

Core Strategy Area Profile

Options for Consideration
Consultation
4th October – 24th December 2010

Hurn



Prepared by Christchurch Borough Council and
East Dorset District Council as part of the Local Development
Framework

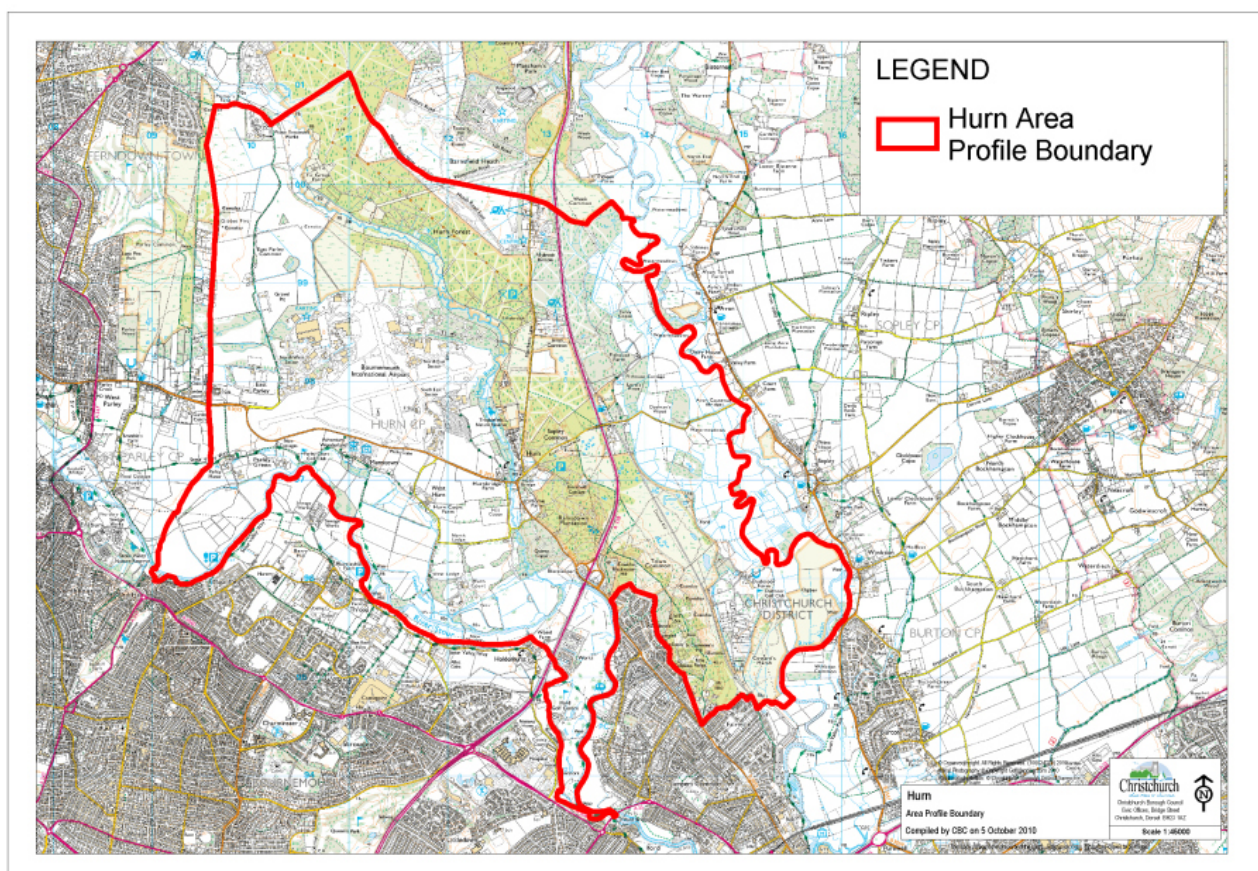
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1 Area Overview	2
2 Planning Context	4
3 Existing Community Facilities	6
4 Housing	7
5 Employment	13
6 Transport	14
7 Core Strategic Messages	14

1 Area Overview

1.1 For the purposes of the area profiles the St. Catherine's and Hurn ward has been split. The Hurn area is addressed in this area profile and the St. Catherine's area is included as part of the Portfield and Jumpers area profile. The decision to deal with them separately is due to the differing characteristics of the areas which are not easily addressed together. The St. Catherine's area is more urban in nature and is more similar to the urban areas of Portfield and Jumpers, whereas Hurn is much more rural and not as closely associated to the urban areas.

1.2 Hurn is situated in the northwest of Christchurch Borough and is approximately 1.6km from the edge of the urban area of St Catherine's. It is bordered on the south and east by the rivers Stour and Avon. The parish of Hurn is largely rural and comprises 2,231 hectares out of Christchurch Borough's 5,158 hectares. Overall Hurn parish comprises approximately 43% of Christchurch Borough. Due to its rural nature, Hurn is a large area with a small population in comparison to the rest of the Borough.



Picture 1.1 Hurn Area Profile Boundary

1.3 Although Hurn is a relatively small rural area it does have some distinctive features including an International Airport, a dry ski slope and a family theme park. In Hurn there are also some other facilities including a commercial stables and equestrian centre, a paintball facility, a cricket academy, a materials recycling facility, a number of caravan parks, an aviation museum, a specialist school (for children with autism), two golf courses and a floodlight multi-use sports ground.

1.4 The Parish is primarily given over to agricultural land, woodland and heathland, the exception being Bournemouth International Airport which along with its Industrial Park, provides a major source of employment to the area.

1.5 The village is centred on the small village green adjacent to the post office and Hurn Village Stores and excluding the airport some 90% of the Parish comprises open space.

Baseline Data

Area	Hurn	Christchurch
Parish Population estimated mid 2008	756	45,824
Population growth		
1971	616	31,400
1981	608	37,700
1991	696	40,330
2001	692	44,800
Ward Population Estimated mid 2008	756	45,824
0 – 15 years	106	7,223
16-59 (f) /16– 64(m) years	370	22,969
60 (f) /65(m) +	280	15,632
Deprivation Data	There are 247 super output areas in Dorset and Hurn is ranked 125 th .	Christchurch is ranked 220 th for the multiple deprivation score out of the 354 local authority areas in England and Wales. 1 = Most Deprived and 354 = least deprived.

Table 1.1

1.6 The figures in the table above have been calculated by using figures from the St. Catherine's and Hurn Ward. Based on a GIS exercise using 2001 census data for output areas, it has been calculated that the Hurn area taken from the St. Catherine's and Hurn ward contains 20% of the ward population. The data has been split with 80% of the total being attributed to the St. Catherine's area and 20% to the Hurn area.

Strategic Issues

1.7 Within Hurn there is a lack of access to facilities and poor public transport provision into neighbouring areas and associated facilities in these locations. Hurn does not have the population to support many facilities in the village so people must travel to nearby areas to access amenities.

1.8 Bournemouth International Airport is a strategic employment site for Christchurch and south east Dorset. The airport is currently expanding and with increasing demand will continue do so in the future. It can expand up to 3m passengers from the current planning consent (2007). Expansion over and above this will be dependant on a number of factors including environmental impact and capacity of the highway network. There are conflicting issues associated with an expanding airport and a small rural village located within such close proximity to each other.

1.9 The North West and North East business parks located at the Airport serve a strategic purpose in contributing to the employment needs of South East Dorset. There is a large amount of existing employment space and significant opportunity for further development to come forward subject to transport improvements and environmental constraints.

1.10 The amount of traffic using the road system in and around Hurn is very high. A large amount of vehicles use the roads to travel across the conurbation and to access the airport and associated employment facilities. The roads in this area are near or at capacity at certain times of the day. Improvements to the network are planned to accommodate increases in traffic volume and reduce congestion (this is explained further in the transport section of this profile).

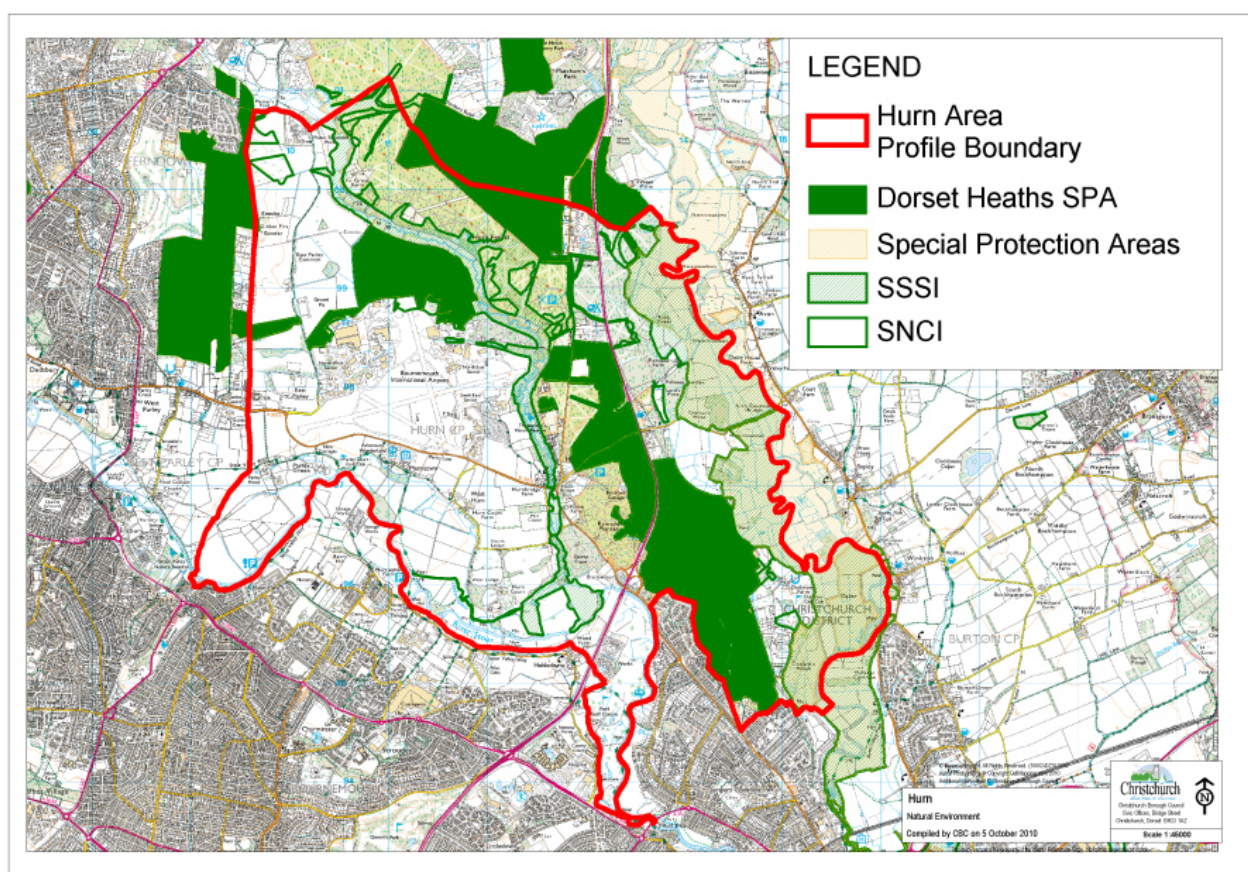
1.11 Future development pressures anticipated within the Hurn Forest Area include mineral extraction from the area to the east of the A338 and north of the Avon Causeway and the possible link road from the airport north east business park to the A338.

2 Planning Context

2.1 Hurn village does not have a settlement boundary. It is covered by the Green Belt which washes over the whole village although the business parks at the airport are not within the Green Belt. The Regional Spatial Strategy (RSS) has indicated that the existing Green Belt boundaries should be amended to accommodate the operational needs of the Airport. The boundary amendments will be made through the Local Development Framework (LDF). Due to the Green Belt designation development potential within and around Hurn is constrained.

Natural Environment

2.2 The more open, agricultural land or river valley landscapes are found around Hurn Village. There are areas of forestry at the northern part of Hurn and around the Matchams Lane area. Heathland areas are located at the northern part of Hurn which are internationally protected. The current restriction of new housing within 400m of internationally designated sites assists in their protection further. In and around Hurn a large part of the countryside areas are designated as Sites of Special Scientific Interest (SSSIs) and Special Protection Areas (SPAs) and these include protected heathland areas at Town Common, Parley Common and Hurn Common and river valley areas at Avon Valley.



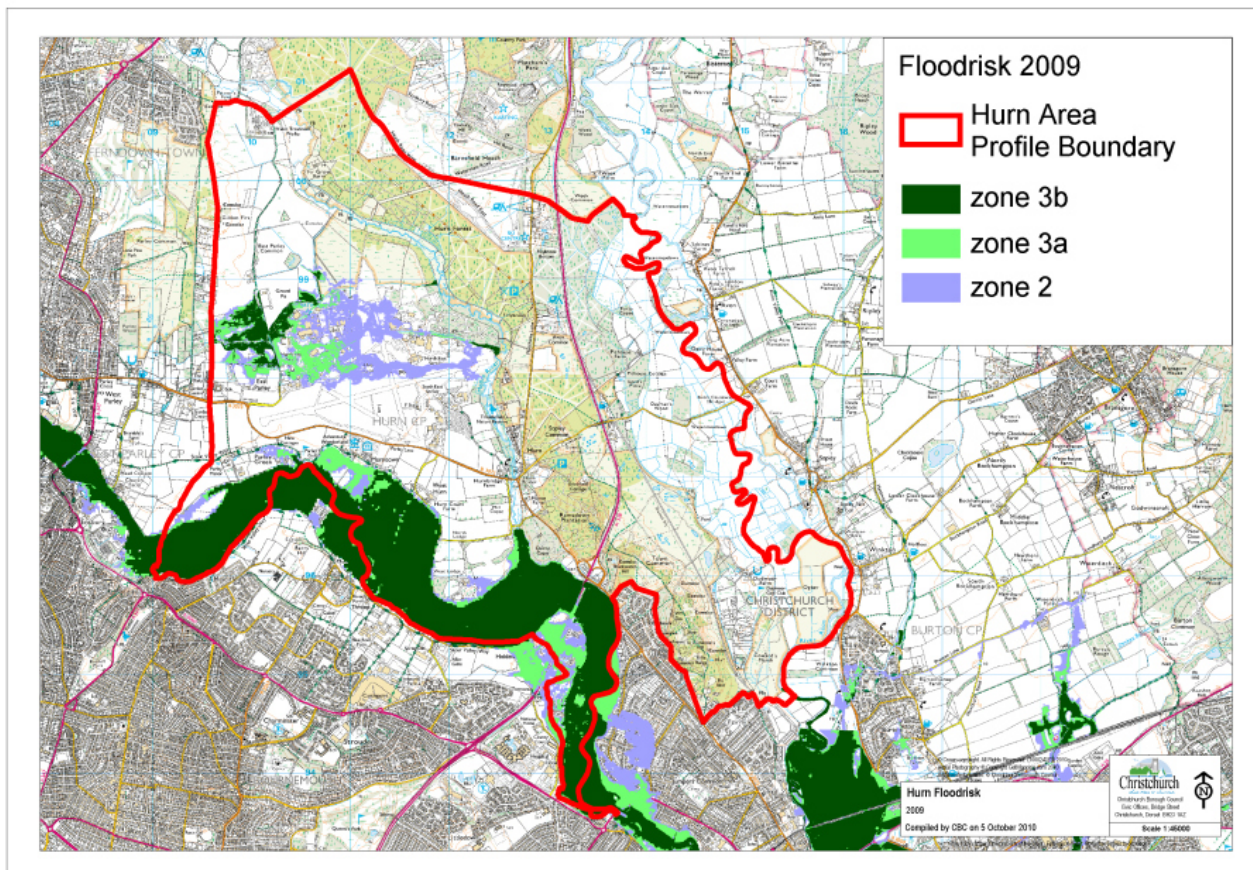
Picture 2.1 Hurn Natural Environment

2.3 To the south of Bournemouth Airport is an area of land identified in the south east Dorset Green Infrastructure evidence and opportunities study as a potential opportunity to be part of the Stour Valley Regional Park.

Flooding

2.4 A level 2 Strategic Flood Risk Assessment (SFRA) has been undertaken for all populated areas at risk of flooding and locations being considered for future development. Area 1 of the SFRA covers Bournemouth International Airport. The major implications for the airport are that a significant area of Aviation Park West and a limited area of Aviation Park East (along the southernmost stream) are situated within flood zone 3a (high probability). Flood zone 2 (medium probability) affects much of Aviation Park West and part of Aviation Park East. The remainder of the site is classified as flood zone 1 (low probability).

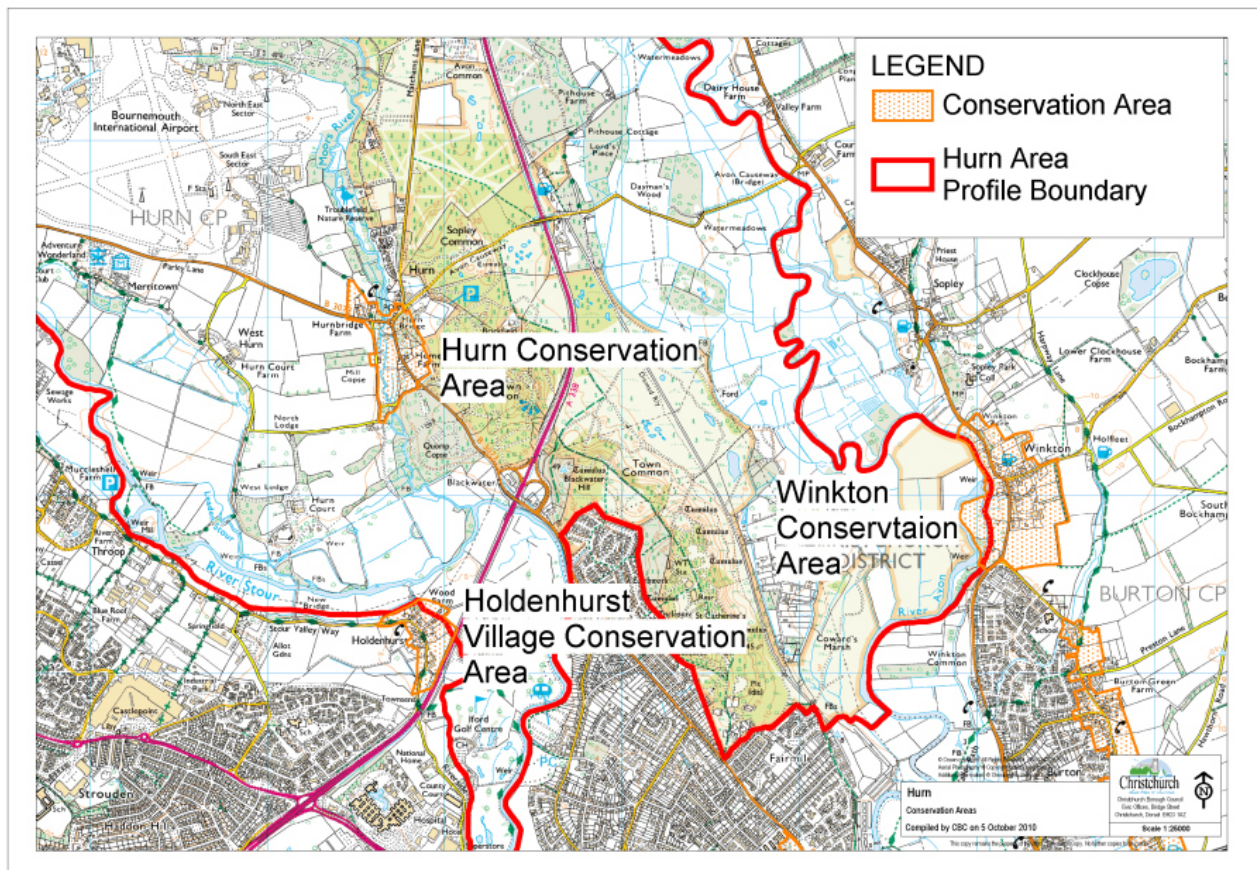
2.5 Development at the airport is limited in some places due to the areas of flood risk. The areas covered by flood zone 3a are not compatible with highly vulnerable development as set out in PPS25. Development is appropriate in areas covered by flood zone 2, however any application for highly vulnerable development in this zone will need to pass the Exception Test. Commercial uses classified in the less vulnerable category may be appropriate if the sequential test is met.



Picture 2.2 Hurn Floodrisk 2009

Historic Built Environment (Design and Landscape Character)

2.6 Hurn Conservation Area was originally designated in 1991. It is focused on the area around Hurn Bridge and includes land to the south on either side of Christchurch Road. It contains many statutory listed and local interest buildings of group value. The attractive setting of these buildings makes a significant contribution to the character and visual amenity of the area. The area comprises narrow lanes, open spaces, the Moors River valley area, several mature trees and an old ford in the south-west.



Picture 2.3 Hurn Conservation Areas

2.7 Hurn Village has a diverse range of buildings of historic value which make up the area's distinctive character. Of national importance are Hurn Court and nos. 1 and 2 Riverside Cottages and the Granary at Hurn Bridge Farm.

3 Existing Community Facilities

3.1 Due to the small size of Hurn, its fairly rural setting and location outside of the main urban area of Christchurch there are not many community facilities. The main provision of community facilities are within the surrounding areas of Christchurch and Bournemouth.

3.2 Existing community facilities in Hurn include:

- Hurn Bridge sports and social club.
- Post Office and general store.
- There are 4 play areas in Moors Close for young children.

3.3 There are other facilities in Hurn (as noted in the introduction) these however are more tourist / recreational facilities that serve a much wider catchment area and are therefore not classified here under community facilities.

3.4 Hurn Parish have produced a Parish Plan (draft). As part of the production of the Plan, consultation was undertaken to assess what the needs of the community are in terms of facilities. The consultation identified that people living in Hurn would like the following services / facilities:

- An improved bus service
- Broadband and cable facilities

3.5 The consultation also identified that a youth club would be a useful facility for Hurn (70% of respondents agreed with this, however, only 18% said that any members of their family would use such a facility). From this it is apparent that a youth facility may not be viable in the village and improved access to existing youth facilities may be a more realistic alternative.

Sports and Recreation

3.6 Hurn is not located within a Local Needs Area (LNA) as set out in the Christchurch and East Dorset Open Space, Sport and Recreation Study, however, it relates closely to the Ferndown and West Parley LNA which is located to the west and adjoins Hurn. The study notes that some sites outside of the identified LNAs must be considered to play a strategic role due to their significance and the wide catchment area from which visitors are drawn. Bournemouth Sports Ground in Hurn lies within Christchurch Borough, very close to the East Dorset District boundary. Although it is not within any identified LNAs, it clearly attracts residents from both local authority areas and plays a strategic role in the area.

Health

3.7 There is no doctor or dentist in the village. Residents have to travel to gain access to these facilities. The population in Hurn is not large enough to support these facilities within the village.

Education

3.8 The village does not have a school (apart from the specialist school for children with autism) and would not be large enough to support one, therefore the children go to school within the main urban area of Christchurch.

General Community Facilities

3.9 The village now has its own stop on the local airport bus service which provides Hurn with a link to Bournemouth Town Centre. There is a visiting County library service which serves Hurn.

3.10 There is no Church in Hurn as the Parish church lies in Holdenhurst village which is outside of the Parish boundary. There is also no dedicated village hall although the Hurn Bridge Sports and Social Club is used for this purpose.

4 Housing

4.1 There are approximately 756 residents living in Hurn. Properties throughout the Parish are very dispersed with the exception of Moors Close which, with its 55 dwellings built during 1956/7 close to the historic village centre, accounts for almost a third. The settlement is comprised of scattered clusters of farmsteads, cottages and a discreet cul-de-sac of post-war housing.

4.2 St Catherine's and Hurn is the only ward in Christchurch with a population density less than the county, regional and national averages and this is mainly due to the Hurn part of the ward.

4.3 Over half of all properties (53.4%) are owner occupied with no mortgage, with another 36.8% being owner occupied with a mortgage. Less than 10% of properties in Hurn are rented. Out of all the properties in Hurn Parish only around 22 are affordable 'social' housing and these are owned by the Twynham Housing Association Ltd. Who built some 70 affordable homes in the 1950s, approximately 50 of which have now been sold and are privately owned.

Tenure by Ward

Tenure of Housing in Hurn			Christchurch	
Tenure of Housing	No.	%	No.	%

Owner Occupied (no mortgage)	174	53.4	10,660	49.6
Owner Occupied (with mortgage)	120	36.8	6,844	31.8
Social rented	22	6.8	2,616	12.2
Private Rented	10	3.0	1,380	6.4
Total	326	100.0	21,500	100

Table 4.1

4.4 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.5 As the table below highlights, over 80% of dwellings in Hurn are detached (houses and bungalows) while less than 8% are flats. There are very few terraced houses in the area. The type of housing is reflected in the type of households in Hurn which is looked at in the tables below.

Dwelling Type

Type of Housing in Hurn			Christchurch	
Type of Housing	No.	%	No.	%
Detached house	100	30.8	4,157	19.3
Semi detached house	12	3.7	3,260	15.2
Terraced house	14	4.2	3,753	17.5
Detached bungalow	164	50.2	4,980	23.2
Semi or terraced bungalow	11	3.3	880	4.1
Flat	25	7.8	4,471	20.8
Total	326	100.0	21,500	100

Table 4.2

4.6 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.7 Household type in Hurn is mainly dominated by pensioners (over 45%) with households comprising of 2 or more adults with no children making up over 35%. Households comprising adults with children account for under 15% of the total. This highlights that the population structure in Hurn is fairly typical of that of Christchurch as a whole, with a high proportion of pensioners and much smaller proportions of young families with children.

Household Type

Type of Household in Hurn			Christchurch	
Type of Household	No.	%	No.	%

Single pensioners	68	21.0	4,585	21.3
2 or more pensioners	82	25.0	4,299	20
Single non-pensioners	10	2.9	2,352	10.9
2 or more adults – no children	118	36.3	6,485	30.2
Lone parent	3	1.0	677	3.1
2 adults + 1 child	24	7.4	1,347	6.3
2+ adults and 2+ children	21	6.5	1,755	8.2
Total	326	100.0	21,500	100

Table 4.3

4.8 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.9 Almost half of the households in Hurn are comprised of two people, and nearly a quarter are households of just one person. Just over a quarter of the households in Hurn have three or more people living in them. These figures reflect the high numbers of pensioners and low numbers of families with children living in this area.

Household Size

Household size in Hurn			Christchurch	
	No.	%	No.	%
One Person	78	23.9	6,937	32.3
Two People	160	49.2	9,190	42.7
Three People	50	15.2	2,297	10.7
Four or More People	38	11.7	3,076	14.3
Total	326	100.0	21,500	100.0

Table 4.4

4.10 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.11 The definition of over crowding is obtained from the bedroom standard used by the General Household Survey. The bedroom standard is calculated on the age, sex and relationships of those inhabiting the dwelling. An under-occupied dwelling is one in which the household exceeds the bedroom standard by two or more bedrooms, i.e. a four bedroom dwelling occupied by a single person or a married couple would be considered to be under-occupied.

4.12 There are no over crowded properties in Hurn. There is a fairly even split between houses being 'OK' and 'under occupied', roughly a 50-50 split. The high proportion of under occupied dwellings in Hurn is probably in part due to the age structure of the area where pensioners are living in the family home rather than moving to a smaller property when the dependants leave.

Over crowding / under occupation in Hurn

Over crowding / under occupation in Hurn			Christchurch	
	No.	%	No.	%
Over crowded	0	0	162	0.8
OK	168	51.4	13,326	62
Under occupied	159	48.6	8,011	37.3
Total	326	100.0	21,500	100.0

Table 4.5

4.13 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.14 Due to its location away from the main urban area and the lack of regular public transport serving the area the levels of car ownership in Hurn are fairly high. Just over 12% of households in Hurn do not have a car compared to 17% in Christchurch overall. Over 46% of households in Hurn have two or more cars compared with only 33% in Christchurch overall.

Car Ownership

Car Ownership in Hurn			Christchurch	
	No.	%	No.	%
None	40	12.2	3,665	17.0
One	136	41.7	10,747	50.0
Two	115	35.2	5,773	26.9
Three or more	35	10.9	1,315	6.1
Total	326	100.0	21,500	100.0

Table 4.6

4.15 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.16 Housing can be unsuitable because of its size, type, location, condition or cost. There are a higher proportion of households in unsuitable housing in Hurn than in Christchurch overall. The proportion of households in unsuitable housing are however very low at 6.3% in Hurn and 4.6% in Christchurch as a whole.

Locations of Households in Unsuitable Housing

Unsuitable Housing in Hurn			Christchurch	
	No.	%	No.	%

In unsuitable housing	21	6.3	996	4.6
Not in unsuitable housing	306	93.7	20,504	95.4
Total	326	100.0	21,500	100.0

Table 4.7

4.17 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.18 Housing need is defined as the number of households who lack their own housing or live in unsuitable housing or who cannot afford to meet their needs in the market. There are currently no households in housing need in Hurn, there are however just under 300 in the rest of Christchurch.

Locations of Households currently in Housing Need

Current need in Hurn			Christchurch	
	No.	%	No.	%
In Need	0	0	299	1.4
Not in Need	326	100.0	21,201	98.6
Total	326	100.0	21,500	100.0

Table 4.8

4.19 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.20 As the table below shows there are 5 households in future housing need in Hurn. This is the same percentage as the future housing need in the rest of Christchurch.

Locations of Households in Future Housing Need (annual)

Future need in Hurn			Christchurch	
	No.	%	No.	%
In Need	5	1.6	348	1.6
Not in Need	321	98.4	21,152	98.4
Total	326	100.0	21,500	100.0

Table 4.9

4.21 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.22 Households with special needs are those where improvements are required to accommodation and services to allow those residents to remain in their own homes. Just under 30% of households in Hurn are classified as special needs households which is a higher percentage than Christchurch overall which has just over 23% classified in this category.

Special Needs Households

Special Needs households in Hurn			Christchurch	
	No.	%	No.	%
Special Needs	91	27.9	4,983	23.2
Non-special Needs	235	72.1	16,517	76.8
Total	326	100.0	21,500	100.0

Table 4.10

4.23 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.24 The table below shows that the split between older person only households and other households in Hurn is split fairly evenly with just under half (46%) classified as older person only households and just over half (54%) classified in the other households category.

Older person Households

Older person only households in Hurn			Christchurch	
	No.	%	No.	%
Older person only households	150	46.0	8,884	41.3
Other households	176	54.0	12,616	58.7
Total	326	100.0	21,500	100.0

Table 4.11

4.25 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

Key Worker Households

4.26 Key workers are defined in the research as being those employed in the following categories:

- Nurses and other NHS staff
- Prison / probation service
- Teacher
- Junior and retained fire fighter
- Police officer
- Social worker, education physiologist, therapists.

4.27 As the table below shows a higher percentage of key workers live in Hurn when compared to the rest of Christchurch.

Key Worker households in Hurn			Christchurch	
	No.	%	No.	%
Key Worker households	42	12.9	1,996	9.3

Non-key worker households	284	87.1	19,504	90.7
Total	326	100.0	21,500	100.0

Table 4.12

4.28 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

4.29 The rate of new household formation in Hurn is slightly higher than that of Christchurch overall as this table highlights.

Rate of new household formation in Hurn		Christchurch
Number of households intending to form in the next two years	27.8	1,312
Number of existing households	326	21,500
Annual rate of household formation	4.3%	3.1%

Table 4.13

4.30 Source: Christchurch HNDS Fordham Research 2007 (report published 2008)

5 Employment

5.1 Although the location of Hurn is fairly rural in comparison to the rest of Christchurch it is home to a large employment area at Bournemouth International Airport. Bournemouth International Airport is situated in the north-east part of the Borough in Hurn Parish close to Hurn Village. The site extends to some 366 hectares. The airport is a major employer in the area and fulfils two distinct roles: that of a significant regional airport, and that of a growing Business Park that provides a strategic employment role within South East Dorset. There are significant aviation related businesses, small to medium employers and high quality office space in the northern business parks. This business parks have continued to be an important employment centre providing work for around 2,500 people.

5.2 In order to meet projected requirements for employment land in South East Dorset a minimum of 15ha of new employment related development needs to be brought forward at the Airport. Subject to the necessary transport improvements there is potential for 30ha to come forward which would provide flexibility to meet the needs of local business and inward investment to 2026.

5.3 The airport prepared a Master Plan dated 2007 which sets out how the airport and it's business parks would like to develop in the future. The majority of the employment at the Airport is concentrated in the northern sector, which contains most of the industrial activity. The airport as a whole provides a wide range of aviation services including aircraft manufacture, maintenance and refitting, the design, production and supply of avionics systems and instruments, defence contract work, pilot tuition and air traffic control training. Much of the employment is of a highly skilled nature.

5.4 Bournemouth Airport provides essential infrastructure to support regional economic growth as well as being a commercial entity in its own right. The operational airport supports employment directly in the southern and northern business park sectors and also indirectly in the chain of suppliers providing goods and services.

6 Transport

6.1 Hurn is heavily dominated by traffic. The village has four major roads - Christchurch Road (B3073), Parley Lane (B3073), Matchams Lane and Avon Causeway which all meet at a roundabout near the village centre.

6.2 The B3073 provides a link from the A338 (Bournemouth Spur Road) and Christchurch to Bournemouth International Airport. This road crosses the Moors River via a small bridge. Immediately adjacent to the bridge a roundabout junction links with the Avon Causeway and Matchams Lane. Both of these minor roads provide back road alternatives to other strategic routes through the Borough. The enclosed wooded setting and modest scale roads concentrate the impact of heavy traffic within this area.

6.3 Hurn Village is dominated by its four major roads (listed above). Hurn is close to both Christchurch and Bournemouth, with access to the A338 enabling travel to the north and west, and the B3073 (Christchurch Road) to the south. There is no railway station, the nearest being Christchurch 3 miles away and the bus services, although improving are both infrequent and relatively expensive. The impact for the residents of this area is that services are not as easily accessible without a car.

6.4 The difficulty of crossing the wide floodplain areas has prevented the development of many east west routes through the rural area. The main routes developed along the edge of the flood plains north towards Ringwood and Salisbury. Burton, Winkton and Hurn are all located along such routes.

6.5 The Local Transport Plan recognises the high priority this should be given, along with improvements to the B3073 at Chapel Gate and Hurn Bridge roundabout.

6.6 The Airport and its business parks which are located in Hurn are a major factor in the volume of traffic using the roads in and around Hurn. Congestion is especially bad around peak times as many people use the roads through Hurn to travel across the conurbation to access Christchurch, Poole, Bournemouth and the Spur road to travel further afield to places including Salisbury and Southampton. The roads in Hurn are not designed to accommodate this capacity of traffic.

6.7 There is a South East Dorset Multi Modal Transport Study (SEDMMTS) being undertaken which is looking at the possible improvements that could be made to the transport network to help to ease congestion in the South East Dorset study area. A package of measures will be put forward as part of the outcomes of this study.

6.8 A package of roadworks has been identified by work undertaken by Peter Brett Associates for the Airport. Dorset County Council and the Airport are progressing further work to determine the package of improvements required.

7 Core Strategic Messages

- Whilst the existing transport network is not appropriate to the volume of traffic using the roads in and around Hurn the South East Dorset Multi Modal Transport Study will set out improvements for the movement of people and vehicles in and around Hurn.
- The airport and its future development must be carefully balanced with the needs of the local communities located within close proximity to it to ensure that its growth does not have adverse impacts on their residential amenity. It is important that any further development at the airport takes into account the impact on the environment and internationally designated habitats within close proximity to the site.
- The Airport business park is a strategic site for South East Dorset for employment land supply.

- Hurn is not a sustainable location for significant housing development because of habitats in the area and the proximity to Dorset heathlands. Hurn is not well related to the existing urban area.
- Access to essential facilities and services must be maintained and improved for the people living in Hurn, as its location is fairly rural and a large proportion of its population is made up of older people.