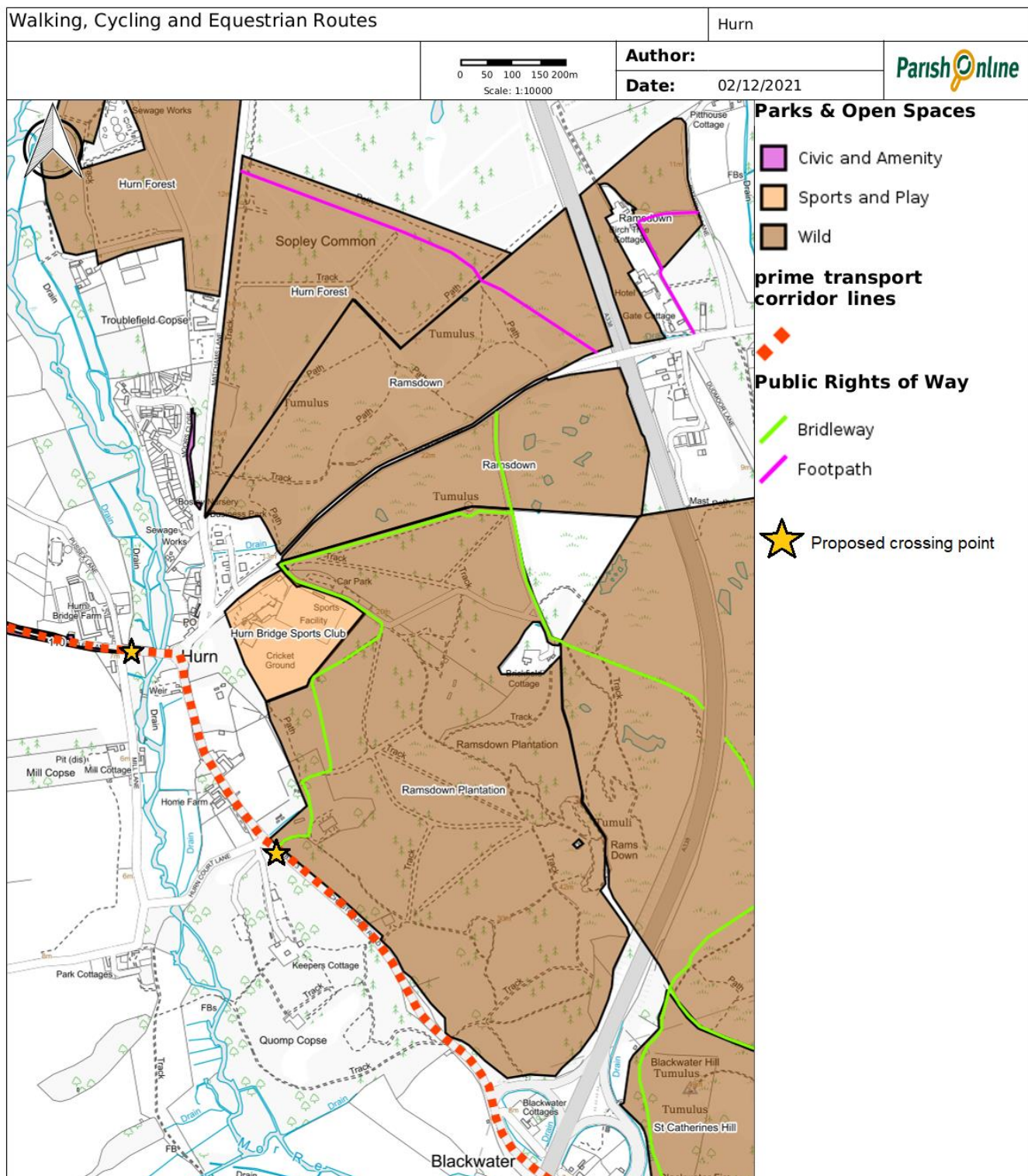
along the road on the eastern side of the carriageway. The provision of a Beryl Bike and e-scooter hire / return location within or close to the village was also raised through the pre-submission consultation.

Policy 7. Creating safer roads and pedestrian / cycle routes

Developer contributions may be sought where reasonable and necessary for measures to improve road safety, including the crossing points as shown on Map 5. Such measures will be supported, and should be designed in a manner appropriate to the rural character of the area.

Project P5. The Parish Council will contact BCP Council to explore possible locations for a 'Beryl Bay' within the parish, to allow users to better access and safely park the bikes and e-scooters locally.

Map 5. Walking, Cycling and Equestrian Routes



Appendices

Appendix 1: Policies Index

Policy 1.	Conserving and Enhancing Hurn's Historic Character	8
Policy 2.	Local Landscape Character	10
Policy 3.	Important Local Gap	13
Policy 4.	Access to the Countryside	15
Policy 5.	Woodland, Heathland and Farmland	17
Policy 6.	Supporting Community Facilities and Local Services	23
Policy 7.	Creating safer roads and pedestrian / cycle routes	25

Appendix 2: Project list

Project P1. Hurn Parish Council will continue to liaise with BCP Council through the Local Plan consultations to represent the community's views that the Green Belt within Hurn should be retained, with no change to the Green Belt boundary.

Project P2. The Parish Council will support measures to improve mobile phone and broadband coverage to existing residential and business premises.

Project P3. The Parish Council will work with BCP Council to monitor potential affordable housing need arising from within the local community, and will support BCP Council in considering whether the emerging BCP Local Plan should allow a rural affordable housing exception sites to be allocated in a future review of the Neighbourhood Plan, if there is evidence of a clear local need and a suitable site can be identified.

Project P4. In line with The Assets of Community Value (England) Regulations 2012, the Parish Council will look to nominate the key community facilities in the parish as Assets of Community Value, which will ensure that if the owner of the asset intends to sell, they must inform BCP Council, enabling community organisations the opportunity to put themselves forward as a potential bidder.

Project P5. The Parish Council will contact BCP Council to explore possible locations for a 'Beryl Bay' within the parish, to allow users to better access and safely park the bikes and e-scooters locally.

Appendix 3: Supporting document list

Local Area 2011 Census Report for Hurn Parish, Office for National Statistics

<https://www.nomisweb.co.uk/reports/localarea?compare=E04003361>

Basic Conditions Statement, December 2022, prepared for Hurn Parish Council by Dorset Planning Consultant Limited

Borough of Christchurch: Local Grade Listed Buildings, <https://www.bcpccouncil.gov.uk/Planning-and-building-control/Urban-design-trees-and-conservation/listed-buildings/docs/cbc-local-listed-buildings-report.pdf>

Christchurch Area Local Plan (comprising 2014 Core Strategy and saved policies of the 2001 Christchurch Local Plan), Christchurch Borough Council, <https://www.bcpccouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Christchurch/Local-Plan-for-the-Christchurch-area.aspx>

Christchurch Borough-wide Character Assessment, 2003, Christchurch Borough Council <https://www.bcpccouncil.gov.uk/Planning-and-building-control/Urban-design-trees-and-conservation/urban-design/Urban-design.aspx>

Consultation Statement, December 2022, Hurn Neighbourhood Plan Group

Consultation on Biodiversity Net Gain Regulations and Implementation, 2022, Department for Environment, Food and Rural Affairs https://consult.defra.gov.uk/defra-net-gain-consultation-team/consultation-on-biodiversity-net-gain-regulations/supporting_documents/Consultation%20on%20Biodiversity%20Net%20Gain%20Regulations%20and%20Implementation_January2022.pdf

Dark Skies Map, CPRE <http://nightblight.cpre.org.uk/maps/>

Dorset's Ecological Networks <https://dorsetlnp.org.uk/dorsets-ecological-networks/>

East Dorset Forest Plan, Forestry England <https://www.forestryengland.uk/forest-planning/east-dorset-forest-plan>

Flood Risk mapping website (with separate tabs on river and surface water flooding), Environment Agency: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>

Hurn Forest Biodiversity Audit, 2013, prepared by SW Environmental on behalf of Hurn Parish Council https://www.hurnparishcouncil.org.uk/_UserFiles/Files/Parish%20Plan/Hurn_Forest_Final_Report.pdf

Hurn Parish Plan, 2010, Hurn Parish Council https://www.hurnparishcouncil.org.uk/_UserFiles/Files/Parish%20Plan/Hurn_Parish_Plan.pdf

Important Local Gap Policy – Background Paper, November 2022, prepared by Hurn Neighbourhood Plan Group, supported by Dorset Planning Consultant Ltd

National Heritage List for England <https://historicengland.org.uk/listing/the-list/>

National Planning Policy Framework and relevant planning practice guidance <https://www.gov.uk/government/collections/planning-practice-guidance>

Strategic Environmental Assessment - Screening Determination, prepared for Hurn Parish Council by Dorset Planning Consultant Ltd, January 2022

Strategic Green Belt Assessment, December 2020, prepared for Bournemouth, Christchurch and Poole Council and Dorset Councils by LUC <https://www.bcpccouncil.gov.uk/Planning-and-building-control/Planning-policy/BCP-Local-Plan/Evidence-base-studies/Green-belt/Green-Belt.aspx>

Stour Valley Park website <https://www.stourvalleypark.uk/>

Appendix 4: Listed and Locally Listed Buildings in the Neighbourhood Plan area

Location	Description (summary)	Grade	List No.
1 and 2 Blackwater, Hurn Road	C18; remodelled and also extended to rear in C19. Red brick, string course at 1st floor, eaves cornice and slate roof. 2 storeys. Early C19 casement windows, all with cambered head linings. Later brick porches built on to facade with window and hipped, tiled roofs.	II	1153247
4 Blackwater, Hurn Road	Early C19. Red brick with eaves cornice. Slate roof with gable end facing road. 2 storeys. 3 windows, early C19 casements with glazing bars. Centre porch.	II	1324648
5 Blackwater, Hurn Road	C18. Red brick with string course at 1st floor sill and hipped, thatched roof. 2 storeys. 2 windows, early C19 casements with glazing bars. Centre door with bracketed canopy.	II	1304374
6-8 Blackwater, Hurn Road	C18 terrace. Red brick. Slate roof, that of No 8 has high coped gable ends. Early C19 casement windows, some cambered head linings, irregularly placed and with small panes. All with gabled porches.	II	1110134
Church of St Barnabas, Chapel Lane	1862-3. G E Street, architect. Small chapel (originally also used as a school) of red brick with stone dressings.	II	1110098
Dales House, Dales Lane	Late C17/early C18. Red brick with string course at 1st floor. Slate roof with coped gable ends. 2 storeys. Early C19 casement windows with glazing bars.	II	1324680
Fir Grove Farm Farmhouse, Hurn Forest	Late C18/early C19 facade. Roughcast rendering with hipped tiled roof. 2 storeys. Early C19 casement windows. Buttresses at western end and flanking centre gabled porch.	II	1108177
Hurnbridge Farm - Building to West of Farmhouse	C17. Timber framed with red brick infill. Hipped thatched roof, carried low at rear. Forms a group with the granary to the south east of Farmhouse.	II	1324672
Hurnbridge Farm - Granary	C18/C19. Rectangular building raised on staddle stones. Weatherboarded with half hipped, thatched roof.	II	1153934
Hurn Court, and associated buildings Stable Block, Ice House and walls to courtyard and enclosed garden	A large house of irregular plan and varying dates. Occupies the site of a mediaeval grange of Christchurch Priory. Earliest visible work belongs to end of C16 and is an interesting example of early use of brickwork in this area. The buildings in the grounds form a group.	II* II	1324679 1110114 1110115 1153480 1304231

Location	Description (summary)	Grade	List No.
Merritown Farm House	C18. Rubble with plain parapet and rusticated quoins. Slate roof and brick stacks. 3 storeys and basement with plain string course between 2nd and 3rd storeys. Sash windows, some with projecting keystones. Doorway with rusticated rusticated jambs and entablature.	II	1304055
Barn at Merritown Farmhouse	C17/C18. Brick plinth, weather boarded above. slate roof. circa 5 bays, old tie beams visible. Double, opposite doors.	II	1324671
Parley Court Farmhouse	Earlier C18. Red brick with wide eaves, tiled roof and panelled end brick stacks. 2 storeys and attic with 2 dormers. Segmental arches, sashes with late C19 glazing windows. Quoins and band at 1st floor sill height. Door with segmental hood on brackets.	II	1153949
Barn at Parley Court	Later C19. Very large barn. Red brick with slate roof. 2, symmetrically placed advanced entrances, with hipped gables and full height, double doors on facade. Lower outshuts along facade flanking entrances.	II	1110099
Thatched Cottage and adjoining building NE of Parley Court Farmhouse	C18 or earlier cottage with attached building to east. Red brick with external western chimney and thatched roof. 1.5 storeys with eyebrow dormers above timber eaves plate. Attached barn has tiled roof.	II	1324673
Pithouse Cottage	C18/early C19. Rendered (probably over cob). Thatched roof. 1.5 storeys centre, and 1 storey outshut at each side. 4 windows and 2 eyebrow dormers above; early C19 casements. Centre gabled porch.	II	1110057
Pithouse Farm Farmhouse	C18. Red brick with old tiled roof and buttress. 2 storeys. 2 windows, late C18/early C19 casements. Centre gabled porch.	II	1110058
1 and 2 Riverside Cottages	Early C19. Red brick with wide eaves and slate roof. 2 storeys. Early C19 casement windows with glazing bars, ground floor with cambered heads.	II	1110082
Tole Cottage, Avon Causeway	Mid C19. Tile hung southern facade with red brick wing, eastern facade roughcast. Banded tiled roof with 3, diagonally placed, brick stacks. Gabled, irregular plan. 1 storey, generally of 2 bays width. Early C19 casement bay windows.	II	1108211
Mill House, Mill Lane	Herne Mill marked on the first edition Ordnance Survey map. 17th / 18th century and later. Red brick with tiled roof, hipped at west end, 1/2 hipped at east end. East end probably incorporates 17th/18th century and has former eaves cornice well below present eaves, 2 storeys. Early 19th century style casement windows with glazing bars. Centre porch (bricks dated 1787)	Local	8/362 (Hurn CA)

Location	Description (summary)	Grade	List No.
Hurn Bridge Farm House, Parley Lane	Forms part of a group of local interest. Early 19th century. Red brick hipped slate roof. 2 storeys.	Local	8/344 (Hurn CA)
Farm buildings SW of Hurn Bridge Farm House	Forms part of a group of local interest. 18th / 19th century. L-shaped range of buildings, rendered with roughcast probably over cob, some weather boarding. Corrugated iron roof with louvered vents.	Local	8/342 (Hurn CA)
Saw Mill, Christchurch Road (Builders Merchants Store - southern part)	Prominent in approach to village. Forms part of a group of local interest at this entrance to the village. A timber yard marked on the first edition Ordnance Survey map. Late 17th century. Red brick on brick plinth, 1 bay weather boarded storey 3 bays in all. Old tiled hipped roof. Probably former farm building.	Local	8/361 (Hurn CA)
1 – 3 Red Cottages, Christchurch Road	Forms part of a group of local interest at this entrance to the village. Early 19th century. L shaped block of cottages. Red brick. Hipped slate roof. 2 storeys, casement windows, with glazing bars, ground floor and cambered head linings.	Local	8/358 (Hurn CA)
Home Farm House, Christchurch Road	Forms part of a group of local interest at this entrance to the village. Late 18th / early 19th century. Red brick. Slate and old tiled roof. 2 storeys. In 2 parts, the southern part lower with early 19th century casements with glazing bars, bottom window, leaded glazing. Northern part has 1 window with sashes. Attached farm building to south.	Local	8/360 (Hurn CA)
Farm building NW of Parley Court	Late 19th century. Red brick with slate roof. 1 storey. Centre arch, under gable, flanked by paired round arched windows. Recessed outer bay each side.	Local	12/404
Troublefield Cottage, Matchams Lane	18th / early 19th century. Red brick façade with grey brick façade to Cob Cottage. Thatched roof. 2 storeys. Early 19th century casements. Central entrance. 1 storey, boarded cutshut to west. Derelict.	Local	8/338
Keepers Cottage, Quomps Copse, Christchurch Road	Formerly Keepers Cottage Farm Hurn Court. 18th century with later additions. Painted brick, hipped, banded tiled roof. L shaped. 2 storey, 1 window in each gable end, early 19th century casements, some cambered head linings. Modern porch in angle.	Local	8/359

Appendix 5: Key Characteristics of the Important Open Gap

Photos with road annotations are courtesy and copyright of Google Maps / Street View

Southern limit, along Hurn Court Lane

To the south Hurn Court Lane marks the northern edge of Hurn Court and its associated Listed Buildings. The Park Cottages and North Lodge both exit onto the lane and based on the old OS maps are historically part of the surrounding parkland.



Looking north from Hurn Court Lane is the restored agricultural land (where sand and gravel extraction has taken place) – the following photo shows the view from Hurn Court Lane looking towards Mill Copse (which was excluded from the extraction area).



Eastern limit, south of Parley Lane running along Mill Lane

Mill Lane forms the western limit of the Hurn Conservation Area whose significance is in part likely to be based on its rural character, with its historic buildings associated with rural trades and resources. This includes the locally listed Mill House and Cottage off Mill Lane and extends across the lane to also include Bridles.



Mill Copse, to the rear of Bridles, but perhaps better viewed from Hurn Court Lane (see photograph in the previous section), is an enduring feature in the landscape, dating back over a century (shown on the 1888 – 1913 OS maps)

North of Parley Lane and around the Airport boundary

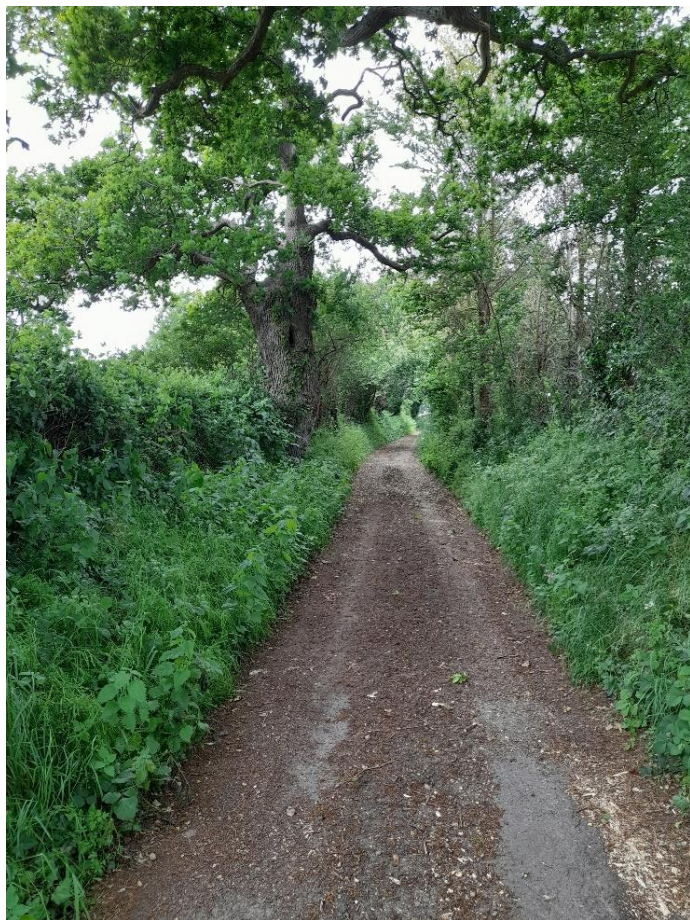
This area to the north of Parley Lane is sandwiched between the floodplain of the Moors River SSSI and the airport, and is traversed by Pussex Lane.



The land is primarily used for grazing and historically associated with Hurn Bridge Farm and Pussex Farm. The latter is now amongst the more industrial buildings within the airport, but the historic buildings of Hurn Bridge Farm are clearly visible from both Pussex Lane and Parley Lane. These are Grade II Listed (the Granary and the building to the west of the farmhouse) and locally listed Hurn Bridge Farm House and additional farm buildings. These are included in the Conservation area. The following photo shows the Granary as seen from Pussex Lane.

The area has a very rural character, with a patchwork of small / sub-divided fields and many mature oaks line that the lane and are found in many of the hedgerow boundaries, helping to screen the airport from wider views. There is a small copse north of Hurnbridge Farm which has been an enduring feature in the landscape, dating back over a century (shown on the 1888 – 1913 OS maps). The largest field, north of Parley Lane, is used occasionally for equestrian events.





Western limit

Hurn Court Lane runs along the western limit, and there is the small rural settlement of West Hurn at the junction with Dales Lane. The cluster of buildings here includes the Smokery, and Heronshaw House. Heronshaw House is a traditional 17th century stone-built farmhouse, on the eastern edge of West Hurn. Whilst not specifically identified by BCP Council as a locally important historic building, it clearly contributes to the intrinsic character of the countryside in this location.



The remains of the plant associated with the sand and gravel extraction are visible, but will be removed as the land is fully restored to agriculture.

Traversing the Gap

In many ways the gap is perhaps most experienced by the many people driving along Parley Lane – heading towards or away from Hurn Village. Whilst temporary mineral workings have taken place on the land to the south (which have and will be restored to agriculture), and the area north is used for occasional events, the area is significantly rural in character and devoid of any significant level of buildings and structures.



The End



River Avon in flood