



Christchurch and East Dorset Core Strategy Examination

MATTER 4: STRATEGIC ALLOCATIONS: CHRISTCHURCH

Statement by Christchurch and East Dorset Councils



Prepared by Christchurch Borough Council and
East Dorset District Council

August 2013

1 Christchurch Urban Extension

1.1 Issue 1: Alternative Sites

Response to Issue

Issue 1: Does the evidence demonstrate that this is the most sustainable site for an urban extension in the light of any alternatives?

1.1.1 The process of selecting the north Christchurch urban extension dates back to the Regional Spatial Strategy, informed by the Joint Strategic Authorities' 'First Detailed Proposals' for growth in South East Dorset.

1.1.2 It is evident from the Council's Strategic Housing Land Availability Assessment (SHLAA) (ED32), and from previous urban potential studies, that it would be difficult to meet the housing requirements for Christchurch within the urban area alone, given constraints such as nature conservation designations, flood risk etc.

1.1.3 As part of the South East Dorset Sub-Regional Study, three possible strategic locations for housing were identified in Christchurch:

- Roeshot Hill - forming part of the present urban extension.
- Land east of Burton.
- West Hurn (possible residential or employment development)

1.1.4 Following further sieving, the West Hurn site was not progressed, and a combined "area of search" was submitted to the Regional Assembly covering the area of Roeshot Hill and land east of Burton. This area of search was subsequently taken forward in the RSS for 600 dwellings.

1.1.5 The Core Strategy has refined down the area of search to the land south of the railway at Roeshot Hill, with masterplanning work having confirmed that the site is capable of delivering a higher figure of housing (now established as 950 units).

1.1.6 Throughout the Core Strategy process, only five other sites for major housing have been put forward in Christchurch by representors. Of these, only 2 sites, land south of Burton (90 units proposed by Meyrick Estate), and land east of Marsh Lane (120 units proposed by Sembcorp Bournemouth Water), remain as objectors sites to be considered at the examination. Neither site has the capacity to be an alternative to the urban extension, although the Core Strategy allocates a smaller site at Burton to meet local need.

1.1.7 The Councils' consider that the Core Strategy allocation at Roeshot Hill represents a sustainable urban extension to serve Christchurch:

- as it is well related to the existing urban area,
- occupies land with defensible boundaries, thus reducing encroachment into open countryside;
- Is located close to existing retail facilities;

- Is located close to existing high frequency bus services, and close to Hinton Admiral station;
- Offers potential to create SANG and greenspace links to adjoining areas.

1.2 Issue 2: Effect on Burton and Somerford

Response to Issue

Issue 2: Has the effect of the allocation on Burton and Somerford been taken into account?

1.2.1 Objectors to the urban extension have raised the following concerns in respect of its impact on Burton and Somerford:

- Ending the physical separation of Burton from Christchurch and eroding the character of the village.
- The potential impact of traffic from the development through Burton, and to a lesser extent Somerford, and the delays to residents of these areas on the A35.
- The impact on local schools in Somerford.

1.2.2 The Urban Extension Masterplan report (Dec 2011, ED69), recognises the historic development of Christchurch and the different urban areas within it. The character and density of adjoining areas have been used to inform the range of densities across the site.

1.2.3 The aim is to create a distinct new neighbourhood, which provides connections to other parts of the area, including Burton and Somerford. Areas of lowest density housing on the site are proposed at the western (Staple Cross) end, which reflects the transition from a more urban development to the more rural gateway north into Burton Village. The physical containment of the site south of the railway and its embankment, provide separation of the urban extension from Burton.

1.2.4 Discussions with Dorset County Council has established that both Somerford Primary School and the Grange secondary school have adequate capacity to support the urban extension.

1.2.5 Improvements to the A35 form part of the Transport strategy within the Core Strategy document. More detail is provided elsewhere in this statement.

1.3 Issue 3: Justification and Achievability of Housing Figure

Response to Issue

Issue 3: Is the figure of 950 dwellings justified and achievable?

1.3.1 During the development of the Core Strategy, significant work has been completed to refine the RSS Area of Search (originally for 600 dwellings) into a robust strategic allocation:

- At Issues and Options stage, consultation focussed on where development should be sited within the Area of Search, and broad development criteria to consider.
- At Options stage, and the Stage 1 Master planning study, the allocation was refined to land south of the railway line at Roeshot Hill, with a series of development options ranging from 500 to 1250 dwellings, depending upon location of SANG, allotments, and the amount of the site developed.
- The more detailed Stage 2 master planning study refined the potential development range to between 765 and 933 dwellings, taking a mid-point figure of 849 dwellings for the purposes of the detailed work.
- At Pre-Submission stage the Core Strategy allocated the Urban Extension for 850 dwellings.
- Following deletion of the Marsh Lane housing site (90 dwellings), at Proposed Changes stage, the Urban Extension allocation was increased to 950 dwellings to absorb this requirement. Although marginally in excess of the Stage 2 master planning study range (by just 17 dwellings), the master planning consultants have confirmed that they consider this figure would not compromise the robustness of the study.

1.3.2 The master plan is underpinned by a viability study undertaken by Whiteleaf Consulting. This took account of known or estimated costs for transport, open space, allotments, SANG and undergrounding of power lines. The conclusions of this work show that development of the site is viable based on 35% affordable housing, although this figure is more marginal based on 849 dwellings than 933.

1.3.3 The Councils consider therefore that the Christchurch Urban Extension represents a sustainable and robust allocation which can deliver approximately 950 dwellings.

1.4 Issue 4: Level of Affordable Housing

Response to Issue

Issue 4: Is the 35% affordable housing justified by viability evidence?
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1.4.1 The Core Strategy figure of 'up to 35%' represents a lower figure than the more general affordable housing requirements set out in Policy LN3. This figure has been informed by viability work undertaken by Whiteleaf (ED70), produced as part of the master planning work. This viability work was undertaken for all development options tested through the Options consultation and master planning work.

1.4.2 The Whiteleaf report concludes that, based on delivery of 935 dwellings, affordable housing could increase to a maximum of 35% of units, although the viability "buffer" remains small.

1.4.3 The CIL viability work, undertaken by Peter Brett Associates (PBA) (ED23, ED23.1) reviewed the Whiteleaf work and concluded that there are competitive returns for landowners and developers at each stage in the process and abnormal costs of developing the site had been appropriately reflected in land values. The study tested a CIL charge for residential of £100sqm gross floorspace, at 30% affordable housing. The study concluded that the Urban Extension should be subject to a CIL rate of £100sqm at this rate of affordable housing.

1.4.4 PBA undertook further testing at 35% affordable housing and concluded that achieving this rate for the urban extension may be challenging in the current economic climate, given abnormal costs and a CIL charge of £100sqm. However, there has already been significant viability testing on this major site, and Policy CN1 requires provision of 'up to 35%' of total units as affordable which provides flexibility in view of viability, subject to the presentation of a clear viability case. Therefore, The Council considers that the urban extension is viable for delivery of 950 units at levels of affordable housing 'up to 35%'.

1.5 Issue 5: Deliverability of SANG

Response to Issue

Issue 5: Deliverability: Has the SANG strategy been agreed with all stakeholders, including adjacent authorities?

- Has any potential conflict with proposed mineral extraction been addressed/ resolved?
- Is the SANG deliverable?

1.5.1 In response to the Inspector, the Councils have provided additional information on the partnership work with Meyrick Estate and Natural England on the SANG Strategy, together with a draft of the Strategy itself (Examination documents FD2, FD3 and FD4). This demonstrates the deliverability of the SANG and the resolution of potential conflicts with proposed minerals extraction. Further information on the latest agreed position on the SANG Strategy with the landowner, Natural England and adjacent authorities is presented in a Statement of Common Ground for the Christchurch Urban Extension.

1.6 Issue 6: Deliverability of Transport Infrastructure

Response to Issue

Issue 6: Deliverability: Has funding been secured/ identified to enable transport infrastructure requirements to come forward as required?

1.6.1 The following sources have been secured or identified as potential future sources.

1.6.2 Secured funding

1.6.3 Local Sustainable Transport Fund (LSTF)

1.6.4 In 2012 £2.4M was secured from the LSTF for Christchurch as part of the joint Three Towns Travel Project for Poole, Bournemouth and Christchurch. An additional £1M has been allocated to Christchurch from Dorset County Council's Local Transport Plan fund. Funding is being spent on schemes to improve safety, manage the flow of traffic through the town, aid the movement of buses, cyclists and pedestrians to reduce congestion levels and the need for major network capacity enhancements.

1.6.5 South East Dorset Transport Contributions SPD (SEDTCs, ED51)

1.6.6 The interim SEDTCs policy has been in place since 2009 and has so far collected £180,000 from development in Christchurch to be spent on transport improvements in Christchurch.

1.6.7 These funding sources will contribute towards A35 corridor improvements and transport improvements throughout the rest of Christchurch as identified in the Core Strategy and IDP.

1.6.8 Potential future funding sources

1.6.9 Site specific developer funding and CIL

1.6.10 The councils are drafting a CIL regulation 123 list and a list of site specific transport requirements which identify the funding mechanisms for the various transport improvements required to be delivered by this development and those to which this development will contribute towards. The transport costs for the development have been assessed at £3.5m and viability work undertaken by Whiteleaf has concluded that this does not undermine the viability of the development. The developer will deliver those transport improvements required for the development to go ahead under Section 38 and Section 278 agreements and will pay Section 106 or CIL as appropriate towards other improvements such as A35 junctions which the development will impact upon. The Local Planning Authority will work closely with the Highway Authority and developer to create a delivery and payment programme.

1.6.11 Future funding from development across Christchurch

1.6.12 Direct impacts will be mitigated through site specific agreements and wider cumulative impacts for example along the A35 corridor, will be mitigated in the short term through SEDTCs and once adopted, through payment of CIL.

1.6.13 Dorset County Council corporate and LTP funding

1.6.14 DCC can target funds to provide a local contribution towards other government funding to deliver Christchurch transport improvements. This funding is subject to member approval and can come from the Local Transport Plan allocation and the County Council's own corporate funding. Christchurch is also allocated it's own share of the annual LTP settlement.

1.7 Issue 7: Deliverability of Relocated Allotments

Response to Issue

Issue 7: Deliverability: In view of the absence of an identified site, is the relocation of existing allotments achievable?

1.7.1 In response to a request for further information on suitable alternative sites for allotments, the Councils have already submitted a further document setting out details of negotiations to date on possible alternative allotment sites (Document FD2).

1.7.2 The Council considers that there are a number of potential deliverable alternative sites on which to relocate the Roseshot Hill allotments. Further details of the discussions with Meyrick Estate are contained in the Statement of Common Ground for the Christchurch Urban Extension.

1.8 Issue 8: Deliverability of Power Line Undergrounding

Response to Issue

Issue 8: Deliverability: Is there a clear strategy and funding for undergrounding of overhead power lines?

1.8.1 There have been no specific discussions with the landowner or with Taylor Wimpey (who hold an option on the majority of the allocation site) regarding the undergrounding of power lines, however neither have expressed concern about the desire to achieve this.

1.8.2 The cost of undergrounding the pylons is expected to be met by the developer. The Stage 1 master planning report (ED68) sets out the process to negotiate easements with the Electricity Company. The report also proposed that the most favourable option would be to underground the lines as close as technically possible to the south side of the railway line.

1.8.3 The cost implications of placing pylons underground have been taken into account in the Whiteleaf Consulting viability testing work (ED70). A detailed cost breakdown has been provided for these works from the Electricity Company, this is estimated at approximately £8.2 million.

1.8.4 The Whiteleaf work has concluded that the proposed allocation for 950 units (tested for viability at 849 and 933 units), is likely to be commercially viable.

1.9 Issue 9: Traffic and the National Park

Response to Issue

Issue 9: Transportation: has the impact of increased traffic on the roads in the adjacent National Park been taken into account?

1.9.1 Yes, the split in the direction that traffic is likely to take from the development has been taken into account. The majority (at least 80%) of the traffic arising from the development at peak times will be travelling to and from destinations within the Poole, Bournemouth and Christchurch conurbation. Approximately 20% of vehicles are likely to be drawn across the border to the towns of Ringwood, Lymington, New Milton and beyond. The level of traffic predicted to cross the border is likely to be low, current estimates are for approx. 3 vehicles every 2 minutes to come from the combined development at Parley Cross, the airport and Roeshot Hill in the AM peak hour. This is nowhere near the severe impact that paragraph 32 of the NPPF is concerned with.

1.9.2 A preliminary assessment of the potential traffic impact from significant East Dorset / Christchurch development on New Forest, Hants roads (A35, A337) has been undertaken as part of the masterplanning process for the Roeshot Hill development. The headline results from this assessment were shared with Hampshire County Council, New Forest District Council and the New Forest National Park Authority officers in October 2012. Further detail has also now been shared with the authorities.

1.9.3 Hampshire and New Forest officers were also involved with the development of the South East Dorset Transport Study (SEDMMTS). Predicted future traffic levels on the A31 arising from the South East Dorset Transport Model were shared with Hampshire and New Forest officers in October 2012. Dorset County Council has also shown it's support for the Highways Agency scheme in Hampshire to widen the A31 westbound at Ringwood to improve safety and capacity.

1.9.4 In accordance with paragraph 32 of the NPPF, Dorset County Council will work closely with the developers to reduce the number of trips arising from Christchurch development as much as possible through the provision of a Travel Plan and Transport Assessment. This will identify the transport improvements required to mitigate the impacts of the development through the delivery of sustainable transport modes and the improvement of junctions along the A35. These improvements should mean that the traffic coming from Christchurch in to the New Forest area is likely to be even lower than predicted in the preliminary assessment.

1.9.5 The County and Borough/District Councils will continue to hold regular transport liaison meetings with Hampshire County Council, New Forest District Council and the New Forest National Park Authority.

2 Land South of Burton Village

2.1 Issue 1: Impact on Green Belt

Response to Issue

Issue 1: Does the allocation take account of the potential effect on the Green Belt between Burton and Christchurch?

2.1.1 There has been active discussion about the possibility of some form of an "exception site" to provide affordable housing for the village of Burton, for some time.

2.1.2 Burton is surrounded by the South East Dorset Green Belt, and the built up area of the village itself offers no opportunities to deliver a reasonable amount of housing. Therefore if a site is to be brought forward, some loss of Green Belt is inevitable. The aim of the Core Strategy has been to minimise loss of Green Belt, and to preserve the separation of Burton from the general built up area of Christchurch.

2.1.3 As part of the process of discussions on a potential exception site, the Council suggested to Raglan Housing Association in 2009 that a sequential site search should be undertaken to ascertain the most appropriate site for future development. This was based on the need to provide a site for approximately 24 units of affordable housing, which was the figure of local need identified in the Burton Parish Housing Needs Survey 2006. A map showing the results of the sequential search (undertaken in 2010 by Tetlow King) is attached as Appendix A.

2.1.4 The sequential site search identified a number of sites around Burton, of which the Core Strategy site was one. The Tetlow King study rejected this site as the landowner did not respond to the study to indicate a willingness to see the site developed. The Tetlow King report therefore put forward two possible alternative sites, one at Vicarage Way to the east of the village, and another adjacent to the Manor Arms public house, to the south of the village.

2.1.5 In response to a request for sites to be submitted for consideration in the Strategic Housing Land Availability Assessment (SHLAA) in 2011, Meyrick Estates submitted land west of Salisbury Road to the Council, with an estimated housing potential of 60 units. A copy of the submitted site plan is attached as Appendix B to this statement. This site boundary is identical to the proposed Core Strategy allocation.

2.1.6 The Council considered this site in the light of a small reduction in potential from the urban area in that SHLAA update. For this reason, together with the long time desire to provide for affordable housing in the village, the Council decided to pursue an allocation in the Core Strategy on land west of Salisbury Road.

2.1.7 In terms of Green Belt, this site was considered to strike an appropriate balance between being large enough to provide a reasonable level of housing to meet local needs, whilst still being a natural extension of the village, and maintaining a significant gap between the village, and the edge of the Christchurch urban area.

2.1.8 The Council considers that the Tetlow King study represents a robust site search, but that the sites it chose for potential delivery are less desirable than the Burton Farm site for the following reasons:

- Vicarage Way - this site is not large enough to meet local need for affordable and some market housing to serve the village, and would result in an eastward intrusion into the Green Belt along a quiet lane.
- Land adjoining the Manor Arms pub - this site offers potential to deliver housing to meet local needs, but is remote from the village itself, and would therefore introduce "satellite" development in the Green Belt which is not well related to the village.

2.1.9 The Core Strategy allocation is well related to the existing village envelope of Burton, and offers potential to achieve vehicular and pedestrian access to adjoining parts of the village. The site represents a natural extension to the village, well related to the existing developed pattern, as opposed to other locations where development would noticeably project outward from the established village or be set in isolation from the village envelope. The site is of limited size in order to retain a visible gap between Burton and the existing urban area of Christchurch to the south.

2.2 Issue 2: Justification and Achievability of Housing Figure

Response to Issue

Issue 2: Is the figure of 45 dwellings justified and achievable?

2.2.1 Justification for proposing an allocation of 45 dwellings at Burton is set out under Issue 1 which also provides details of the exception site search. The Councils consider that the Burton Farm site represents a more sustainable location for development, whilst still able to deliver a reasonable level of housing to address local needs.

2.2.2 The Burton housing needs survey identified a need for 24 units of accommodation to meet the needs of families within the village or with a local connection.

2.2.3 Following consultation on the 'Options for Consideration' Core Strategy in 2010 (CD6) the Council jointly prepared a Strategic Housing Market Assessment (2012, ED27/28) and Bournemouth, Dorset and Poole Population and Household Projections (2012, ED30) which identified a need to provide 3,375 homes over the 15 year plan period. The council's Strategic Housing Land Availability Assessment (2011) identified a potential for 2,140 homes in the urban area and a potential of 850 dwellings had been identified for the North Christchurch Urban Extension. Further limited Green Belt release has been identified to the south of Burton to help address the housing shortfall in Christchurch and to contribute towards affordable housing requirements in Burton.

2.2.4 The Council has been aware for some time of concerns within the village that there is a lack of local services and facilities. The Council considers it very unlikely that a 100% affordable "exception" site development could fund or contribute toward provision of such

facilities in the village. The Core Strategy therefore proposes a small amount of open market housing for the village, both to contribute toward wider housing requirements, but also to enable contribution toward local community facilities for the village.

2.2.5 At Options for Consideration stage, Meyrick Estates made representations on the Core Strategy that Burton should be subject to a new policy as follows:

2.2.6 *Burton is identified as a third tier settlement and as such should accommodate a moderate amount of development commensurate with the village size and needs in order to support the viability of the existing village services and support additional facilities to allow it to become more self sufficient for day to day needs. This will be achieved through a limited green belt release for residential development, located so as not to harm the rural setting of the village. Any development in the village should support the following: provision of a new village hall, affordable housing for local residents, and improvements to green infrastructure and recreation opportunities (possibly including SANG and allotments), improvements to drainage and renewable energy supply and improved travel planning to serve the needs of new residents.*

2.2.7 Meyrick Estate proposed development of an area south of Burton village to the rear of Medlar Close, Alder Close, Gordon Way, Burton Close, and Sandy Plot which they considered would not harm the open character of the green belt in this location.

2.2.8 The estate has taken this option forward, firstly by making a SHLAA submission for a site of 60 dwellings potential in 2011, and then subsequently into a more detailed representation which seeks the allocation of 90 dwellings together with some employment and education facilities. The Estate has submitted several surveys and studies in support of its representations.

2.2.9 Whilst these studies demonstrate that a larger development on this site can be achieved in technical terms, they are set in the context of an attempt to change the position of Burton into a 'rural service centre' in terms of the settlement hierarchy. The Council considers this to be an unsound strategy for a number of reasons:

- Whilst it may be a reasonably large village in terms of population, it has a very limited range of facilities and services.
- It lies on the edge of a larger settlement (Christchurch), rather than being a truly rural village serving a hinterland of smaller villages and hamlets.
- It is surrounded by Green Belt which serves to protect the separate character of the village from being merged into the urban area of Christchurch. This means that even relatively modest scale development at Burton is likely to conflict with the purposes of Green Belt designation.
- Meyrick Estates proposals are also on the premise of enabling the Council to meet the housing needs of the Borough. The Council considers that Burton is not a suitable location to focus development to meet wider Borough housing needs.
- Whilst there appears to be some support within the Parish for an affordable housing exception site, there is considerable opposition to new housing in the village, evident from Core Strategy representations.
- Meyrick Estates also undertook their own community consultation on their proposals in May/June 2012. The Council applauds the efforts the Estate has made to fully engage the local community in their proposals, however the results clearly indicate significant opposition to further development at Burton.

2.2.10 The Council considers that the allocation of the site for 'approximately 45 houses' is a sound strategy to deliver a small amount of development appropriate to the needs of the village of Burton, particularly in terms of affordable housing. Whilst this will contribute to the overall Core Strategy housing requirements, this should not be the main driver for this allocation.

2.2.11 The Council acknowledges the significant local opposition to further development in the Green Belt around Burton. However there is also a desire to sustain community facilities in the village, and to see the delivery of affordable housing. The proposed Core Strategy allocation represents a strategy to achieve these aspirations at a scale appropriate to the village.

2.3 Issue 3: Effect on Conservation Area

Response to Issue

Issue 3: Does the allocation take account of the effect on the Conservation Area?

2.3.1 Burton conservation area was designated in January 1986, and amended in June 1995. The Council adopted a conservation area appraisal and management plan for Burton in February 2007.

2.3.2 Only a small part of the allocation site falls within the Burton Conservation Area. Policy CN2 acknowledges that the development of the site should be consistent in scale and character with the conservation area and with the village in general.

2.3.3 One of the farm buildings on the site (Waters Farm) is listed, and these buildings could all be retained as part of the allocation.

Appendix to Issue 2.1

Appendix to Burton Issue 1: Does the allocation take account of the potential effect on the Green Belt between Burton and Christchurch?

SHLAA Submission

8/01/0342

For official use only:	
Reference	_____
Received	_____
Acknowledged	_____

Strategic Housing Land Availability Assessment
 June 2011
SHLAA 2 Form - Potential New Housing Site
 SHLAA update 2011

- Please complete the form clearly and legibly and to the best of your knowledge.
- You must give your name and address for your comments to be considered.
- You must attach a map showing the precise boundaries of the site
- This form should be received by 29th July 2011

DATA PROTECTION AND FREEDOM OF INFORMATION

The information collected in this response form will be used by your local planning authority to inform the Strategic Housing Land Availability Assessment and subsequent components of the Local Development Framework.

By responding you are accepting that your response and the information within it will be in the public domain, and that it may be disclosed if requested under the Freedom of Information Act. However, any published information will not contain personal details of individuals.

Your details	
Name	<u>Lisa Jackson</u>
Company / agent	<u>Jackson Planning</u>
Representing	<u>Bodorgan Properties (CI) Ltd</u>
Is your business housing development?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No X
Your address	<u>Fox Cottage, Lower Chute, Andover, HANTS, SP11 9DU</u>
Telephone Number	<u>01264 730286</u>
Email	<u>lisa@jacksonplanning.com</u>

Site details	
Site address	<u>Land west of Salisbury Road, Burton, Dorset</u>
Site postcode	<u>BH23 7JH</u>
OS grid reference	<u>SZ 4167 0942</u>
<p>Please attach a map outlining the precise boundaries of the site in its entirety and the part which may be suitable for housing (if this is less than the whole). <u>Without this mapped information we are unable to register the site.</u> If you are able to provide this information in GIS format we would be grateful.</p>	

Ownership of Site	
Are you the landowner of the site?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If 'yes', are you?	<input checked="" type="checkbox"/> Sole owner <input type="checkbox"/> Part owner Please list other owners:
If you're not the owner, who is? (please list if more than one)	_____

CURRENT AND POTENTIAL USE

What is the site currently used for?
<u>Pasture and redundant barns</u>

In your view, what type and number of dwellings would you envisage for the site?	
Number of houses (or bungalows)	<u>60</u>
Number of flats	_____
Would the site be solely for affordable housing? If 'yes' please tick:	<input type="checkbox"/>

POSSIBLE CONSTRAINTS

To the best of your knowledge are there any constraints that may prevent development on the site? Please provide brief details where known.	
Access difficulties	<u>No</u>
Infrastructural requirements	<u>No</u>
Topography or ground conditions	<u>No</u>
Hazardous risks	<u>No</u>
Contamination / pollution	<u>No</u>
Flood risk	<u>No –Detailed FRA shows that Mitigation / attenuation can to be provided to west of the developed area to overcome the Flood Zone 2/3 areas shown on the SFRA. Means of escape can be provided to avoid areas of potential flood risk. Mitigation may also improve the existing flood risk for Alder and Medlar Close.</u>
Legal issues	<u>No</u>
Other considerations	<u>Green Belt</u>
Do you believe constraints on the site could be overcome? If so, please explain.	
<u>The allocation of the site would require an alteration to the Green Belt boundary, the site would need to become part of the village inset to Green Belt.</u>	

AVAILABILITY

If you anticipate the site could become available for development within the next five years, what would be your best estimate of a more precise year for commencement:

Between April 2011 and March 2012	<input type="checkbox"/>
Between April 2012 and March 2013	<input checked="" type="checkbox"/>
Between April 2013 and March 2014	<input type="checkbox"/>
Between April 2014 and March 2015	<input type="checkbox"/>
Between April 2015 and March 2016	<input type="checkbox"/>

If not during the next five years, over what broad timeframe would you anticipate the site could first become available for development:

Within a period 5 to 10 years hence i.e. between April 2016 and March 2021	<input type="checkbox"/>
Within a period 10 to 15 years hence i.e. between April 2021 and March 2026	<input type="checkbox"/>
After 15 years hence i.e. after March 2026	<input type="checkbox"/>

Once commenced, how many years do you think it would take to develop the site?

Number of years	<u>3</u>
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If the site is likely to require phasing of development, could you please explain the likely timing of the phases and number of dwellings to be delivered at each phase

No

SURVEY ISSUES

In identifying such a site you are giving permission for an officer of the council to access the site in order to ascertain site suitability. In this context would there be any access issues to the site?

YES – The site is current subject to a tenancy agreement with the occupying farmer. Sufficient notice (14 days) must be given to allow access to be arranged.

If yes, please provide contact details of the person who should be contacted to arrange a site visit.

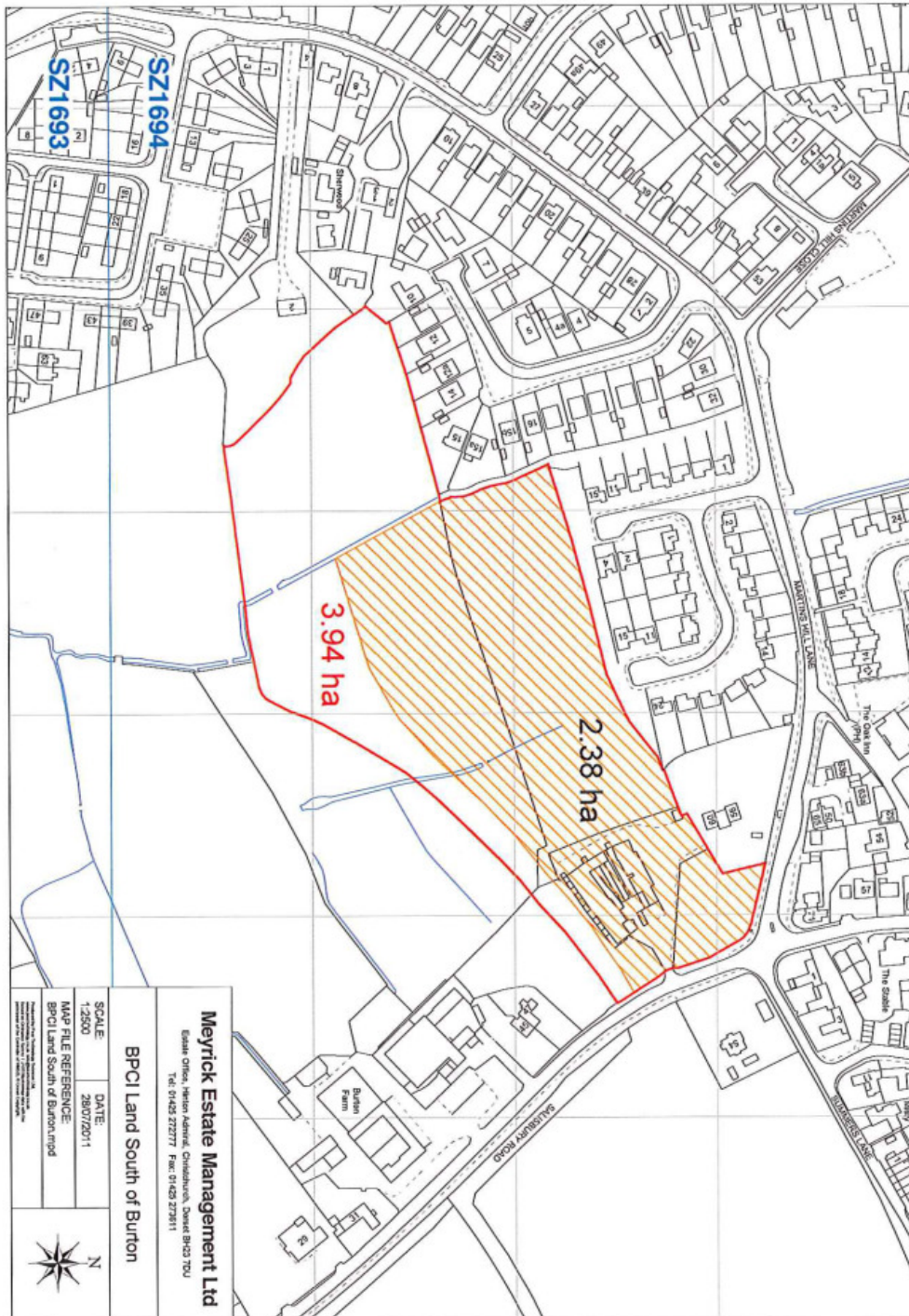
Paul Hanson, Chief Executive, Meyrick Estate Management, Estate Office, Hinton Admiral, Christchurch, DORSET BH23 7DU Tel: 01425 272 777

Do you know of any other issues that we should be aware of (including any issues not covered above which might delay the site coming forward for development)?

No

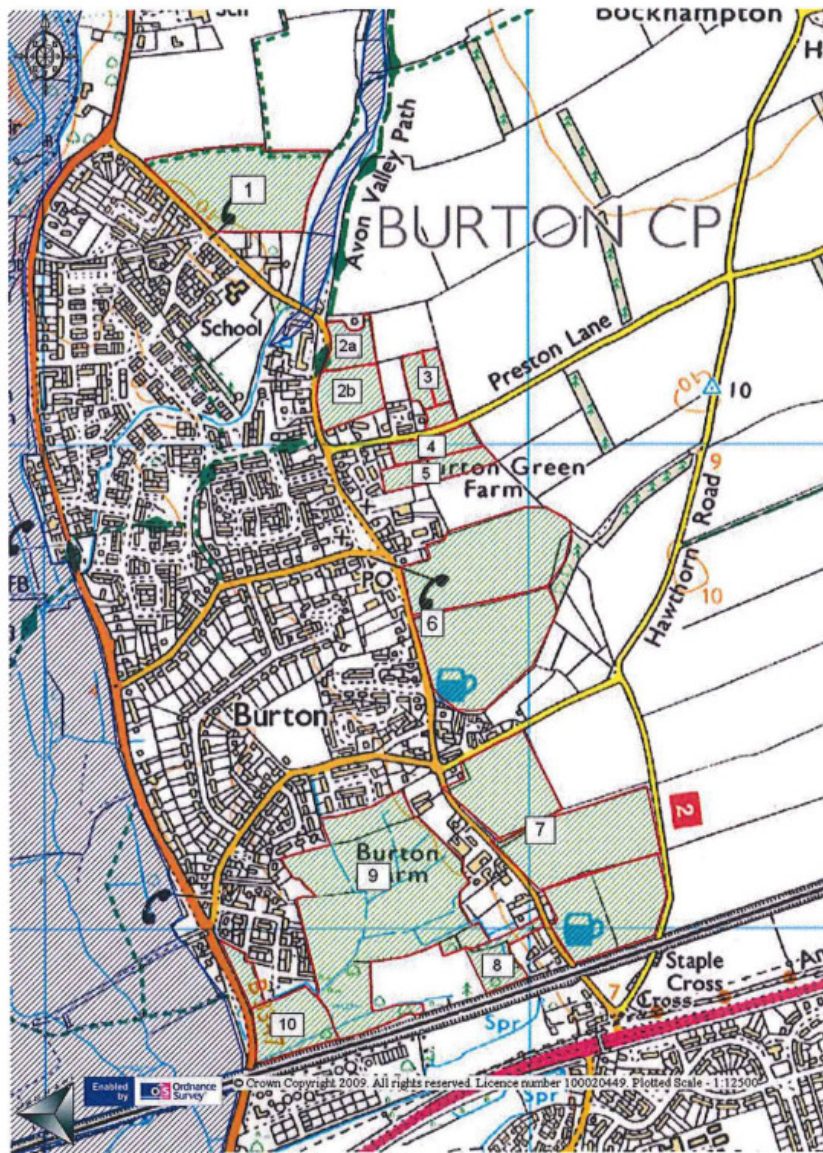
Please return this form together with a map which clearly identifies the boundary of the site by 29th July 2011 to the relevant local authority using the address provided

Thank you for your help



Burton Sequential Search

Site Location Map



Our Ref: M10/0405-02 Map of Potential Sites
Assessment of Potential Rural Exception Sites for Burton Village
Promap/Ordnance Survey: Crown Copyright. All rights reserved. Licence Number: 100020449 - Not to Scale