

CONSULTATION ON SITES AND DEVELOPMENT MANAGEMENT DEVELOPMENT PLAN DOCUMENT

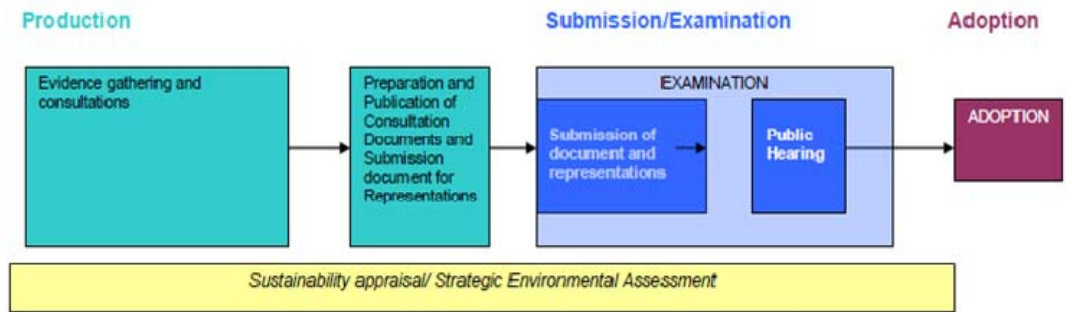
1. PURPOSE OF THIS REPORT

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- 1.1 This report recommends Cabinet to agree, as a basis for general public consultation, a Consultation Document on the proposed "Sites and Development Management Development Plan Document". This document (Appendix 1 to this report) sets out, for consultation purposes, proposed detailed planning policies and proposals (involving some choices) within the framework set by the Council's adopted Core Strategy.
- 1.2 Prior to consideration by Cabinet on 1 December, the document was considered by a joint meeting of Planning and Transportation Review Panel and Planning Development Control Committee (to which all members were invited) on 16 November 2010. The comments agreed by the Panel and the Committee appear in paragraph 9 of this report.

2. BACKGROUND

- 2.1 The Core Strategy for New Forest District (excluding the National Park) was adopted in October 2009 as the key part of the Council's statutory development plan.
- 2.2 Before the Council could adopt it, the Core Strategy was subject to a lengthy and detailed public examination conducted by an independent Inspector. The Core Strategy submitted for examination received the full support of the Council as properly expressing the Council's strategy for the future planning of the area. The Inspector found the Core Strategy to be sound, justified by evidence, and properly dealing with the issues in the area.
- 2.3 The Core Strategy sets out, as its name implies, the planning strategy. The Sites and Development Management DPD will set out, within the framework set out in the Core Strategy, the detailed planning policies and proposals.
- 2.4 Since NFDC's Core Strategy was adopted, the South East Plan has been revoked by the Secretary of State (subject to legal challenges). Some local authorities are taking this situation as an opportunity to reconsider their Core Strategies (mostly still under preparation). However, this Council's Core Strategy reflected the Council's wishes, rather than being a response to imposed development requirements. Officers' advice to members has been that the best course of action is to progress, as quickly as is practical, the remaining part of the development plan - i.e. the "Sites and Development Management Development Plan Document" (DPD). This will give the Council a complete and up-to-date development plan and should put the Council in a strong position to achieve its aims regarding the future planning of its area.

The Process of Development Plan Document Production



2.5 The diagram above shows where are in the process of preparing the Sites and Development Management DPD. At this stage, Cabinet is being asked to agree that public consultation should take place on the document appended to this report. After the consultation, all comments made will be carefully considered and a revised document will be drawn up.

2.6 Later next year, after the Council elections, it is intended that Council will be recommended to agree a document that sets out the Council's intended policies and proposals for submission to the Secretary of State. A public examination will then be held into the "soundness" of that document. Provided that the policies and proposals are properly justified by the evidence, it would be expected that the document would be found "sound" and would be able to be formally adopted as the second part of the Council's statutory development plan. That would complete the replacement of the previous Local Plan policies by the new up-to-date development framework.

3. MEMBER INVOLVEMENT IN DRAWING UP THE DOCUMENT

3.1 There has been substantial member involvement in drawing up the consultation document, including:

- Regular meetings of a Members Advisory Group (comprising the Cabinet Member for Planning and Transportation, the Chairman of Planning and Transportation Review Panel, the Chairman of Planning Development Control Committee and a Liberal Democrat representative)
- Informal workshops to which all Members have been invited
- Area-based meetings to which local members have been invited to discuss the emerging proposals relating to their area
- Progress meetings to every meeting of the Planning and Transportation Review Panel
- Joint member meetings with the National Park Authority.

4. CONTENT OF THE CONSULTATION DOCUMENT

4.1 The structure of the Consultation Document is:

- **Section 1: Introduction.** This sets out basic information about the consultation, the background, the process and what happens after the consultation.
- **Section 2: Proposed Development Management policies.** This section sets out proposed policies that would apply to a relevant situation anywhere in the Plan Area. Most of the necessary Development Management Policies are already included in the adopted Core Strategy, or are included in National Planning Policy Statements. Section 2 of the proposed Consultation Document only includes additional policies that are considered to be needed to provide a proper basis for local development management.
- **Section 3: Site-specific proposals for Totton and the Waterside** (Totton, Marchwood, Hythe, Hardley, Holbury, Blackfield, Langley, Fawley) - (including housing proposals, employment proposals, town and local centres, green infrastructure and open space and transport)
- **Section 4: Site-specific proposals for the Coastal Towns area** (Lymington, Milford on Sea, Hordle, Everton and New Milton) – (including housing proposals, employment proposals, town and local centres, green infrastructure and open space and transport)
- **Section 5: Site-specific proposals for the Avon Valley and Downlands** (including Bransgore, Ringwood, Fordingbridge Ashford and Sandleheath) – (including housing proposals, employment proposals, town and local centres, green infrastructure and open space and transport)

4.2 The document attached is still subject to final editing and improvements in presentation.

4.3 The main consultation document is backed up by a series of Background Papers, which set out the key parts of the evidence and appraisals. These will be made available at the same time as the Consultation Document.

5. THE PROPOSED PUBLIC CONSULTATION

5.1 It is proposed that a 6 week consultation take place between late January and early March. This would include:

- Publishing the Consultation Document and related background material on the Council's website
- Summary leaflet(s)
- Press Releases
- Informing all organisations and individuals on the Planning Policy database (which is very extensive)

- A special meeting(s) of Parish/Town Councils
- Specific consultation with young people and “hard to reach” groups

6. ENVIRONMENTAL IMPLICATIONS /CRIME AND DISORDER IMPLICATIONS/EQUALITY AND DIVERSITY IMPLICATIONS

6.1 These have been taken into account in drawing up the document, and carrying out the related assessments – in particular the Sustainability Assessment/Strategic Environmental Assessment.

7. FINANCIAL IMPLICATIONS

7.1 None beyond existing budgets.

8. COMMENTS OF PLANNING AND TRANSPORTATION PORTFOLIO HOLDER

8.1 Last year, following extensive public scrutiny and consultation, the Council adopted our Core Strategy as a description of the general pattern of development across our District for the next 15-20 years. In particular it established in broad terms the locations where new housing and employment development should take place to address local needs. The next step is to identify specific sites for this development and to define additional planning policies needed to implement the Core Strategy and determine specific planning proposals.

8.2 The document now being presented to you sets out for public consultation, the best available options for specific site development, together with proposed development management policies to achieve the much sought after "appropriate development" criteria. I wholeheartedly commend the publication of this consultation document.

9. COMMENTS FROM MEETING OF PLANNING AND TRANSPORTATION PANEL AND PLANNING DEVELOPMENT CONTROL COMMITTEE HELD ON 16 NOVEMBER 2010

9.1 The Committee and Panel unanimously supported the document going forward for consultation.

9.2 As well as a number of other minor comments to be taken on board by officers, the main issues raised by the Panel / Committee were as follows:-

- **Page 9, paragraph 2.19 i – (Policy DM3)** - More guidance to be included on sizes of Biomass energy plants.
- **Page 16, (Policy DM7)** delete last sentence of policy in bold [‘In exceptional circumstances’, etc...] as members felt it was unnecessary.
- **Page 27, (Policy DM12)** – amend title of Policy from ‘Sites Suitable for marine uses’ to ‘Sites **safeguarded** for marine uses’.

- **Page 30, (Policy DM14)** – Clarify status of sites listed in table and related text.
- **Page 36, (Policy DM21)** – Clarify that the public's views are sought through the consultation on whether or not to keep the 30% limit on residential extensions and replacement dwellings.

10. RECOMMENDATIONS

- (i) That, having regard to the views expressed by Planning and Transportation Review Panel and Planning Development Control Committee, the Sites and Development Management Development Plan Document, as amended, be agreed for public consultation; and
- (ii) That the Policy Planning Manager, in consultation with the Planning and Transportation Portfolio Holder, be authorised to make editing changes in preparing the document for public consultation.

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Background Papers;

Published documents, including Background Papers to be made available with the Consultation Document

New Forest District
(outside the National Park)
Local Development Framework

Sites and Development Management
Development Plan Document

Public Consultation Document



1. Introduction

What is this document?

- 1.1 This is a public consultation document on detailed planning policies and proposals for New Forest District, outside of the National Park, as shown on Figure 1 below. It has been prepared to give the public and organisations the opportunity to give their views, before any firm decisions are taken. All of the proposals will be reconsidered in the light of the response to the consultation.
- 1.2 This Consultation Document sets out, as a basis for public comments, the Council's current thinking. Generally it sets out the Council's preferred way forward but in some cases it sets out alternative approaches.
- 1.3 When finally adopted, the policies and proposals will form a part of the statutory Development Plan. It will be a very important document in the future planning of the area as the Development Plan is the basis for determining planning applications.

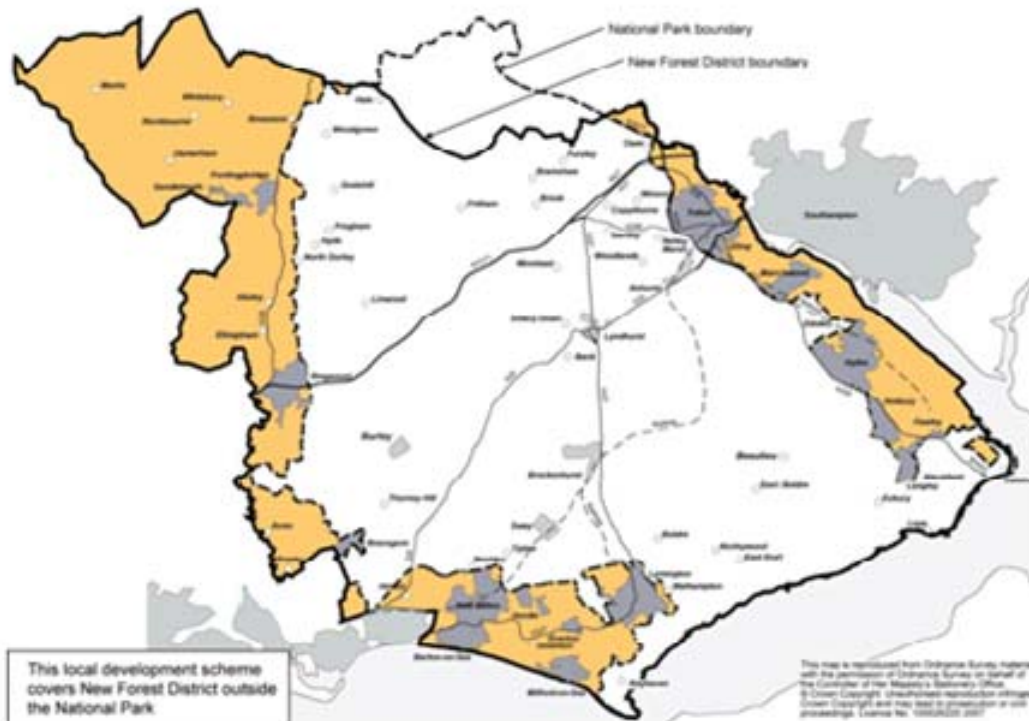


Figure 1: The Plan Area – New Forest District outside the National Park

The background to this document – the adopted Core Strategy

- 1.4 The proposals in this document have been prepared within the framework of the adopted “Core Strategy” for New Forest District outside the National Park. (The New Forest National Park Authority is a separate planning authority.) The Core Strategy was adopted in October 2009 and forms the key part of the statutory development plan. It sets out the planning objectives and strategy for the area. This Consultation Document must comply with the Core Strategy. It sets out, for consultation, detailed policies and proposals to help achieve the Core Strategy’s objectives.
- 1.5 The planning strategy (as set out in the Core Strategy) aims to protect and, where possible enhance, the character and local distinctiveness of the various parts of the plan area, and to avoid adding to harmful pressures on the sensitive and nationally important areas in and near to the plan area (including the New Forest National Park). But it also recognises the local need to provide for a limited amount of necessary new development to help maintain the economic vitality of the area, to provide for community needs and to make some impact on the need for housing which is affordable to local people. This is a fine balance.
- 1.6 The Core Strategy document can be seen at:
http://www.newforest.gov.uk/media/adobe/o/t/FINAL_DOCUMENT.pdf
It looks some 20 years ahead and includes:
- A summary description of the key features and issues affecting the area,
 - a vision for the future of the area,
 - strategic objectives,
 - general principles that will be applied to the future planning of the area to ensure a high quality of sustainable development and to protect and enhance the area’s qualities as a place to live, work and visit; to ensure protection and enhancement of nature conservation and biodiversity; to minimise energy and resource use; to achieve safe and healthy communities; and to provide for community needs including open space and recreation.
 - the spatial planning strategy for the area – covering such matters as housing development, employment and business development, town centres, tourism, the rural economy, and transport needs – with future development contributing towards meeting the area’s needs and enhancing the environment.
- 1.7 In broad terms, the Core Strategy sets out the general level and location for development in the Plan Area, but it does not identify specific locations. That is one of the purposes of this document.

What has already been done to prepare this consultation document?

- 1.8 The diagram in Figure 2 summarises the process for preparing this Development Plan Document (DPD). It illustrates that there is a long way to go until a final document is adopted.

The Process of Development Plan Document Production

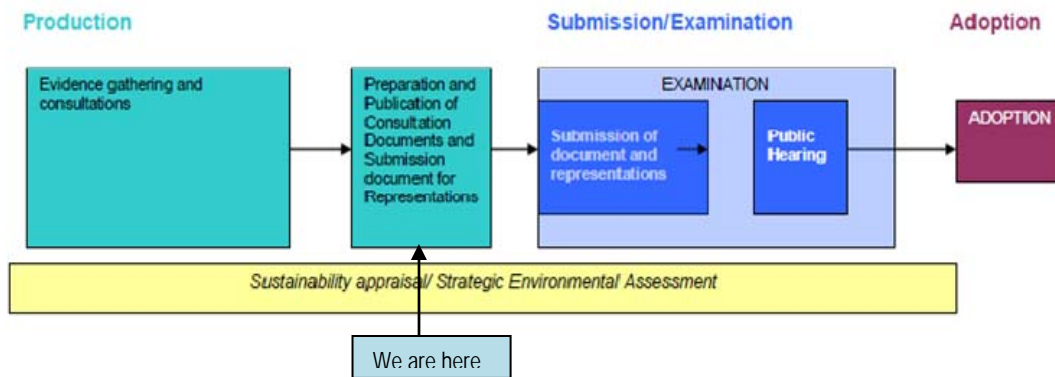


Figure 2: Stages in document preparation

- 1.9 A great deal of evidence gathering and consultations with other people and organisations has been necessary in order to prepare this document. The evidence used in preparing the Core Strategy has also been drawn on. The evidence is set out in a series of Background Papers which are listed in Appendix 1 to this document. All Background Papers can be seen at: (web page ref).
- 1.10 Some consultation has already taken place with Parish and Town Councils, landowners and development interests to help in identifying options and to help assess whether individual proposals will genuinely contribute towards achieving Core Strategy objectives.
- 1.11 Landowners and development interests in particular have suggested a substantial number of possible development sites to be considered in preparing this plan. All sites suggested have been carefully appraised using an explicit and consistent approach. This is set out in Background Paper 40 (see Appendix 1). Only a small number of possible development sites – those that perform best in terms of meeting the planning criteria - are put forward for public reaction in this document. The Council wishes to see sustainable development that, wherever possible, enhances the area. The Council also wishes to ensure that the proposals in the final document are realistic and deliverable.

What happens after this consultation?

- 1.12 After the period of public consultation, the Council will carefully consider all comments made. In some cases, choices are put forward in the Consultation Document and the Council will want to consider the public reaction to these choices – but the final decisions will need to be made on planning grounds, having regard to the aims of the planning strategy. The Council will consider what changes need to be made before the document is finalised and submitted to the Government for public examination. For those proposals that the Council considers should go forward into the final plan, detailed policies will be carefully drafted to ensure that development that takes place contributes where possible to the character and amenity of the local area and towards meeting local needs.

- 1.13 The Council's intention is to produce a revised document for publication in the autumn of 2011. There will then be the opportunity for people and organisations to make formal representations on the proposals.
- 1.14 Unless the representations received at that stage raise major new issues that lead the Council to reconsider its proposals, the document will then be formally submitted to the Government for public examination. It is hoped to do this by January 2012. An independent Inspector will conduct a Public Examination into the "soundness" of the document, having regard to the representations received. The Inspector will examine whether the proposals are founded on a robust and credible evidence base.
- 1.15 If the Inspector finds the Council's submitted document to be "sound", it will then be adopted as part of the Local Development Framework and will be a part of the statutory development plan. The aim is to achieve this by October 2012.
- 1.16 The new Local Development Framework" is gradually replacing the previous adopted Local Plan. Many of the previous Local Plan policies are no longer in effect, either because the policy was replaced by a new Core Strategy policy or because they are no longer necessary (e.g. the site has been developed or the matter is now covered by national policy). Once the Sites and Development Management DPD has been adopted, it is intended that all remaining policies of the Local Plan, as listed in Appendix 3, will have been superseded and will no longer be in force.
- 1.17 All of the Council's statutory development plan policies will then be in 2 documents:
- The Core Strategy
 - The Sites and Development Management Development Plan Document
- 1.18 These statutory development plan policies will be backed up by a range of Supplementary Planning Documents (SPDs) to give detailed guidance on implementation.

How is this document set out?

- 1.19 The structure of this consultation document follows the structure of the Core Strategy.
- 1.20 Section 2 sets out proposed Development Management that would apply to a relevant situation anywhere in the Plan Area. Most of the necessary Development Management Policies are already included in the adopted Core Strategy, or are included in National Planning Policy Statements. Section 2 of the proposed Consultation Document only includes additional policies that are considered to be needed to provide a proper basis for local development management.
- 1.21 Sections 3 to 5 set out, for each of the towns and larger villages in the Plan Area, site specific proposals that are being considered to meet the requirements of the Core Strategy. These proposals do not only deal with new development. They also include, for example, proposals regarding open space and "green infrastructure cycle routes and footpaths, and designations of areas of local importance that should be protected. In some cases, alternatives are put forward for accommodating new development needs.
- Section 3 deals with Totton and the Waterside (including Totton and Eling, Marchwood, Hythe and Dibden, Fawley, Hardley and Holbury, and Blackfield and Langley)

- Section 4 deals with the Coastal Towns area (including Lymington, Milford on Sea, Hordle, Everton and New Milton)
- Section 5 deals with the Avon Valley (including Bransgore, Ringwood and Fordingbridge).

1.22 The Core Strategy policies, relevant national policies and the proposed general development management policies set out in Section 2 apply where relevant to all of the proposals in Sections 3, 4 and 5.

How to comment

1.23 Views of the public and of organisations are invited on all of the policies and proposals put forward in this document. All comments are welcomed and will be carefully considered.

1.24 Comments are invited particularly on:

- Is the policy/proposal the best way of achieving the relevant part of the Core Strategy?
- Is there anything that makes the proposal unacceptable?
- Is the policy/proposal needed?
- Where choices are put forwards, which is the best option and why?
- Are any further Development Management policies needed?
- Are the right criteria set down relating to the possible development sites?
- Are there better options than those put forwards?
- What else should be included?

2. Development Management Policies

- 2.1 The Core Strategy and the Sites and Development Management document will together form the statutory development plan for the area (together with the County level minerals and waste development plans). National planning policy is also an important material consideration in any planning decisions.
- 2.2 **Most of the policies needed for development management are already included in the Core Strategy and/or in national planning policy (Appendix 2 lists the PPSs and PPGs in force at December 2010). This Consultation Document does not repeat these policies. This Consultation Document sets out below a limited number of proposed additional policies to the Core Strategy and national policy.**
- 2.3 The Government has stated that it intends to replace current PPSs (and PPGs) with a shorter national planning policy statement. As and when this situation becomes clearer, then the content of this section of the Council's development plan document may need to be reviewed. As a minimum, Appendix 2 will need to be replaced but it may be that a more fundamental review is needed. For the moment, reference can only be made to the current set of PPSs and PPGs that are in force.

Sustainable Development Principles, Design Quality, and Protecting our Special Environment (Heritage and Nature Conservation) [Sections 6.1, 6.2 and 6.3 of Core Strategy]

- 2.4 The whole Core Strategy is directed towards achieving sustainable development, a high quality of design, and protecting the area's special environment. The first three Core Strategy policies are particularly relevant to these objectives.
- CS1: Sustainable development principles
 - CS2: Design quality
 - CS3: Protecting our special environment (Heritage and Nature Conservation).
- 2.5 The Council considers that generally these three Core Strategy policies, together with national planning policies, provide a proper basis for development management.
- 2.6 To help in achieving these Core Strategy policies, the Council is preparing a series of Supplementary Planning Documents (SPDs) on "Local Distinctiveness". These SPDs aim to help increase understanding and appreciation of local character and distinctiveness and to provide design advice that will help improve the quality of the built environment. Local communities are involved in their preparation. The Local Distinctiveness SPD for New Milton and Barton-on-Sea has been adopted; a draft SPD for Lymington has recently been consulted on; and work is shortly to start on an SPD for Ringwood. Subject to resources, it is intended to complete SPDs for all towns and larger villages.

- 2.7 Given the protection offered by Core Strategy Policies CS1 and CS2, and the programme for SPDs on Local Distinctiveness, it is not proposed to continue the “Areas of Special Character” designation applied to some selected parts of the Plan Area in the adopted Local Plan (Local Plan Policy DW-E11).
- 2.8 Also, the Council has produced a series of Conservation Area Appraisals and this is being added to over time (put in ref.)
- 2.9 A New Forest Biodiversity Action Plan, covering the whole of New Forest District and the National Park, is also being prepared (put in ref. to latest).
- 2.10 In addition to the above, this consultation document proposes two further development plan policies, as set out below, relating to specific aspects of Core Strategy Policy CS3.

Policy DM1: Locally designated sites of importance for nature conservation
Development likely to harm a Site of Importance for Nature Conservation (SINC), Local Nature Reserve (LNR) or Regionally Important Geological/Geomorphological Sites (RIGGS) will not be permitted unless the local planning authority is satisfied that the harm to the nature conservation value of the site is outweighed by other material considerations. Where such development is permitted, the local planning authority will use conditions and/or planning obligations to minimise the damage and to provide compensatory and site management measures where appropriate.

- 2.11 Sites of nationally and/or international importance to nature conservation (SSSIs, SACs, SPAs, Ramsar sites, National Nature Reserves) are shown on the Proposals Maps and are subject to protection as set out in relevant national planning policy (see Appendix 2). These designations are not made through the development plan process. National policies also deal with protected species and the creation of new sites of nature conservation value and enhancement of existing sites.
- 2.12 Policy DM1, which is a continuation of Policy DW-E38 of the adopted Local Plan, relates to designations made locally rather than through national designation orders. Locally designated sites are not proposed to be shown on the Proposals Maps as they are subject to frequent review.
- 2.13 The Proposals Maps show Conservation Areas and Historic Landscapes. The many listed buildings are not shown on the Proposals Maps. These heritage assets are protected under national policies (see Appendix 2).
- 2.14 This Consultation Document does not attempt to repeat or summarise national policy, but rather only proposes a relatively minor addition. The Council considers that an additional local development plan policy is needed to protect historic street and footpath patterns.

Policy DM2: Protection of historic street and footpath patterns
In development schemes, proposals should respect historic road, street and footpath patterns that contribute to the character and quality of an area.

- 2.15 These routes can help provide local identity, links between features of historic importance and clues as to the pattern of growth and development of settlements. Policy DM2 is based on Policy DW-E13 of the adopted Local Plan, with some re-wording.

Energy and Resource Use [Section 6.4 of Core Strategy]

- 2.16 The Council considers that national planning policy (see Appendix 2) and the Core Strategy already provide most of the necessary policies relating to this matter
- 2.17 The Core Strategy aims to minimise the impacts arising from new development on the factors that contribute towards climate change. This issue is also taken into account in various Core Strategy policies but especially:
- Policy CS4: Energy and Resource Use
 - Policy CS10: Spatial Strategy, and
 - Policy CS24: Transport considerations
- 2.18 The Council considers, however, that an additional policy is needed, as proposed below, to guide renewable energy developments to appropriate locations.

Policy DM3: Renewable and low carbon energy generation

The benefits associated with development proposals relating to renewable energy schemes will be given significant weight, provided that they avoid unacceptable impacts on:

- (i) adjoining land uses including nature conservation designations (with particular regard to any impacts on the international designations within and near to the plan area) and heritage assets;**
- (ii) the immediate and wider landscape, giving particular importance to impacts on the New Forest National Park and the Cranborne Chase and West Wiltshire Downs AONB;**
- (iii) residential amenity both during and after construction; and**
- (iv) the road network.**

- 2.19 The Council and the New Forest National Park Authority recently commissioned consultants to produce a joint study titled 'Renewable Energy Potential Assessment in the New Forest District'. The final report (see Background Paper 35), published in September 2010, considers a range of renewable energy technologies and their potential within the New Forest District. The technologies that have been considered include biomass, wind power, hydropower, marine energy, photovoltaics (solar), solar water heating and heat pumps (ground source and air source). Having regard to the recommendations in this study, the types of renewable energy development that could be considered within the framework set by Policy DM3, subject to satisfactory compliance with the criteria set out above, could include:
- i. Small/medium sized biomass energy plants across the Plan Area and potentially large biomass power plants in the Waterside part of the District.
 - ii. a small number of wind turbines in the vicinity of Fawley Oil Refinery;
 - iii. arrays of solar panels on redundant greenhouse sites in the countryside;
 - iv. alternative energy uses for Fawley Power Station should it be decommissioned;
 - v. infrastructure associated with offshore wind farm development.

- 2.20 Permitted development rights often allow the installation of micro-generation renewable technologies on residential properties.
- 2.21 Electric vehicles and plug in hybrid vehicles are important emerging technologies. Their success as technologies is partly dependent on their being readily available supply of charging points. New developments should consider the installation of electric plug in points for both electric vehicles and plug in hybrid vehicles. Consideration should be given to how the parking is designed to allow for the provision of electric plug in points, the cabling for the charging infrastructure and the charging infrastructure itself.

Safe and Healthy Communities, and Flood Risk **[Sections 6.5 and 6.6 of Core Strategy]**

- 2.22 The Core Strategy has already provided appropriate policies to ensure that new development safeguards the health, well-being and safety of people and the environment throughout the Plan Area. Policy CS5 of the Core Strategy sets out the key considerations regarding planning for safe and healthy communities. Relevant national Planning Policy is listed in Appendix 2. Further policies need to be included in this Plan on flood risk and coastal erosion.
- 2.23 In parts of the Plan Area there are particular risks that need attention. These are:
- with several river valleys and extensive coast, flooding is a significant issue in some areas;
 - in parts of the Waterside there is a concentration of uses identified as a 'major hazard' that have "hazard consultation zones" associated with them;
 - the southern coast is subject to significant coastal erosion; and
 - various sites/ land that has been polluted and need remediation before development can safely take place.

Flood risk

- 2.24 Core Strategy Policy CS6: Flood Risk sets out the approach that will be taken in dealing with development proposals that have flood risk implications. The related text refers to Planning Policy Statement 25: Development and Flood Risk. The Council considers that no further development plan policies are needed in response to flood risk. The Proposals Maps do not show the areas at risk of flooding as the Environment Agency keeps this under constant review and are consulted about relevant development proposals (*put in web link to EA info.*)

Coastal erosion

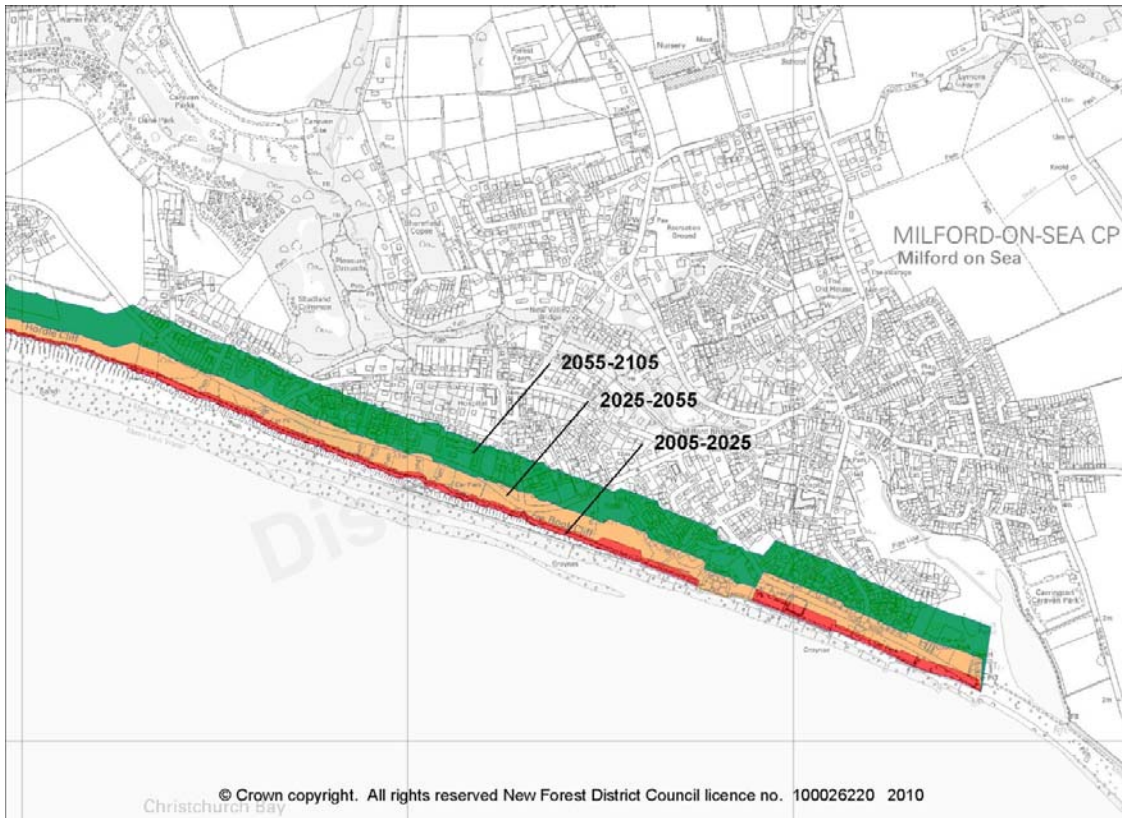
- 2.25 Core Strategy Policy CS5 states that "...vulnerable development will not be permitted within the defined coastal erosion zone which runs along the cliff tops from the District boundary west of Barton-on-Sea to Milford-on-Sea. Since the Core Strategy was prepared the Government issued a supplement to PPS25 requiring local planning authorities to define areas which are likely to be affected by physical changes to the coast as "Coastal Change Management Areas" (CCMAs). The eastern coast, along Southampton Waterside is unlikely to be affected by coastal erosion and a CCMA does not need to be defined here. However, there is erosion on the southern coast and therefore a CCMA is needed here.

- 2.26 Therefore, as set out in the proposed policy below, this consultation document defines a proposed CCMA along the southern coast within the Plan Area, having regard to national policy in PPS 25 supplement. The main places affected are Barton-on-Sea and Milford-on-Sea. Outside these two settlements, development is severely restricted by the countryside policies. The CCMA is defined on the basis of the Shoreline Management Plan (Poole and Christchurch Shoreline Management Plan Policy Summary Maps “with present management”). The indicative erosion zones up to 2025 and up to 2055 are fairly narrow, affecting open areas and also a limited amount of development along and near to the cliff tops. The indicative erosion zones up to 2105 are much wider and include substantial developed areas. Outside the defined built-up areas, development is tightly restricted by other policies so the main impact of CCMA policies will be within the defined built-up areas.

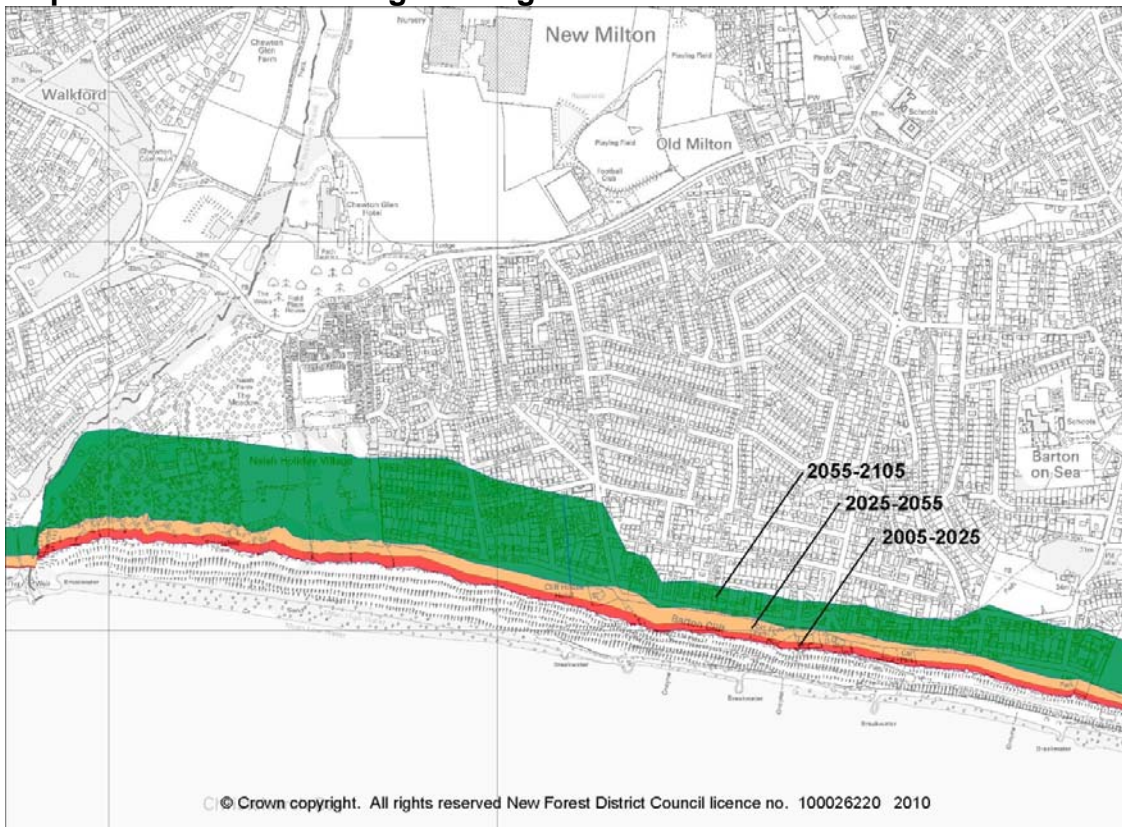
Policy DM4: Coastal Change Management Area

A coastal change management area (CCMA) is defined along the Plan Area’s southern coast as shown on the maps DM4a and DM4b below. Within this CCMA, based on the national policy set out in PPS25 supplement, the following criteria will apply:

- 1. New residential building will generally not be appropriate (subject to the exceptions in the criteria set out below);**
- 2. Certain types of essential infrastructure and Ministry of Defence installations (as referred to in paragraphs 6.5/6.6 of PPS25 supplement Practice Guide) may be permitted;**
- 3. Within the indicative erosion zone up to 2025, only development directly linked to the coastal strip, such as beach huts, cafes/tea rooms, car parks and sites used for holiday or short-let caravans and camping may be permitted. All development will be subject to time-limited planning permissions.**
- 4. Within the indicative erosion zones from 2025 up to 2055, and 2055 to 2105, in addition to the above, the following types of development may be permitted, subject where appropriate to time-limited planning permission;**
 - i. hotels, shops, office or leisure activities requiring a coastal location and providing substantial economic and social benefits to the community;**
 - ii. key community infrastructure, which has to be sited within the CCMA to provide the intended benefit to the wider community and there are clear, costed plans to manage the impact of coastal change on it and the service it provides;**
 - iii. subdivisions of properties, including residential subdivisions; and**
 - iv. limited residential extensions that are closely related to the existing scale of the property.**



Map DM4a: Coastal Change Management Area – Milford on Sea

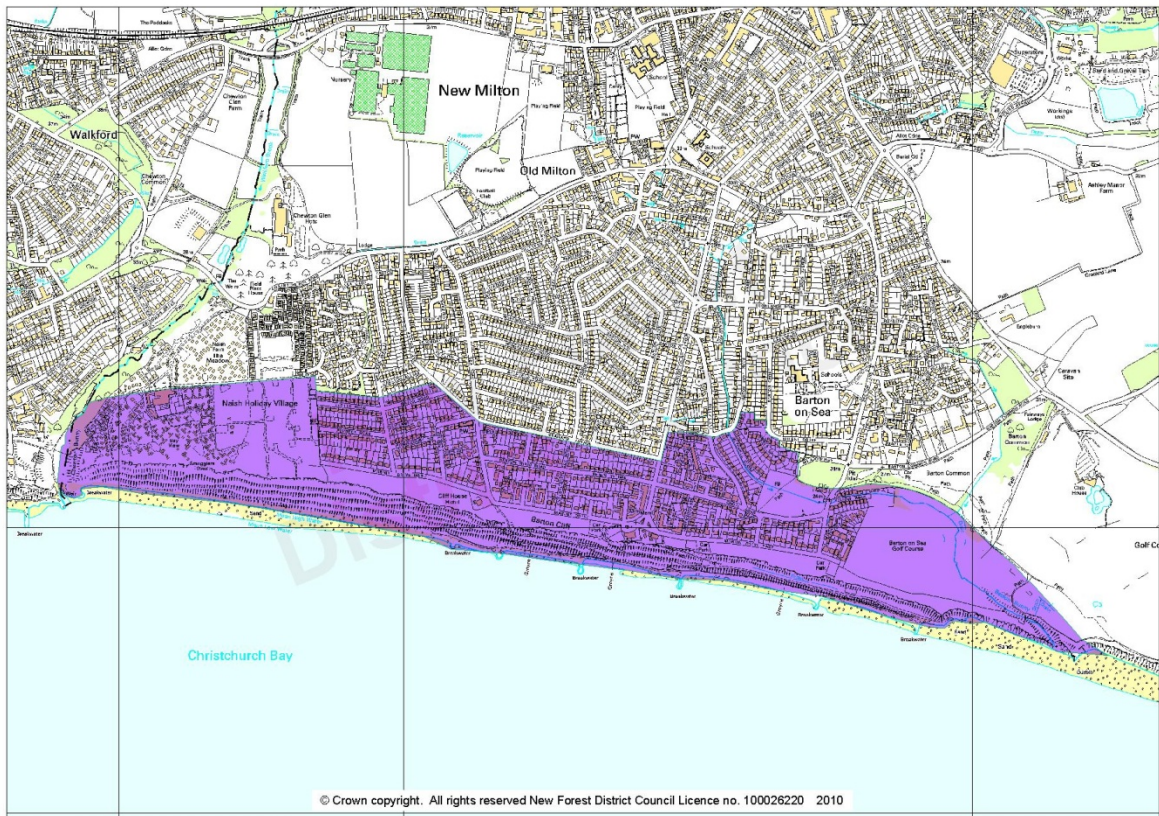


Map DM4b: Coastal Change Management Area – New Milton

2.27 Core Strategy Policy CS2 states that all new buildings should utilise sustainable urban drainage systems (SUDS) wherever practical. The Council considers that this is not practical within the area close to Barton-on-Sea cliff tops because here groundwater is known to have a significant contribution on the cliff top recession rate. Policy DM5 below is intended to restrict the use of new soakaway systems accompanying new residential development within the defined area at Barton on Sea and thereby contribute to reducing the impact of groundwater on coastal erosion.

Policy DM5: Restrictions on new soakaways

A soakaway restriction zone is defined at Barton on Sea. Within this zone, any new development acceptable under Policy DM4 should be connected directly to an available surface water system, foul sewer system or highway drainage system via a controlled connection, which may require the use of storage. Alternatively it may be appropriate to construct a new surface water system or a rainwater harvesting system.



Map DM5: Restriction on new soakaways – Barton on Sea

Green Infrastructure, Open spaces, sport and recreation **[Section 6.7 of Core Strategy]**

- 2.28 The Council considers that an adequate framework for development management is provided by Core Strategy Policy CS7: Open spaces. Sport and relevant national policy (see Appendix 2). This consultation document sets out in Section 3 a proposed Green Infrastructure framework for each of the main settlements in the plan area, including specific new proposals.
- 2.29 There are close links between the proposals for open space, sport and recreation and the policies relating to biodiversity and nature conservation (Core Strategy Policy CS3) healthy communities (Core Strategy Policy CS5) and to the proposals for footpaths and cycleways (as set out in section 3 of this consultation document).
- 2.30 Green infrastructure is the network of green areas and open spaces within towns and villages which support leisure and recreation activities, wildlife and biodiversity and add to the wider quality of life of those living in built-up areas. Green Infrastructure is an important part of the character of an area and local distinctiveness.
- 2.31 The following contribute to the local networks of green infrastructure: open spaces (both public and private and including informal and formal spaces and spaces for children and young people); allotments; cemeteries and churchyards; green corridors (including tree-lined streets; verges, watercourses, cycleways, and rights of way); green wedges (woodland and agricultural fields); areas designated for nature conservation; the coast. These different elements of 'green infrastructure' can often have greater value (particular for biodiversity interests) in combination. The Green Infrastructure Strategy aims to enhance the range of ways open space and natural spaces are used and contribute to local environments. It seeks to improve the quality, range of uses and accessibility of these spaces. Policies in this section, not only seek to protect areas of existing public open space, but to ensure that other 'green' areas within our towns and villages are retained too.
- 2.32 As part of promoting health and wellbeing in the district it is important to reverse the decline in physical activity which has contributed in recent decades to the dramatic rise in obesity and diseases associated with sedentary lifestyles.
- 2.33 Provision of attractive, well-designed and well-maintained open spaces brings improves quality of life and research has demonstrated measurable improvements in mental as well as physical health.
- 2.34 New development will be expected to promote health and wellbeing wherever possible, for example through:
- facilitating everyday physical activity (eg cycling and walking)
 - building design that encourages able-bodied people to be physically active
 - external spatial design
 - reducing car dependence
 - provision of high quality public open space (including civic spaces, green spaces, streets, circulation routes) that supports increased levels of outdoor activity.
- 2.35 Improved links between 'green areas' also bring benefits for biodiversity and can encourage walking and cycling. This supports improvements in the health of residents and helps

reduce and mitigate the impact of climate change. Increasing levels of use of open spaces within the Plan Area not only benefits the health of residents but will provide an element of the district's strategy to mitigate the recreational impact of new residential development on protected European sites (in accordance with the Habitats Regulations).

- 2.36 Section 3 of this consultation document includes:
- An overview for each part of the Plan Area, of how the Green Infrastructure Strategies for each settlement relate to the adjoining countryside (including the New Forest National Park) and each other.
 - A Green Infrastructure Strategy for each of the main towns and larger villages is identified. These Strategies provide an overview of how the green places and open spaces within each settlement link together and contribute to local distinctiveness. The purpose of each Green Infrastructure Strategy is to identify the important elements of green infrastructure, and identify green infrastructure improvements, enhancements and opportunities.
 - Site specific policies for each settlement, including new public open space allocations.
- 2.37 Components of the Green Infrastructure Strategy for each settlement are grouped into:
- Green infrastructure which is publically accessible, including formal and informal public open spaces, footpaths and cycleways;
 - Green infrastructure which has limited or no public access, including private playing fields and sports grounds, school playing fields, allotments, cemeteries, private grounds, and local landscape features.
- 2.38 Policy DM6 below identifies a number of green infrastructure features which make a significant contribution to local distinctiveness. Supplementary Planning Documents on Local Distinctiveness will provide additional and more detailed guidance on ensuring future development maintains these green infrastructure features.
- 2.39 The proposed green infrastructure and open space development management policies set out below will be applied to the various types of green infrastructure and open space identified in the maps in Section 3.

Policy DM6: Green Infrastructure

Development proposals should maintain, and where possible enhance, the integrity of important green infrastructure as identified in the Green Infrastructure Strategy for the settlement.

- (i) Development should not result in the loss of a green buffer between existing development and a major transport route;**
- (ii) Development on a tree lined street should maintain and enhance the tree-lined character of that street.**
- (iii) Development on a street with spacious verges should maintain and enhance that aspect of the character of that street.**
- (iv) Where there is a watercourse, development should avoid putting the watercourse into a culvert. The banks of watercourses should be maintained and enhanced to support biodiversity.**
- (v) Development should not damage the open character of an area which is important as a green wedge, i.e. which extends the countryside into the settlement (including those shown on the green infrastructure maps).**

- (vi) Development proposals should aim to enhance ‘green links’ between the built up area and the countryside, in particular those that enhance recreational opportunities (for walking/cycling) and those that create wildlife corridors (enhancing biodiversity). Such links should not result in an increase in visitor numbers to a sensitive area.**
- (vii) Development will not be permitted where it would cause the loss of, or significant damage to, other landscape features of particular landscape value which contribute to the character or setting of a settlement (having regard to the relevant Supplementary Planning Document on Local Distinctiveness).**

Policy DM7: Protection of public open space, private playing fields and sports grounds and school playing fields

Development will not be permitted on public open spaces, private playing fields and sports grounds and school playing fields, except for small scale ancillary facilities related to their recreational use. In exceptional circumstances, development may be permitted on an existing open space provided alternative and improved open space provision is made as part of a development proposal.

- 2.40 Green Buffers for Major Transport Routes are important as they separate roads and railways from surrounding development, providing both a visual screen and distance from potential noise disturbance, and assisting in the filtering of pollutants. They can also provide important links for biodiversity.
- 2.41 Tree lined streets provide green links between habitats within the built up areas, enhancing local biodiversity. They make streets more attractive and enjoyable places for walking and cycling. Intensification of development on some tree-lined streets has resulted in the loss of trees, which has led to some loss of character in those streets.
- 2.42 Spacious verges provide amenity value and are a valuable part of the character of the area. Some verges are made up of a diverse range of grassland plants and are of high ecological value if managed correctly.
- 2.43 Watercourses provide valuable ecological corridors and amenity value.
- 2.44 The Green wedges identified provide significant ‘green lungs’ from the countryside into the towns and green areas between settlements.
- 2.45 Links within the built up areas and the countryside are important for both people and nature. They provide recreational routes to the countryside which do not rely on the use of vehicles and they enable the movement of biodiversity.

Community Services and Infrastructure
[section 6.8 of Core Strategy]

- 2.46 Core Strategy Policy CS8 sets the Council’s intention to work with service and infrastructure providers to ensure the delivery of adequate infrastructure and services.
- 2.47 The Council is not proposing any additional policies relating to this matter.

Spatial Strategy **(Sections 7.1 and 7.2 of Core Strategy)**

- 2.48 The detailed allocations and designations to achieve the spatial strategy set out in the Core Strategy are included in Section 3 of this consultation document.
- 2.49 This consultation document sets out proposed revisions to the defined boundaries of :
• “built-up areas” (the defined towns and larger villages);
• the “countryside” (everywhere outside the defined towns and villages); and
• the Green Belt in the southern and western parts of the Plan Area.

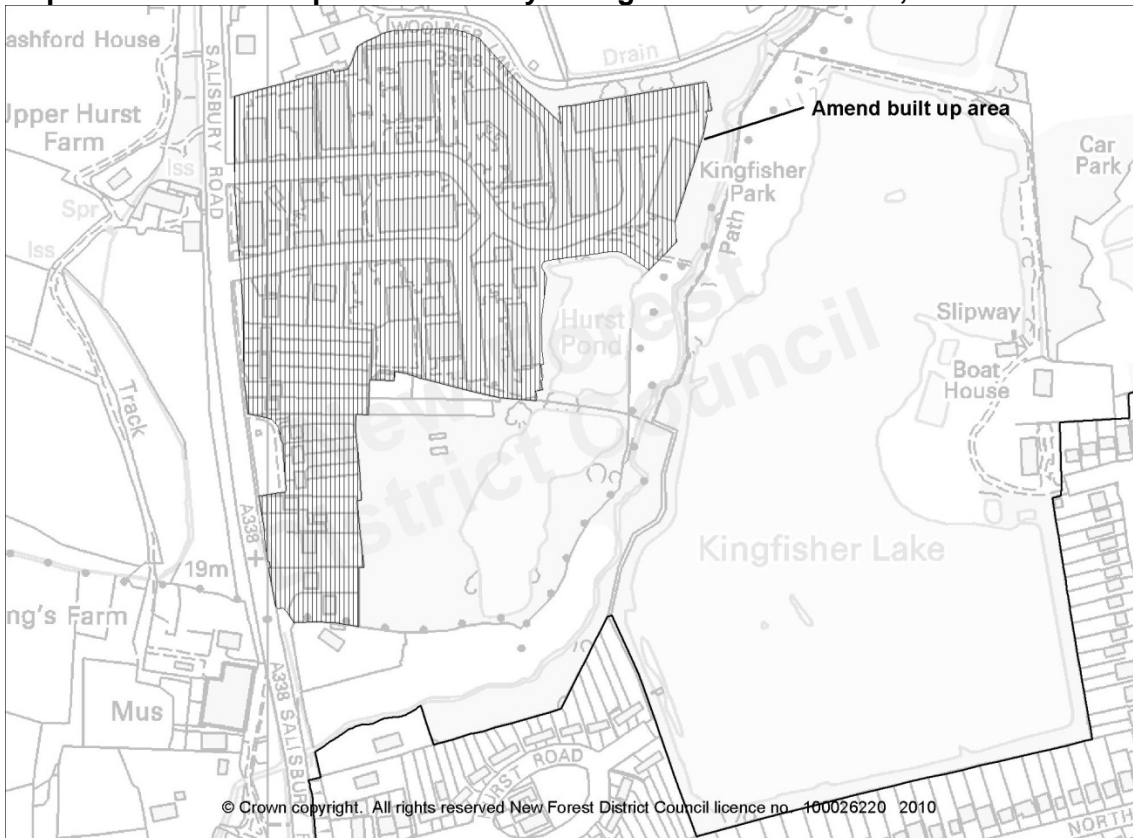
Policy DM8: Built-up area boundary changes

The built-up area boundaries are shown on the Proposals Map. Proposed changes to built-up area boundaries are shown in Appendix 4 to this consultation document. Any new development allocations adjoining existing built-up area boundaries made when the Sites and Development Management DPD is adopted will be brought within the built-up area boundaries.

- 2.50 Appendix 4 gives the reason for each proposed change to a built-up area boundary and includes maps showing the proposed changes in detail. These changes are mainly to correct anomalies, particularly:
- where developments that have taken place mean that the existing built-up area no longer makes sense;
 - where the definition of the National Park boundary requires a compensatory change to built-up area boundaries
- 2.51 However, two proposed boundary changes are of greater significance:
- (a) Revising the built-up area boundary north-east of Totton to include the land occupied by the new football stadium and related uses, some existing employment development, the caravan site and the site proposed for employment development under proposal Totton 7 (see Map DM8 TOT).
- (b) A new built-up area defined north of Ringwood at Blashford, reflecting the extent of development already in this location (see Map DM8 BLASH).



Map DM8 TOT: Built-up area boundary change – Little Testwood, Totton



Map DM8 BLASH: Built-up area boundary change – Blashford

- 2.52 The combination of existing and recent developments in these areas has served to change their character such that the application of countryside policies is no longer justified.
- 2.53 The Core Strategy established the principle of keeping the Green Belt over most of the areas outside the defined built-up areas south and west of the National Park. This Consultation Document proposes some minor revisions to the Green Belt boundary. Appendix 4 gives the reason for each proposed revision and includes maps showing the proposed changes in detail. These are to correct anomalies, including some very small areas left as isolated Green Belt following removal of Green Belt designation from the National Park. Sites which are allocated for development in the finally adopted Sites and Development Management Development Plan Document will be removed from the Green Belt at that time.

Policy DM9: Green Belt

The Green Belt boundary is defined on the Proposals Map. Small scale proposed revisions to the Green Belt are set out in Appendix 4 to this consultation document. Any sites which are currently in the Green Belt adjoining existing built-up area which are allocated for development when the Sites and Development Management DPD is adopted will be removed from the Green Belt. Within the Green Belt development is severely restricted by national policy.

Housing (section 7.3 of Spatial Strategy)

- 2.54 The principle policies in the Core Strategy relating to the provision of new housing (within the strategic framework set by Policy CS10: Spatial Strategy) are:
- Policy CS11: New housing land allocations
 - Policy CS12: Possible additional housing developments to meet a local housing need
 - Policy CS13: Housing types, sizes and tenure
 - Policy CS14: Affordable housing provision
 - Policy CS15: Affordable housing contribution requirements from developments
 - Policy CS22: Affordable housing in rural areas (dealt with later in Section XX).
- 2.55 All new housing development will be expected to comply with relevant Core Strategy policies, in particular:
- Policy CS1: Sustainable development Principles
 - Policy CS2: Design quality
 - Policy CS3: Protecting and enhancing our special environment
(Heritage and Nature Conservation)
 - Policy CS4: Energy and resource use
 - Policy CS5: Safe and healthy communities
 - Policy CS6: Flood risk
 - Policy CS7: Open spaces, sport and recreation
- 2.56 National planning policy published by the Government, relating to housing provision, will also influence the implementation of local planning policies on housing. (National Planning Policy and Guidance is referenced in Appendix X.)

- 2.57 The Core Strategy plans for significantly reduced rates of new housing development in the Plan Area during the period up to 2026, as compared with past rates of development.
- 2.58 This section of the consultation document draws together all of the site-specific housing proposals considered in more detail in Section 3 and sets out how this provision relates to Core Strategy requirements. It first deals with possible new housing sites within the towns and villages and then with the possible development for housing of a limited number of greenfield sites.

Possible housing sites within the towns and larger villages

- 2.59 Most new housing development will take place within the towns and larger villages. This document proposes, for consultation, a small number of sites within towns and villages that could be allocated for residential development, but not in all towns and villages. Detail on each site is set out in Sections 3, 4 and 5 as cross-referenced. The main source of housing sites within the towns and villages will be sites currently unidentified that come forward over the plan period and which are acceptable with regard to all other Core Strategy policies and other proposed policies in this document. Where Local Distinctiveness guidance has also been produced, regard will be had to this. Future rates of housing development in the towns and villages, within this new policy framework, are expected to be significantly below recent rates.
- 2.60 The following sites **within the defined towns and villages** are put forward – for public consultation - as possible sites for allocation:

Totton and Eling

- Land off Oleander Drive (See Policy ---, Section 3)
- Land south of Jackie Wiggs Gardens (See Policy ---, Section 3)
- Stocklands, Calmore Drive (See Policy ---, Section 3)
- Land at Hazel Farm, north of Michigan Way (See Policy ---, Section 3)
- 12-16 Eling Lane, (See Policy ---, Section 3)
- Salterns School, Commercial Road (See Policy ---, Section 3)
- Land off Blackwater Drive, Calmore (See Policy ---, Section 3)
- Land at Eling Wharf (as part of a mixed use development) (See Policy ---, Section 3)

Marchwood

- Land off Mulberry Road, (See Policy ---, Section 3)

Hythe and Dibden

- Land off Cabot Drive, Dibden (See Policy ---, Section 3)

Lymington and Pennington

- Land at Queen Katherine Road/Grove Road, Lymington (See Proposal LYM5, Section 4)
- Land south of Ampress Lane, north of Buckland Gardens (See Proposal LYM6, Section 4)
- Fox Pond Dairy Depot and Garage, Milford Road, Pennington (See Proposal LYM7, Section 4)
- Riverside site, Bridge Road (Former chicken factory site) (See Proposal LYM8, Section 4)

New Milton

- Land east of Caird Avenue (existing allocation) (see Proposal NMT3, Section 4)

- Land east of Fernhill Lane, New Milton (See Proposal NMT8, Section 4)
- Ashley Cross Garage and Motor Repairs, Ashley Lane (See Proposal NMT9, Section 4)

Possible new site allocations adjoining the towns and main villages

- 2.61 The Core Strategy also provides for a limited amount of additional housing provision adjoining the main towns and villages. The minimum strategic requirement for new greenfield sites allocations is set out in Core Strategy Policy CS11. This requires new allocations at Ringwood (150 dwellings) and Totton (100 dwellings).
- 2.62 In addition, Core Strategy Policy CS12 makes provision for a limited release of further sites adjoining each of the main towns and larger villages, specifically for the purpose of addressing local affordable housing needs. The total provision within the Plan Area under this policy is limited to “up to 810 dwellings” over the period 2009-2026 (i.e. less than 50 dwellings a year on average). Core Strategy Policy CS12 sets out the maximum provision for each town or larger village.
- 2.63 Within the framework set by Core Strategy Policies CS11 and CS12, this consultation document sets out - for public consultation – specific possible additional sites to help address the needs for local affordable housing for local people. These possible sites are listed below and are dealt with individually in more detail in the respective sections of Section 3 as cross-referenced.
- 2.64 In most towns and villages there is a choice of sites to meet the needs of Core Strategy Policy CS12. The Council wishes to seek the views of the public and other consultees before making a final decision. Not all of the sites listed below are likely to be needed. However, the without the overall contribution from these sites of some 810 dwellings over the 2009-2026 plan period, it will not be possible to meet even the minimum target for providing affordable homes.

Totton.

Core Strategy Policy CS11 requires allocation of land for 100 dwellings.
Core Strategy Policy CS12 provides for up to 50 additional dwellings to help meet local housing needs.

Possible sites:

- Land at Loperwood north of Loperwood Lane Farm (See Policy ---, Section 3)
- Land at Loperwood, (See Policy ---, Section 3)
- Land at Durley Farm, Hounslow (See Policy ---, Section 3)
- Land to the south of Jacob’s Gutter Lane, Hounslow (See Policy ---, Section 3)

Marchwood

Core Strategy Policy CS12 provides for up to 150 additional dwellings to help meet local housing needs.

Possible sites:

- Land at Parks Farm, south of Long Lane
- Cracknore Hard Lane Car Park (See Policy ---, Section 3)
- Land south of Hythe Road (See Policy ---, Section 3)

Hythe

Core Strategy Policy CS12 provides for up to 50 additional dwellings to help meet local housing needs.

Possible sites:

- Land at Forest Lodge Farm (See Policy ---, Section 3)
- Land south of railway, adjoining Frost Lane (See Policy ---, Section 3)

Blackfield

Core Strategy Policy CS12 provides for up to 30 additional dwellings to help meet local housing needs.

Possible sites:

- Land adjacent to Blackfield Primary School (See Policy ---, Section 3)
- Land north of Kings Copse Road (See Policy ---, Section 3)
- Land south of Chapel Lane (See Policy ---, Section 3)

Lymington and Pennington

Core Strategy Policy CS12 provides for up to 150 additional dwellings to help meet local housing needs.

Possible sites:

- Pinetop Nurseries (See Policy ---, Section 3)
- Land north of Pinetops Nurseries (See Policy ---, Section 3)
- Land north of Alexandra Road (See Policy ---, Section 3)
- Land south of Milford Road (See Policy ---, Section 3)

Milford on Sea

Core Strategy Policy CS12 provides for up to 30 additional dwellings to help meet local housing needs.

Possible sites:

- Land north of School Lane (See Policy ---, Section 3)
- Land north of Manor Road (East) (See Policy ---, Section 3)

Hordle

Core Strategy Policy CS12 provides for up to 10 additional dwellings to help meet local housing needs.

Possible sites:

- Adj. 200 Everton Road (See Policy ---, Section 3)
- Land rear of 153-169 Everton Road (See Policy ---, Section 3)
- Everton Road Nursery (See Policy ---, Section 3)

Everton

Core Strategy Policy CS12 provides for up to 10 additional dwellings to help meet local housing needs.

Possible sites:

- Land west of Knighton Caravan Park (See Proposal Section 3)

New Milton

Core Strategy Policy CS12 provides for up to 110 additional dwellings to help meet local housing needs.

Possible sites:

- Land off Park Road and off Park Close, Danesbury Meadow, Ashley (See Proposal NMT1, Section 4)
- Land east of Caird Avenue (See Proposal NMT4, Section 4)
- Land south of Gore Road, east of the Old Barn (See Proposal NMT6 Section 4)
- Land east of Stem Lane, west of Great Woar Copse (See Proposal NMT7, Section 4)

Bransgore

Core Strategy Policy CS12 provides for up to 10 additional dwellings to help meet local housing needs.

Possible sites:

- Sopley Camp

Ringwood

Core Strategy Policy CS11 requires allocation of land for 150 dwellings.

Possible sites:

- Land at South Ringwood west of Crow Lane (See Policy ---, Section 3)
- Land at Lynes Farm, north of Hightown Road (See Policy ---, Section 3)

Fordingbridge

Core Strategy Policy CS12 provides for up to 100 additional dwellings to help meet local housing needs.

Possible sites:

- Land east of Whitsbury Road (See Policy ---, Section 3)

Ashford

Core Strategy Policy CS12 provides for up to 10 additional dwellings to help meet local housing needs.

Possible sites:

- Land off Jubilee Crescent (See Policy ---, Section 3)

Sandleheath

Core Strategy Policy CS12 provides for up to 10 additional dwellings to help meet local housing needs.

Possible sites:

- Land adj. to the west of Scout Centre, south of Station Road (See Policy ---, Section 3)

2.65 In addition to the possible new site allocations as set out above, it is proposed to carry forward the following housing sites which are already committed for development by previous plans and planning permissions:

- Land east of Brokenford Lane, Totton (See Policy ---, Section 3)
- Land at Hanger Farm, Totton (See Policy ---, Section 3)
- Travis Perkins Depot, Queen Katherine Road, Lymington (See Policy ---, Section 3)
- Hollands Wood Drive, New Milton (See Policy ---, Section 3)
- East of Caird Avenue, New Milton (See Policy ---, Section 3)

Proposed policies to ensure that affordable housing meets local needs and the needs of older people

2.66 The Council considers that, in addition to the Core Strategy and national policies, local policies are needed on two matters as set out below:

Occupancy of affordable housing provided to meet a local need

2.67 The additional housing provided in the plan area will not meet the demand for housing or the local needs for housing. In this situation, the Council considers that the following policy is needed to ensure, so far as is possible, that the limited amount of new housing provided under Core Strategy Policy CS12 is occupied by local people. Applicants who do not fall into any of Bands A to C as set out in the proposed policy below would not be considered as having a local connection.

Policy DM10: Occupancy of housing provided to meet a local need

To ensure that the affordable housing to meet a local need for affordable housing, as provided for under Core Strategy policies, is directed primarily towards the needs of the community in which the development is located, the following occupancy criteria will be applied.

For those in housing need, top priority will be given to persons with a local connection to the parish in which the development is built, followed by those with a local connection to adjoining parishes, followed by other persons resident within New Forest District (including the National Park).

The strength of an applicant's local connection with a parish will be defined according to the following bands:

Band A Persons who live or have their workbase in the parish and have done so for longer than 10 years, or who have lived in the parish for longer than 10 years previously.

Band B Persons who live or have their workbase in the parish and have done so for longer than 5 years, or who have lived in the parish for longer than 5 years within the last 15 years, or whose parents, siblings or adult children live in the parish and have done so for 10 years or longer.

Band C Persons who live or have their workbase in the parish and have done so for longer than 2 years, or who have lived in the parish for longer than 2 years within the last 15 years, or whose parents, siblings or adult children live in the parish and have done so for 5 years or longer.

Residential accommodation for older people

2.68 Core Strategy Policy CS13(e) refers to providing housing which meets the needs of older people. In order to help achieve this, the following additional policy is proposed.

Policy DM 11: Residential accommodation for older people
Residential accommodation designed specifically to meet the needs of older people, including care homes, will normally be permitted on sites appropriate for residential development.

Gypsies, travellers and travelling showpeople (section 7.4 of Spatial Strategy)

- 2.69 Core Strategy Policy CS16: *Gypsies, travellers and travelling showpeople* sets out criteria for determining locations for gypsy, traveller and showpeople sites.
- 2.70 Since the Core Strategy was prepared the planning framework for gypsy and traveller sites and for sites for travelling showpeople has changed. The partial review of the South East Plan, as referred to in Core Strategy Policy CS16 has been abandoned. Revised Government advice is that provision in Local Development Frameworks should be based on local assessments of need, rather than figures handed down through regional plans. New Forest District Council took part in the following assessments of need:
- Hampshire and Isle of Wight Gypsy and Traveller Accommodation Assessment (June 2007)
 - Hampshire and Isle of Wight Travelling Showpeople Accommodation Assessment (March 2008).
- 2.71 Based on these assessments, the Council considers that provision should be made for up to an additional 5 pitches for gypsies and travellers and up to an additional 5 plots for travelling showpeople (ref to Background Paper – based on evidence to G&T EiP). These requirements include the New Forest National Park, as well as the Plan Area covered in this consultation document. It is possible that some of the additional requirements will be made in the National Park.
- 2.72 With regard to gypsies and travellers, in the Council's view the required scale of new provision does not justify the allocation of new site(s) in the Plan Area, but rather should be met through increases to the capacity of existing sites.
- 2.73 Two existing sites, Bury Brickfields at Marchwood and Little Testwood Farm at Totton, could be considered to accommodate the new pitches. Bury Brickfields is a Council-operated site offering permanent residential pitches and which is fully occupied. Provision of additional pitches at this site would require its extension into the adjoining countryside. Little Testwood Farm is a private caravan site currently used as a "transit" site for gypsies and travellers who are on the road and who need a place to stay for a temporary period. Little Testwood Farm is the Council's preferred option because the new provision can be provided easily adjoining the existing permitted site and without significant impacts. Site specific policy Totton xx sets out development requirements for this site.
- 2.74 With regard to travelling showpeople, rather than the Council proposing to allocate a new site, it is considered that the best approach is to be responsive to proposals from travelling showpeople based on the criteria set in Policy CS16 of the Core Strategy. It is understood that this is also the favoured approach of the travelling showpeople community.

Employment and Business (section 7.5 of Spatial Strategy)

- 2.75 This section of this consultation document sets out proposals for employment and business development in the Plan Area to help meet the needs of local businesses, together with some proposed additional development management policies. It explains how these policies and proposal meet the requirements of the Core Strategy. Section 3 includes more detail for each of the new sites proposed. .
- 2.76 The principle policies in the Core Strategy relating to the economy (within the framework set by Policy CS10 Spatial Strategy) are:
- CS17: Employment and economic development
 - CS18: New provision for industrial and office development and related uses
 - CS20: Tourism
 - CS21: Rural economy
- 2.77 The principal relevant national Planning Policy Statements are listed in Appendix 2 to this document.
- 2.78 The major part of the supply of land for business start-ups, expansions and relocations will come from the re-use of existing sites and from a number of previously identified employment allocations which have not yet been developed (in whole or part). All existing allocations sites are proposed to be carried forwards (except for a few small sites referred to in Core Strategy Policy CS17(d).
- 2.79 Existing employment sites and allocations proposed to be carried forwards into this plan are set out below for each sub-area. Detailed policies for all proposed employment allocations are set out in Section 3.

Totton

Eling Wharf (See Section 3 - Policy xx)

Marchwood

Cracknore Industrial Park (See Section 3 - Policy xx)

Marchwood Industrial Park (See Section 3 - Policy xx)

Holbury

Hardley Industrial Estate (See Section 3 - Policy xx)

Fawley

Land at Fawley Refinery which is reserved for petro-chemical uses (See Section 3 - Policy xx)

Lymington

Ampress Park (See Section 3 - Policy xx)

New Milton

Land east of Caird Avenue (See Section 3 - Policy xx)

Land west of Caird Avenue (See Section 3 - Policy xx)

Ringwood

Land at Christchurch Road (See Section 3 - Policy xx)

Land at Embankment Way See Section 3 - (Policy xx)

Sandleheath

Sandleheath Industrial Estate (See Section 3 - Policy xx)

2.80 In addition, new allocations of employment land are proposed in this consultation document to meet the development requirements set out in the Core Strategy. Core Strategy Policy CS18 provides for up to 5 hectares of new land to be identified at each of Totton, New Milton and Ringwood.

2.81 Possible new allocations specifically to meet Core Strategy Policy CS18 requirements are proposed at the following locations:

Totton

Land at Little Testwood Farm, Salisbury Road (see Section 3 - Policy xx)

Land at Sunnyfields Farm, Jacobs Gutter Lane (see Section 3 - Policy xx)

New Milton

Land east of Caird Avenue (see Section 3 - Policy xx)

Ringwood

Land west of Crow Lane and adjoining Crow Arch Lane (see Section 3 - Policy xx)

Marine-related employment sites

2.82 The Core Strategy highlights the importance of the marine sector to the economy of the Plan Area. Core Strategy Policies CS17(g) and CS18(f) set out the aim to identify and protect suitable sites for marine-related businesses. Proposed Policy DM12 below identifies the relatively few sites in the Plan Area which currently provide or could provide access to coastal waters and which should be protected for marine-related businesses in accordance with the Core Strategy. Most of these sites are already in marine-related employment use.

Policy DM12: Sites suitable for marine uses

The following sites are safeguarded for marine-related businesses as set out in Core Strategy Policies CS17(g) and CS18(f):

a) Marchwood Industrial Park (wharf and environs)

b) Cracknore Industrial Park

c) Marchwood Military Port

d) Hythe Marina Boat Yard, Endeavour Way

e) Hythe Boat Yard, St. Johns Street

f) Hythe Marine Park, Shore Road

g) Lymington Marina, Bath Road

h) Bath Road, Lymington, sea water baths, yacht clubs, harbour office, car and boat parks

i) Boat Yard, Mill Lane, Lymington

j) Boat Works, Undershore Road, Lymington

k) Lymington Yacht Haven, Kings Saltern Road

Other coastal sites in employment, utility or recreational use which provide, or are capable of providing access to coastal waters will be retained for uses which require such access.

Tourism (section 7.6 of Spatial Strategy)

- 2.83 The principal policy in the Core Strategy relating to tourism is Policy CS19 which sets out the strategy for supporting the local tourism industry. The strategy seeks to encourage tourism which is consistent with environmental objectives, including protecting sensitive areas of the New Forest National Park and vulnerable habitats. It directs the provision of the main services and facilities towards the towns and villages.
- 2.84 National planning policy relating to tourism, will also influence the implementation of local planning policies on tourism development. (National Planning Policy and Guidance is referenced in Appendix X.)
- 2.85 Tourism is an important part of the local economy within the District. Environmental constraints restrict appropriate opportunities for new tourist/visitor related developments, particularly in the countryside. Proposal DM13 below, additional to the Core Strategy and national policies, identifies the circumstances in which new tourist/visitor related developments may take place, but also enables existing businesses to adapt and change. It seeks to secure the continued contribution to the tourism economy of buildings in a tourist-related use. For example, where a small hotel is no longer viable, its change of use to a restaurant, public house, or similar use, would ensure a continuing contribution to the local economy, whereas its conversion to a dwelling would not.

Policy DM13: Tourism and visitor facilities

Within the defined built-up areas, new serviced visitor accommodation and facilities will be permitted outside of the primary shopping areas, having regard to compatibility with adjoining uses and the need to avoid unacceptable impacts.

Outside the defined built-up areas, development to provide visitor accommodation and/or facilities will only be permitted where it is:

- (i) part of a farm diversification project or through the conversion of existing buildings in accordance with Policy DM 25; or**
- (ii) to extend an existing hotel or guest house, to improve its operating efficiency or to maintain the viability of the business, and where any physical extension is of a scale and design which does not have an unacceptable impact directly or indirectly on the character and setting of the building or the surrounding area; or**
- (iii) to relocate an existing camping or caravan site to a less sensitive location, thereby reducing the impact on nature conservation interests and the local environment ; or**

- (iv) to enable environmental improvements to be made at an existing holiday park, camping or caravan site; or**
- (v) to up-grade ancillary facilities at an existing holiday park, camping or caravan site, or visitor attraction, provided this does not materially increase the overall impact of the development.**

In the countryside, any new development should be of an appropriate design and scale in keeping with the rural character of the area, and should not result in significant harmful impacts (either directly or indirectly) on the countryside or rural communities. Where the development involves the re-use of an existing building, it must be one of an appropriate scale and appearance to its rural setting and structurally sound so that it can be re-occupied without major rebuilding.

Throughout the Plan Area, where an existing hotel or guest house accommodation use is not viable, the building should be used for an alternative leisure/visitor based business use(s) which continue to contribute to the local economy.

Town, village and local centres (section 7.7 of Spatial Strategy)

- 2.86 The principal policy in the Core Strategy relating to town, village and local centres is Policy CS20 which sets out the strategy supporting their role as centres for shopping, entertainment, business and service activities.
- 2.87 National planning policy relating to planning for centres, will also influence the implementation of local planning policies. (National Planning Policy and Guidance is referenced in Appendix X.) The national policy objective is to promote the vitality and viability of town and centres as important places for communities. In rural areas policies support the provision of local shopping and services in local service centres to serve the day to day needs of rural communities.
- 2.88 To implement the Core Strategy, in addition to Core Strategy and national planning policies, the local development plan policies set out below are proposed. These are aimed at protecting existing centres and directing new development to appropriate locations.
- 2.89 For the purposes of proposed Policies DM14, 15 and 16, 'Appropriate non-retail uses' in town centres and local shopping frontages include those which provide commercial or community services to the public, including for example, banks and other financial services, solicitor's offices, medical centres, public offices, community halls and advice centres; leisure and entertainment uses, including arts venues, cafes, bars, restaurants and hotels; and other uses which generate similar customer activity or business. Residential accommodation, including residential institutions, is not included.

The Main Town Centres (Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge)

- 2.90 Some of the additional retail floorspace requirements set out in Policy CS20 of the Core Strategy will be met by the re-occupation of vacant shop units and the improvement and extension of existing premises. However, as provided for in proposed policy DM14 below, additional retail development will be needed to meet the Core Strategy requirements and to ensure the continued viability and vitality of the town centres in the face of competition from other centres.

Policy DM14: Additional retail floorspace in Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge

Within the Town Centre boundary (as defined on the Proposals Map), new retail development, including improvements and extension of existing commercial premises will be permitted. New retail developments of over 1000sq. metres should be within 300 metres¹ of the primary shopping area. Preference will be given to the “town centre opportunity sites” as set out in the table below.

Outside of town centres retail development should complement town centre provision by providing for day to day ‘top up’ convenience shopping and services. Retail developments of over 1000 metres square will be subject to an impact assessment which will need to demonstrate that it both fulfils a local consumer need which cannot be accommodated within the town centre boundary, and would not have a significant adverse impact on the vitality and viability of the town centre.

Town centre opportunity sites in Totton, Hythe, Lymington, New Milton, and Ringwood

- 2.91 The following sites are identified as opportunity sites where redevelopment proposals will be primarily for the uses indicated below. These sites could accommodate the additional retail floorspace requirements of Policy CS20 of the Core Strategy, and contribute to the provision of town centre office floorspace in accordance with Core Strategy Policy CS18. Site specific policies to guide development on these sites are set out in Section 3 as cross-referenced in the table below.

Reference in Section 3	Town Centre Opportunity Site	Development Opportunity Primarily for:
	Totton	
	Totton Conservative Club, Salisbury Road	Retail
	Library Road Car Park	Retail
	Former Petrol Station, north of Ringwood Road	Retail
	Totton Retail Park Servicing Area	Retail/Office/Entertainment
	Land north of Commercial Road	Retail/Entertainment/Office

¹ Definitions given in Annex B of PPS4 indicate locations which are within 300 metres of the primary shopping area should be considered as ‘well connected’ and ‘within easy walking distance’ of the primary shopping area.

Reference in Section 3	Town Centre Opportunity Site	Development Opportunity Primarily for:
	Railway Sidings, Junction Road	Retail/ Office/Residential
	Totton Timber	Retail/ Office
	Land between Asda and Junction Road	Retail/Office/Community
	Land at Junction Road and Rumbridge Street	Retail/Office
	12-16 Eling Lane	Offices
	Land south of High Street	Offices
	Car sales site north of Totton Bypass	Offices
	37-39 Salisbury Road	Offices/ Community
	Hythe	
	Land in vicinity of St.John's Street car park	Retail
	Pier Head	Retail/Office/Community/ Entertainment
	Lymington	
	37 to 39 St Thomas' Street	Retail/Community
	Wilts and Dorset Bus Station, High Street	Retail
	The Post Office, High Street	Retail
	Council Offices, Avenue Road	Retail/ Office
	Warehouse, corner of Emsworth Road/ New Street	Offices/ Community
	Jewson's Gosport Street/ Cannon Street	Offices
	Employment Uses, Bridge Road	Large format retail/Office
	New Milton	
	The Post Office, 22-24 Station Road	Retail
	Numbers 36 to 46 Station Road	Retail
	Land bounded by Station Road and the Railway Line	Retail/ Office
	The Memorial Hall, off Whitefield Road	Cultural/ Entertainment/ Community facilities
	Ringwood	
	The Furlong Long Stay Car Park	Retail
	Former Cinema Site, Market Place and Environs	Retail/Entertainment/Office

2.92 Policy CS20 of the Core Strategy refers to primary and secondary shopping areas within defined town centre areas. Within the framework set by the Core Strategy, the following three proposed policies set out the types of uses that would be acceptable within primary shopping areas (Policy DM15), secondary shopping areas (Policy DM16), and within the defined town centre boundaries (Policy DM17).

- 2.93 A review of town centre boundaries, primary shopping areas, secondary shopping frontages and local shopping frontages (defined in the New Forest District Local Plan (First Alteration) has been undertaken for the preparation of this consultation document. Annual monitoring of town, district and local centres by the Council, has shown that Local Plan policies have been successful in supporting the vitality and viability of shopping centres within the District, even during a period of economic downturn. With the exception of some marginal updating (as set out in Appendix XX), the boundaries and frontages identified in the previous Local Plan are carried forward. These are set out in Sections 3, 4 and 5.

Policy DM15: Primary Shopping Areas

Within the primary shopping areas, as defined on the proposals maps, the following will be permitted:

- (a) Retail development, including improvements and extension of existing commercial premises;**
- (b) Appropriate non-retail uses (uses other than Class A1) , provided the length of ground floor street frontage in non-retail use within the primary shopping area is no greater than 30% of the overall length of ground floor street frontage². Non-retail uses will not be considered appropriate in premises in prominent locations within a primary shopping area.**
- (c) On upper floors, and at basement level, uses which are compatible with retail use (and its associated storage and servicing) of the ground floor unit. This could include residential uses where this can be achieved without the loss of gross floorspace in retail or appropriate non-retail uses within existing premises, the loss of ancillary storage space, or the ability to service the premises off-street.**

Exceptions to part (b) of this policy may be made where a proposal is for a non-retail use which is appropriately located in a shopping street and where:

- (i) the proposed use will add to the vitality and attractiveness of the primary shopping area to shoppers, and**
- (ii) it can be demonstrated that the proposed development will generate customer activity levels (footfall) similar to a typical retail unit.**

Residential development will not be permitted at ground floor level.

Policy DM16: Secondary Shopping Frontages

Within town centre secondary shopping frontages, as defined on the proposals maps, the following will be permitted:

- (a) the development, improvement or expansion of retail and appropriate non-retail uses.**
- (b) the change of use of retail premises to appropriate non-retail uses.**

² The assessment will take into account unimplemented planning permissions for changes of use.

Residential development will not be permitted at ground floor level in premises within the defined frontage. Residential development may be provided on other floors where it does not result in the loss of retail and/ or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to a town centre location.

Policy DM17: Town centre development

Within the Town Centre Boundary (as defined on the proposals maps), excluding the Primary Shopping Area and premises in secondary shopping frontages, the following will be permitted:

- (a) the development, improvement or expansion of retail and appropriate non-retail uses, subject to Policy DM 14;**
- (b) entertainment and community uses;**
- (c) office and business development;**
- (d) residential development provided:**
 - (i) it does not result in the loss of retail and/ or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to a town centre location;**
 - (ii) it does not prejudice development opportunities identified in proposals (list of Town centre opportunity site references);**
 - (ii) does not result in the loss of an employment or business site capable of being satisfactorily used for an alternative employment or business use appropriate to a town centre location.**

2.94 Appropriate non-retail uses are defined in para.2.88.

Local Shopping and services

2.95 The adopted Local Plan includes policies relating to Local Shopping Frontages. Proposed Policies DM18 and DM19 below continue these policies to retain a minimum proportion of shop units in local shopping frontages in a retail use.

Policy DM18: Local Shopping Frontages in the built-up areas of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge

In Local Shopping Frontages, as defined on the proposals maps, uses which provide for the day to day shopping and service needs of the area will be permitted.

A minimum of 40% of ground floor units within the defined frontage should be in retail use.

Residential development will not be permitted at ground floor level in premises within the defined frontage. Residential development may be provided on other floors where it does not result in the loss of retail and/ or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to the location.

Policy DM19: Local Shopping Frontages in Marchwood, Blackfield, Holbury, Fawley, Milford on Sea, Hordle, Bransgore

In Local Shopping Frontages, as defined on the Proposals Maps, uses which provide for the day to day shopping and service needs of the area will be permitted. Retail developments of over 500 square metres will be subject to an impact assessment which will need to demonstrate that it fulfils a local consumer need and would not have a significant adverse impact on the vitality and viability on nearby town centres.

In the defined Local Shopping Frontages of Bransgore, Marchwood and Milford on Sea, a minimum of 50% of ground floor units within the defined frontage should be in retail use.

In other defined Local Shopping Frontages, a minimum of 40% of ground floor units within the defined frontage should be in retail use.

Residential development will not be permitted at ground floor level in premises within the defined frontage. Residential development may be provided on other floors where it does not result in the loss of retail and/ or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to the location.

Small Local Shops

- 2.96 Within the towns and villages there a large number of small local shops or groups of shops, which are not within an identified 'Local shopping frontage', but provide a convenient local service to the community. Proposed Policy DM20 below seeks to ensure that development proposals do not result in the loss of these shops, particularly where there is no alternative provision nearby. The threshold of 280 square metres relates to the definition of a "small shop" in Sunday Trading Laws. There is a separate proposed policy on local shops in the countryside in the next Section (Rural Areas and the Countryside).

Policy DM20: Small Local Shops and Public Houses

Outside of town centres and defined local shopping frontages, local convenience stores of up to 280 square metres will be permitted where they provided for the day to day needs of a community, which otherwise would not be provided for, and are located within the community served.

Development proposals which result in the loss of small local shops (outside defined local shopping frontages) or Public Houses will not be permitted where the proposal would result in the loss of an important local facility. Change of use to an alternative

business/employment use will be acceptable where the loss of a shop or public houses is permitted.

Rural areas and countryside (section 7.8 of Spatial Strategy)

- 2.97 The countryside is defined as all of the Plan Area outside the defined towns and larger villages. The area defined as 'countryside' is not just open countryside, but includes rural villages and communities (Level 4 Settlements in Core Strategy Policy CS9), and a number of sites subject to specific policies. The principal policies in the Core Strategy for the countryside are:
- CS1: Sustainable development principles
 - CS10: Spatial strategy
 - CS21: Rural economy and
 - CS22: Affordable housing for rural communities
- However, other Core Strategy policies are also relevant.
- 2.98 Relevant national policy documents on rural development and protection of the countryside are listed in Appendix 2 to this document. While strictly controlling development in the countryside, and protecting wildlife, landscape and cultural heritage, planning policies should support the social and economic needs of sustainable rural communities.
- 2.99 The Government has announced draft proposals to give communities a 'Right to Build'. This proposed national policy change could have a significant impact on planning for rural areas. As legislation progresses this document may need revision to address this significant national policy change.
- 2.100 The Council considers that some additional development management policies are needed to national policies and the policies in the Core Strategy. The proposed additional policies are set out below.

Housing in the Countryside

- 2.101 In line with national policy, new housing development is very tightly restricted in the countryside Policy DM21 below sets out the circumstances under which residential development is proposed to be allowed in the countryside (i.e. outside the defined "built up areas"). Policy DM21 is based on the longstanding policies that have been applied through the current and previous Local Plans.
- 2.102 Core Strategy Policy CS22 continues the longstanding policy to allow small scale residential development to meet a rural community's need for affordable housing for local people. The policy makes provision for suitable sites to be identified and allocated in this document for rural affordable housing. During the preparation of this Plan, schemes to provide affordable housing on 'rural exception sites' have continued to be progressed. However, the invitation made to parish councils, as well as a wider invitation for site suggestions, has not resulted in further suitable sites being identified for proposed allocation. This consultation document

does not therefore propose specific additional housing sites in rural areas. However, it is the Council's intention to continue to seek suitable small sites for rural affordable housing, in accordance with Core Strategy Policy CS22.

- 2.103 Policy DM21 below seeks to limit the impact of new residential development on the countryside and to retain a variety of sizes of dwelling.

Policy DM21: Residential Development in the Countryside

Residential development in the countryside will only be permitted where it is:

- (a) a limited extension to an existing dwelling; or**
- (b) the replacement of an existing dwelling, except where it:
 - (i) is the result of a temporary permission(s) and/or**
 - (ii) is an unauthorised uses and/or**
 - (iii) has been abandoned; or****
- (c) affordable housing to meet a local need, in accordance with Core Strategy Policy CS22; or**
- (d) an agricultural worker's or forestry worker's in accordance with national planning policy (See Appendix 2)**

In all cases, development should be of an appropriate design, scale and appearance in keeping with the rural character of the area, and should not be harmful to the rural character of the area by reason of traffic and other activity generated or other impacts.

Replacements and extensions should be designed to respect the character and scale of the existing dwelling, and not significantly alter the impact of built development on the site within its setting.

Current adopted policy sets a 30 % limit on house extensions (or increases in size for replacement dwellings). Views are invited on whether this 30% limit should:

- (i) continue to be applied as a strict numerical size limit on extensions and replacement dwellings, or**
- (ii) be used as a guideline with the emphasis more on the acceptability of the local impact of the extension/replacement dwelling.**

- 2.104 The 30 % limit is applied as a limit to all cumulative extensions since 1st July 1982. Larger extensions are allowed to small dwellings provided the increased floorspace will not exceed 100 sq. metres. In exceptional circumstances, current policy allows a larger extension to:
(i) to meet the genuine family needs of an occupier who works in the immediate locality, or
(ii) to meet the design considerations relating to the special character of the building (e.g. listed buildings).

- 2.105 Specifically with regard to dwellings for agricultural or forestry works, there is detailed national planning policy guidance relating to the circumstances in which new dwellings in the countryside may be permitted to meet their needs. It is considered appropriate to apply this national policy within the plan area, with no local variation considered necessary. However, Policy DM22 below sets out an additional proposed local policy regarding the

removal of restrictive conditions on such dwellings in order to ensure that they normally remain available for the purposes for which they were permitted.

Policy DM 22: Removal of restrictive conditions on agricultural workers and forestry workers dwellings.

An occupancy condition restricting the occupancy of a dwelling to a person employed or last employed in agriculture or forestry will not be removed unless the local planning authority is satisfied that the long-term need for the dwelling has ceased and there is no evidence of a continuing need for housing for persons employed or last employed in the locality in these categories.

THE RURAL ECONOMY

- 2.106 Core Strategy Policy CS21 sets out the Council's strategy for the rural economy. This aims to support the economy of rural areas, allowing diversification of business activity compatible with other Core Strategy objectives. National planning policy published by the Government, relating to the rural economy, will also influence the implementation of local planning policies. (National Planning Policy and Guidance is referenced in Appendix 2.)
- 2.107 Proposed Policy DM23 below aims to develop Core Strategy Policy CS21 as a basis for development management, to enable developments that help sustain the rural economy but do not harm the countryside.

Policy DM23: Employment development in the countryside

Rural employment/business development will be permitted where it is either:

(a) part of a farm diversification project supporting a farm business, making best use of existing permanent buildings. Where new buildings are necessary they should be contained within the existing complex of farm buildings, and be limited to ensure the development remains of a scale and character appropriate to its rural setting;

Or

(b) on the edge of a defined settlement, or adjoining or within a rural settlement (as listed in Core Strategy Policy CS9 Level 4) through:

- (i) the re-use of existing permanent buildings which is structurally sound so that it can be re-occupied without major rebuilding or extension;**
- (ii) the redevelopment of an existing employment site which results in local environmental benefits; or**
- (iii) the extension to an existing building in employment use.**

In all cases, development should be of an appropriate design, scale and appearance in keeping with the rural character of the area, and should not be harmful to the rural character of the area by reason of traffic and other activity generated or other impacts. Where the development involves the re-use of an existing building, it must be structurally sound so that it can be re-occupied without major rebuilding.

- 2.108 Visual impacts on the landscape and traffic impacts will be important factors to take into account in considering proposals. For farm diversification projects, supporting evidence required would include a business plan for the farm.
- 2.109 Policy DM24 below aims to allow development related to the needs of local communities in rural areas and to allow appropriate tourism/visitor based developments which can also play an important role in the rural economy.

Policy DM24: Shops, services and community facilities in rural areas

Within and adjoining rural communities (Core Strategy Policy CS9: Level 4 settlements):

- (a) local convenience stores of up to 280sq. metres will be permitted where they provided for the day to day needs of a community which otherwise would not be provided for, and are located within the community served.**
- (b) small scale development projects that provide the local delivery of services and community facilities will be permitted.**

Small scale specialist retail uses ancillary to a rural business activity, such as a farm or craft business, will be considered favourably where they help sustain the viability of an existing rural enterprise.

Proposals should, where possible involve the re-use or adaption of existing permanent buildings.

New development in open countryside will not be permitted.

In all cases, development should be of an appropriate design, scale and appearance in keeping with the rural character of the area, and should not be harmful to the rural character of the area by reason of traffic and other activity generated or other impacts.

- 2.110 In implementing this policy, particular regard will be had to specific local needs which have been identified by the community in a Parish Plan.
- 2.111 It is also important that where possible existing services for rural; communities are not lost, as proposed to be dealt with by Policy DM25 below.

Policy DM25: Loss of rural employment sites, shops, public houses and community facilities

Development which would result in the loss of rural employment sites, shops, public houses and community facilities will not be permitted, except where:

- (a) alternative equivalent provision is secured as part of the development proposal; or**
- (b) the proposed development use would provide greater community benefits, for which there is a recognised local need, than the use lost; or**
- (c) the use of the site or building has an adverse impact on the character and amenities of the area which is not capable of being resolved by appropriate measures.**

- 2.112 In considering what are 'recognised local needs', particular regard will be had to Parish Plans.
- 2.113 Recreational uses in the countryside are recognised as contributing to meeting local needs and also supporting the rural economy.

Policy DM26: Recreational uses in countryside – including horse-keeping/riding

Development associated with outdoor recreational uses will be permitted where it:

- (a) will help meet a local recreational need; and/or**
- (b) will assist in the diversification of an agricultural enterprise; and/or**
- (c) will assist in relieving harmful pressures on a sensitive part of the New Forest National Park;**

provided that there will not be unacceptable impacts on the amenities of local residents, the rural character of the area, local roads or other environmental or agricultural interests (including nearby parts of the New Forest National Park and coast).

Development related to recreational horse keeping and riding will be permitted provided the scale is appropriate to the rural setting and character and it will not lead to increased riding pressures on sensitive parts of the New Forest or otherwise have unacceptable impacts on neighbouring uses, the rural landscape, local roads or on road safety.

Transport (section 7.9 of Spatial Strategy)

- 2.114 The principal policies in the Core Strategy relating to travel and transport are:
- CS23: Transport proposals
 - CS24: Transport considerations
- 2.115 Relevant national policy guidance is listed in Appendix 2.
- 2.116 Within the framework set by the Core Strategy and national guidance (National policy guidance is listed in Appendix 2), the work done in preparing for this consultation document has reviewed previous transport proposals and safeguardings and considered the need for new proposals. The details of this re-assessment are set out in Background Papers 44: Review of transport proposals. The full set of transport proposals that will form the basis of seeking developers' contributions is set out in the Supplementary Planning Document: Transport Schemes. Section 3 of this consultation document details the individual transport schemes that are appropriately included in the development plan document because they are significant in terms of spatial planning and/or because they require the use of non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts. In the Hampshire Local Transport Plan (LTP3) maintenance will be the main spending priority. It is envisaged that the majority of transportation proposals will need to be developer funded.

Town Access Plans

- 2.117 Additional individual Town Access Plan (TAP) Supplementary Planning Documents are intended for a number of the main settlements in the district outside of the national park. These TAPs will be prepared in conjunction with Hampshire County Council (HCC), as Highways Authority. The first TAP prepared has been for Ringwood. The purpose of the TAPs is to set out the vision for how access to facilities and services within the towns can be improved over the plan period. The focus will be on accessibility throughout the individual towns by all sustainable modes of transport, notably walking, cycling and public transport. The plans will detail an action plan for investment, identifying measures already planned as well as longer term schemes/improvements necessary to accommodate future development. The TAPs will be used to guide and justify future investment within the individual towns and coordinate funding from different funding sources.

Parking

- 2.118 NFDC already has a Supplementary Planning Document detailing the parking standards for residential developments in the district outside the national park. A Supplementary Planning Document covering parking standards for non residential developments is being prepared.
- 2.119 If passenger rail services were reinstated in the Waterside, some additional car parking areas may be required to serve the new train stations. This is detailed further in the Totton and Waterside section of this document (see section 3).

Freight

- 2.120 A freight strategy for urban South Hampshire has been prepared by Transport for South Hampshire (TfSH), this covers the Totton and Waterside area of the district. The strategy looks at potential problems caused by freight distribution and aims to identify workable solutions for potential problems caused by freight distribution. The TfSH Freight Strategy is available at <http://www3.hants.gov.uk/tfsh-freight-strategy-2009.pdf>. HCC has consulted on a draft Freight Strategy for Hampshire and the County Council is looking to publish a Hampshire Freight Strategy as a supplementary policy document to the Hampshire LTP3 Strategy.

Policy DM27: Development generating significant freight movements

Development that generates significant freight movements within the district should normally be located close to the main road network. Links between such developments and the main road network should be capable of accommodating the additional freight movements anticipated. Appropriate measures to mitigate any demonstrable adverse impact of additional freight movements along such links will be sought. In addition, developers will be expected to work with occupiers of freight distribution developments, to ensure that numbers of and timings of lorry movements, and access routes are managed to minimise adverse impacts on communities and congestion.

- 2.121 Any proposals for freight development should accord with Hampshire sub-regional freight strategy and rail freight will be encouraged. Given the scale and type of development proposed in the plan area, no facilities to transfer freight from road to either rail or water are proposed.

3. Site Specific Proposals – Totton and the Waterside

- 3.1 This section of the consultation document sets out site-specific proposals. Following the consultation these proposals will be reconsidered. For those that are to be included in the proposed submission Development Plan Document, site-specific policies will be drafted having regard to the considerations set out below and to points made in the consultation responses.
- 3.2 The policies in this section are set out settlement-by settlement, working clockwise round the plan area – broadly following the structure of Section 9 of the Core Strategy: *Local implications of the spatial strategy*.
- 3.3 The background to the proposals set out below is set out in the following Background Papers, in particular:
- BP: 38b
 - BP: 40
 - BP: 44
- 3.4 The general policies set out in:
- The Core Strategy,
 - National Planning Policy Statements and
 - Development Management policies set out in Section 2 of this document ,
- all apply where relevant to the sites referred to below. The criteria set out below set out the specific additional key matters related to the development of each site.
- 3.5 Supplementary planning documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.
- 3.6 The local implications of Core Strategy for Totton and the Waterside are set out on pages 83 to 87 of the Core Strategy. Below, this consultation document sets out for each individual settlement the site-specific proposals and transport proposals to help achieve the policies set out in the Core Strategy. The proposals are set out in the following order:
- Improving access to the Waterside
 - Totton and Eling
 - Marchwood
 - Hythe and Dibden
 - Hardley, Holbury, Blackfield, Langley and Fawley

Improving access to the Waterside

- 3.7 The transport section (7.9) of the Core Strategy notes that access to Totton and the Waterside is “not so good”, particularly as the A326 is often congested. Core Strategy Policy CS23 states support for improvements that reduce congestion, improve accessibility and improve road safety. Core Strategy Policy CS23 also details some specific transport proposals in Totton and the Waterside that can help achieve this. The transport schemes detailed below are those that are not specific to a particular settlement within the Totton and Waterside areas but have wider implications for this area as a whole.

Re-opening the Waterside railway to passengers

- 3.8 Policy CS23 (f) of the Core Strategy seeks reinstatement of passenger services on the Waterside branch railway, including safeguarding land for the provision of new passenger stations and associated works and facilities. Hampshire County Council has prepared a consultants’ brief for a feasibility study on the re-introduction of the passenger train service on the Waterside line. The feasibility study will cover demand forecasts, business case preparation and cost/benefit analysis including the socio-economic benefits which would flow from implementation of the proposal.
- 3.9 The specific locations proposed for the stations and the associated proposed pedestrian and cycle links are set out below in the individual proposals for Totton, Marchwood and Hythe.

Improvements to the A326

- 3.10 Core Strategy Policy CS23(c) places improvement to the A326 as high priority, proposing capacity improvements including bus priorities on the A326 between Dibden and Totton Western Bypass. This is a significant scheme that could involve the widening of the A326. The aim of the improvements is to relieve congestion on the A326 through provision of priority for bus and multi occupancy vehicles, encouraging the use of the public transport services and car sharing. The Proposals Map shows the area safeguarded for the scheme.

Eastern 1: Improvements to the A326 Dibden to Totton Western Bypass
It is proposed to safeguard land, as shown on the adopted Local Plan Proposals Maps, to enable improvements to the A326 to be made.

Improvements to footpath / cycleways

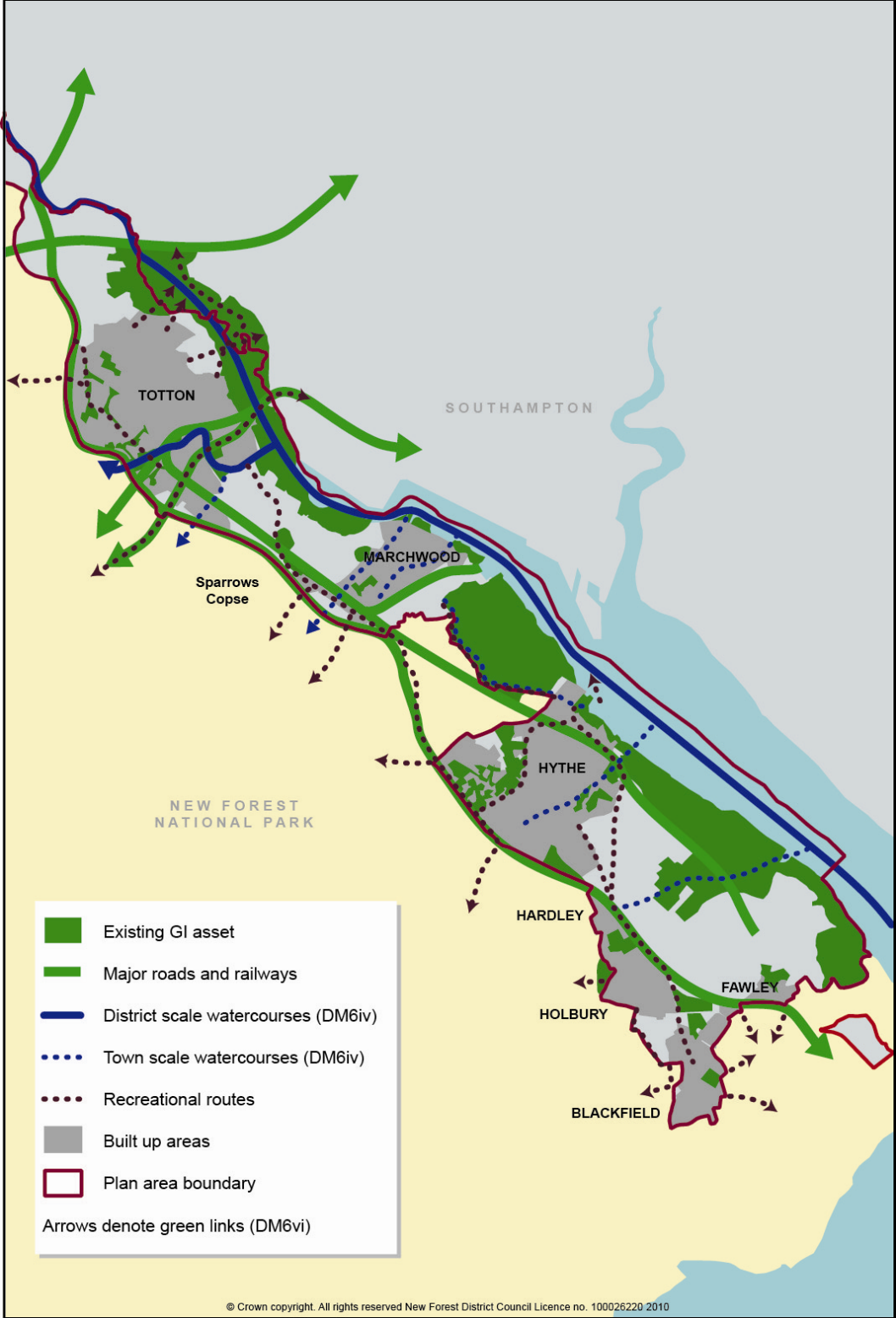
- 3.11 Numerous cycle routes are proposed for the Totton and Waterside area, detailed in the transport proposals for each settlement. Proposal Eastern 2 set out below is of wider importance than just one settlement. It will add to an extensive strategic cycle route connecting Marchwood and Totton. This scheme requires non-highway land to implement adjacent to Bury Road, Marchwood Road and Jacob’s Gutter Lane. This route will provide a safe pedestrian/cycle connection between Marchwood and Totton encouraging walking and cycling, as a viable alternative to car travel between the settlements. This scheme will therefore help alleviate traffic congestion in this area. While the principles of this scheme have been appraised for their

environmental as well as highway /transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts, particularly involve the removal of an extensive existing hedgerow.

Eastern 2: Bury Road to Totton cycle route

A cycle route adjacent to the road is proposed along Bury Road (from the Tavell's Lane junction) to link to the Totton cycleway network at Jacob's Gutter Lane, as shown on Map (*to be included*). (MA/T/7 and TE/T/19):

Overview of Green Infrastructure Strategy for Totton and the Waterside



See Section 2 DM6 and sections for each settlement in Section 3

Totton and Eling

- 3.12 The strategy for Totton and Eling is summarised on page 84 of the Core Strategy.
- 3.13 Within the framework set in the Core Strategy, site-specific policies for Totton and Eling which the Council is considering including in the Plan are set out below.

Housing at Totton

- 3.14 The Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified for around 100 dwellings at Totton (Policy CS11), and Policy CS12 allows for sites for a further 50 dwellings to be identified specifically to address local needs for affordable housing.
- 3.15 This plan seeks to identify the most appropriate locations for that development to take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified four sites for consideration in this public consultation document. The Council does not consider that other sites suggested merit further consideration (see the Sustainability Appraisal Report – Background Paper 40).
- 3.16 Given that Policy CS11 (requirement for 100 dwellings) has a 50% affordable housing requirement, and Policy CS 12 (up to 50 dwellings) has a 70% affordable housing requirement, **it is proposed that each allocation made - to reflect the combined requirements of Policies CS11 and CS12 – should provide for 60% affordable housing (40% social rented and 20% intermediate housing).**
- 3.17 The sites being considered as possible housing allocations are:
- TOT1: Land at Durley Farm, Hounslow
 - TOT2: Land at Loperwood, north of Loperwood Lane
 - TOT3: Land at Loperwood Farm
 - TOT4: Land to the south of Jacob's Gutter Lane, Hounslow,
- 3.18 **These sites could accommodate slightly more than the 150 dwellings required, so there is some choice to be made about which sites, or parts of sites, should be allocated for development. At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development and does not have a preferred option regarding which of these sites should be allocated in the final plan. The Council will come to a firm view following consideration of comments made in response to this public consultation document.**

Possible housing sites adjoining Totton and Eling

- 3.19 The adopted Local Plan already identifies as a “reserve” site for housing land at Durley Farm. Under previous policy, reserve sites were to be released for development if they were needed to meet housing land supply requirements, for

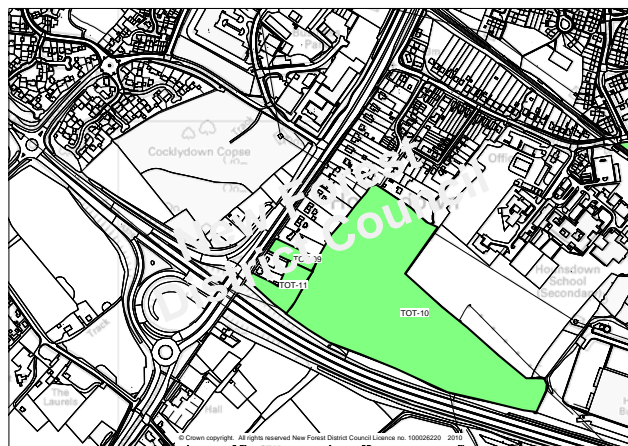
example if other housing sites were not coming forward for development as anticipated. There has been an expectation therefore that reserve sites would be developed at some future date. This Plan could make Durley Farm into a firm allocation as set out in TOT1 below.

TOT1: Land at Durley Farm, Hounslow

Land at Durley Farm, as shown on Map TOT1, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy, and public open space. The site could accommodate up to around 100 dwellings within the site. The remainder of the site should be used for public open space and allotments.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site would be subject to:

- Satisfactory resolution of concerns regarding impacts on the local road network, particularly on Jacob's Gutter Lane;
- Vehicular access to the site via Jacobs Walk and pedestrian and cycleway links to the A35;
- Provision of a cycle route between Jacobs Gutter Lane (west) and Hounslow Business Park. (TE/T/17)
- The retention of existing woodland, mature trees and hedgerows within the site
- Provision of a landscaping buffer to the Totton western bypass and with land to the west, in order to screen the development from the New Forest and protect new dwellings within the site from excessive traffic noise
- Protection, or appropriate compensation for, the nature conservation value of the Site of Importance for Nature Conservation designated within the site
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.
- No built development taking place beneath power lines on the site (open space/allotments maybe appropriate)
- The development should include a significant new area of formal public open space which should be accessible from Hounslow School.



Map TOT1: Land at Durley Farm

- 3.20 Two possible housing sites, Land at Loperwood and Loperwood Farm (see policies TOT2 and TOT3 below), adjoin each other. If development of the larger site TOT2 is considered appropriate, the Council's view is that it would make most sense to allocate both sites together. The smaller site at Loperwood Farm (TOT3) could be allocated independently.

TOT2: Land at Loperwood, north of Loperwood Lane

Land at Loperwood, shown as TOT2 on the map below, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy, and public open space. The site could accommodate up to around 75 dwellings. The provision of a community centre for the blind and children's nursery (as proposed by the site's owners) could also be acceptable. The remainder of the site should be used to provide a significant area of new public open space, in excess of the development's own immediate requirements, and allotments.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site would be subject to:

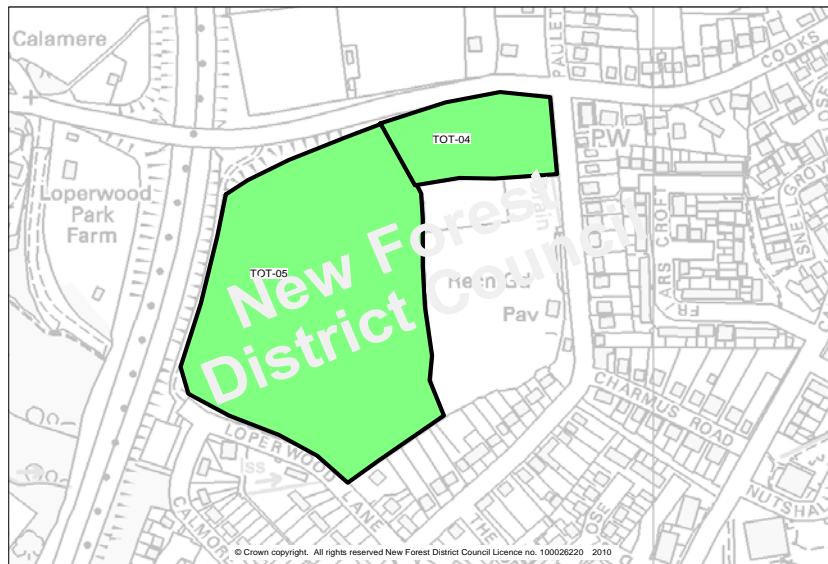
- Provision of vehicular access from Loperwood Lane
- Provision of footpath/cycleway connections through the development site to link it to the cycle route running along the western boundary of the site and the recreation ground to the east
- Retention of important boundary and feature trees and hedgerows. In particular, the central pond and woodland should be retained
- Landscaping of the south-eastern boundary of the site in order to screen development from existing residential properties. Enhanced landscaping of the northern, western and south-western boundaries in order to screen development from road and cycle routes and provide a high quality setting for the development
- Informal open space and natural play for younger children should be provided within the new residential development. Additional formal public open space should be provided to link in with King George Recreation Ground.
- Recreational facilities for young people should be provided either on site or on King George Recreation Ground
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

TOT3: Land at Loperwood Farm

Land at Loperwood Farm, shown as TOT3 on the map below, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy. The site could accommodate up to 20 dwellings.

In addition to policy requirements in the Core Strategy and Development Management policies outlined in an earlier section of this document, development on this site will be subject to:

- **Provision of vehicular access from Loperwood**
- **Provision of a pedestrian access to King George’s Recreation Ground**
- **Landscaping the northern boundary to Loperwood**
- **Public open space provision including natural play space.**



Map TOT2: Land at Loperwood and TOT3: Land at Loperwood Farm

3.21 A further possibility, as set out in TOT4 below, is that a relatively small housing contribution could be made by land south of Jacob’s Gutter Lane. Development of the site would be restricted due to the presence of electricity pylons and woodland.

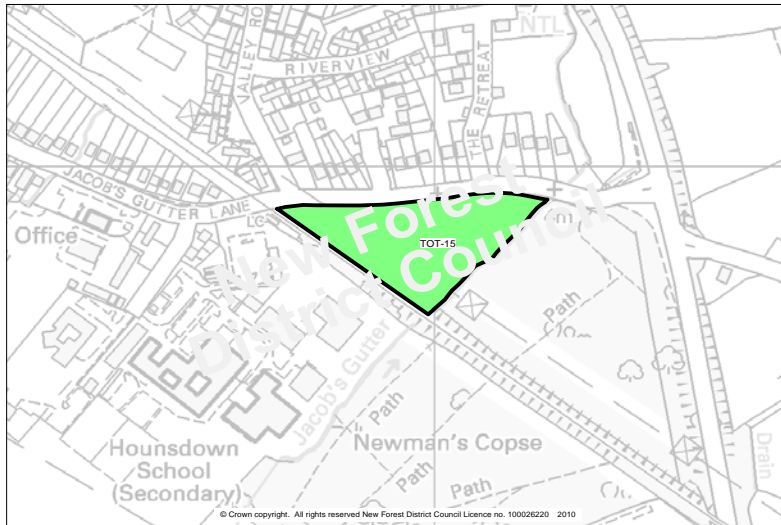
TOT4: Land south of Jacob’s Gutter Lane

Land south of Jacob’s Gutter Lane, as shown on Map TOT4, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy. The site could accommodate around 10 dwellings.

In addition to policy requirements in the Core Strategy and Development Management policies outlined in an earlier section of this document, development on this site would be subject to:

- **Provision of vehicular, pedestrian and cycle access from Jacob’s Gutter Lane**
- **Retention of area of woodland and important trees and hedgerows within the site**
- **A 25 metre buffer between development and the Newmans Copse Site of Importance for Nature Conservation, which can also function as informal open space**
- **Public open space including provision of natural play space**

- Land for the provision of allotments plots within the site
- No built development taking place beneath power lines on the site (open space/allotments maybe appropriate)



Map TOT4: Land south of Jacob's Gutter Lane

Possible housing sites within Totton and Eling

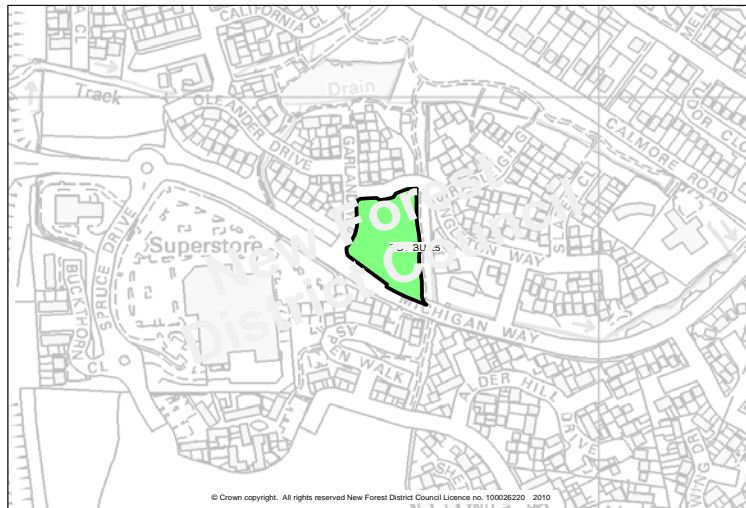
3.22 In addition to possible new greenfield sites, the Core Strategy also allows for housing development within the town and assumes that some 150 dwellings will be provided on larger sites within the settlement over 2006-2026. A number of sites within Totton are proposed below for housing development. Depending on the consultation responses, detailed policies for the development of these sites could be included in this Plan when submitted to the Secretary of State. Some of the sites are already allocated in the Local Plan and are proposed to be carried forward. Where this is the case, development requirements previously set out will be updated to ensure that the development is in accordance with policies in this Plan and the adopted Core Strategy.

Land north of Michigan Way, east of Garland Way

3.23 One site that could be allocated for housing development is an area of undeveloped land that was part of the Hazel Farm development area. It was retained by the Department of Health for possible future health service requirements, but it is now surplus to requirements.

TOT5: Land north of Michigan Way, east of Garland Way

Land north of Michigan Way, east of Garland Way, as shown on Map TOT5, is proposed to be allocated for residential development. Development of the site should incorporate a green buffer on the southern boundary, continuing the existing green infrastructure which is established along Michigan Way.

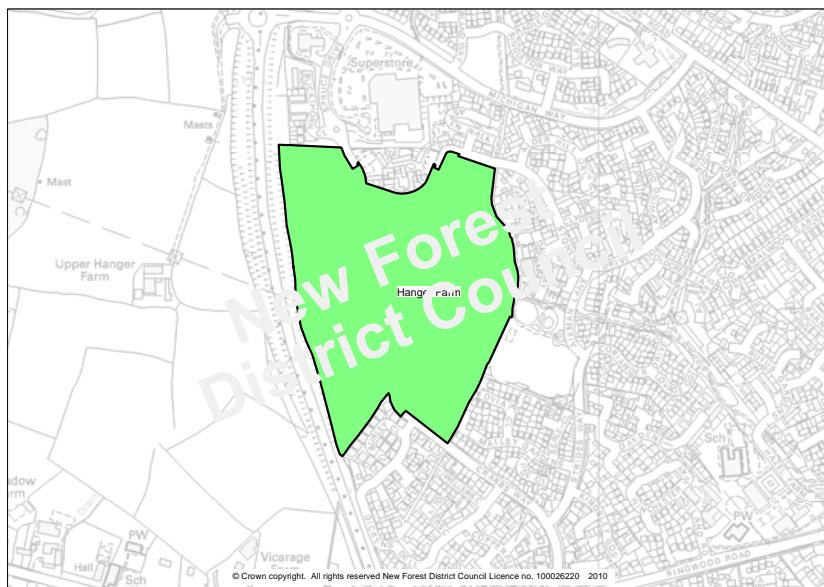


Map TOT5: Land north of Michigan Way

Hanger Farm, Totton

3.24 This large area is a long-standing allocation with planning permission for the development of around 330 dwellings. As an existing committed site, its development has already been taken into account in the overall provision of new housing during the plan period. The West Totton Development Brief No 2, adopted in July 1982 and revised in 1987 gives supplementary guidance for the development of this site.

TOT6: Land at Hanger Farm, Totton
Land at Hanger Farm, as shown on MapTOT6 is proposed to continue to be allocated for residential development.



MapTOT6: Land at Hanger Farm

Brokenford Lane, Totton

- 3.25 Land at Brokenford Lane, currently in commercial use, was identified in the Local Plan for redevelopment. Planning permission has already been granted for the part of the site to the north of Jackie Wigg Gardens, east of Brokenford Lane, to be redeveloped for housing.
- 3.26 Brokenford Lane has a substandard access for commercial vehicles and it is considered that redevelopment of these industrial areas would benefit highway safety and improve the environment in this area. However, the part of the allocated site which lies to the west of Brokenford Lane is subject to a high level of flood risk where national policy requires that only “water-compatible uses”, or “essential infrastructure” should be allowed. Therefore, it is proposed to delete the allocation for residential redevelopment on land west of Brokenford Lane, whilst maintaining the allocation on land to the east which is not subject to the same flooding constraints.

TOT7: Land at Brokenford Lane, Totton

Land east of Brokenford Lane, as shown on Map TOT7, is proposed as a site for residential redevelopment. It is proposed to delete the previous residential allocation on the land to the west as shown on Map TOT7.



Map TOT7: Land at Brokenford Lane, Totton

Stocklands, Calmore Drive, Totton

- 3.27 This site is currently occupied by a redundant Hampshire County Council care home.

TOT 8: Stocklands, Calmore Drive

Stocklands, Calmore Drive, as shown on Map TOT8, is proposed as a possible site for residential development.



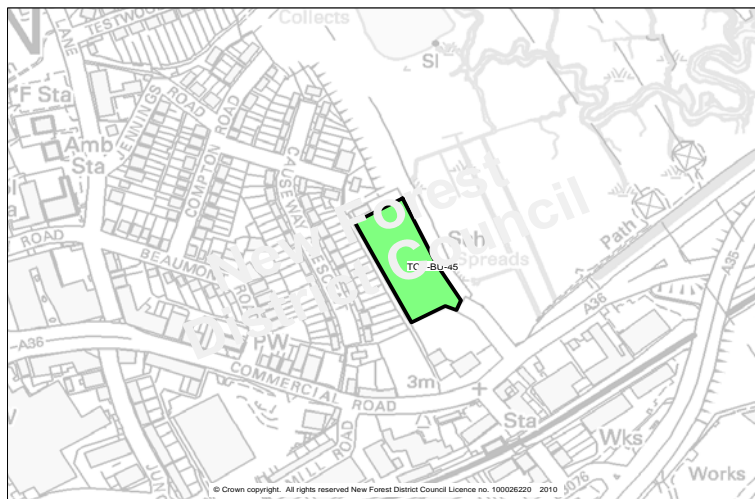
MapTOT8: Stocklands, Calmore Drive

Salterns School, Totton

3.28 This site is in current educational use, but it could become redundant during the plan period. In the event that the site becomes redundant, it is considered a possibility for residential development.

TOT9: Salterns School, Commercial Road, Totton

Land at Salterns School, as shown on Map TOT9, is identified as a possible site for residential development.



Map TOT9: Salterns School

Land off Blackwater Drive, Calmore

3.29 The site is currently occupied by a NFDC sheltered housing scheme which is being decommissioned as it is no longer required for its current use.

TOT10: Land off Blackwater Drive, Calmore
Land off Blackwater Drive, Calmore, as shown on Map TOT10, is identified as a possible site for residential development. Proposals should make provision for the enhancement of existing public open space to the north of the site to compensate for the loss of open space within the site.



Map TOT10: Land off Blackwater Drive, Calmore

Bus depot site, Salisbury Road, Totton

3.30 This site was identified in the Employment Land Review as being suitable for redevelopment for alternative use. Should the site become available, redevelopment for housing would provide environmental benefits.

TOT11: Bus Depot, Salisbury Road
The bus depot on Salisbury Road, as shown on Map TOT11, is identified as a possible site for residential development.

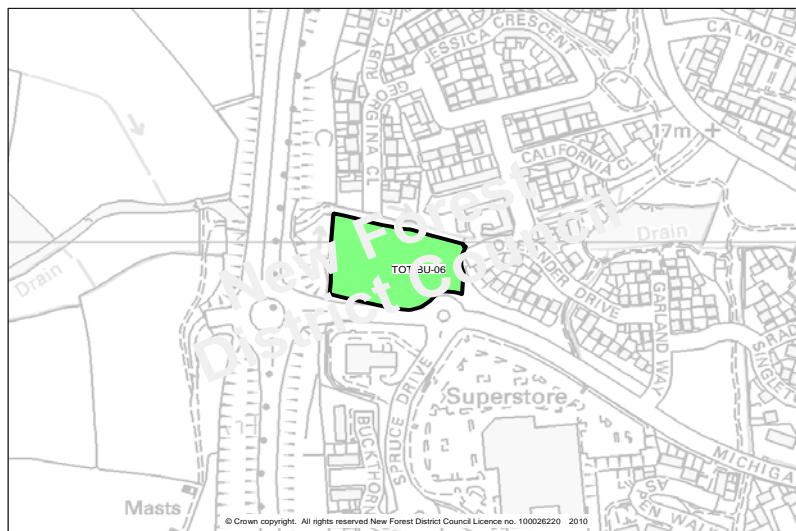


Map TOT11: Bus Depot, Salisbury Road

Land off Oleander Drive, Totton

- 3.31 The land is safeguarded for highway purposes in the Local Plan. In the event of this land no longer being required for improvements to the A326/Michigan Way junction, the site could be considered for residential development.

TOT12: Land off Oleander Drive, north of Michigan Way
Land off Oleander Drive, north of Michigan Way, as shown on Map TOT12, is identified as a possible site for residential development. The paddock adjoining Michigan Way should be retained as a green buffer between the development and Michigan Way. Footpath and cycleway routes should be provided to link the Oleander Drive to the A326 underpass. (See transport proposal Totton 23.10)



Map TOT12: Land off Oleander Drive, north of Michigan Way

Housing at Eling Wharf

- 3.32 Policy TOT14 (below) deals with this site, which is proposed primarily as an employment allocation. In order to help achieve Core Strategy Objectives it is proposed that the major part of Eling Wharf be redeveloped for higher intensity employment uses (see TOT14 below). The adopted Local Plan allocated 1.5 hectares at the southern end of the site, adjoining Eling Quay, for residential or mixed residential / office / business development. It was envisaged that this could provide for up to about 30 dwellings. This consultation document is asking for responses to the proposition to significantly increase the housing provision at Eling Wharf. An increase in housing provision could help to achieve a viable development on the site as a whole which could make a major contribution to Core Strategy employment objectives, could help achieve environmental improvements to the site and the general area, and could also make a significant contribution towards Totton's affordable housing needs. A draft site brief, prepared by agents acting for the site owners, is being put forward for public consultation at the same time as this document, proposes up to about 150 dwellings on the site. The Council will make a firm decision about the amount of housing that is acceptable on the site in the light of consultation responses to this document and to the draft site brief; and having regard

to further evidence regarding the financial viability of development to be produced by the site owners.

Other sites for housing within the town

3.33 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Meeting the need for a additional residential pitches for gypsies

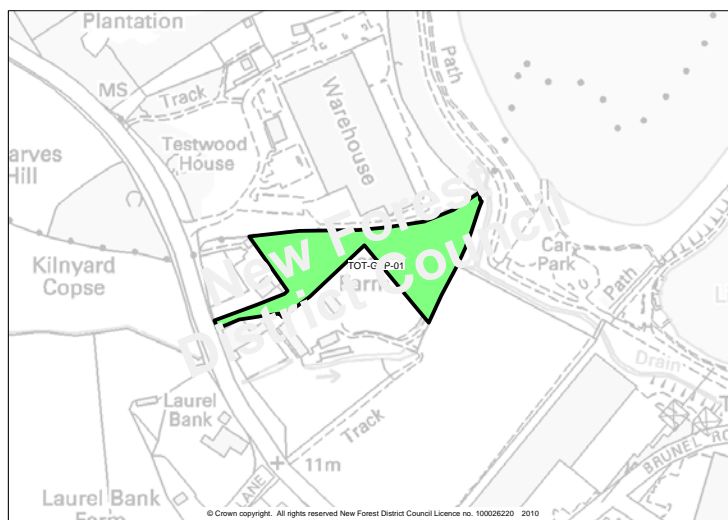
3.34 Section 2, (paragraphs 2.69-2.74) of this document, sets out the assessed need for additional pitches for gypsies and travellers and stated that in the Council's view the best way of meeting this need would be by a small extension of the existing site at Little Testwood Farm. Proposal TOT13 below sets out how this could be achieved.

TOT13: Land at Little Testwood Farm caravan site

Land currently used as a transit caravan site for gypsies at Little Testwood Farm (as shown on Map TOT13) is safeguarded for that purpose.

A small extension, sufficient to increase the capacity of the site by about 5 permanent residential pitches for gypsies, is proposed to be made by extending the site south-eastwards to include additional land beyond the bounds of the transit caravan site, but within the curtilage of the site. This would be subject to:

- Provision of adequate vehicular/pedestrian/cycle access to the site
- Appropriate boundary treatment
- Provision for essential amenities including ablution facilities and children's play space on the site



Map TOT13: Land at Little Testwood Farm caravan site

Employment at Totton

- 3.35 The Core Strategy proposes up to 5 hectares of additional employment land at Totton (Policy CS 18). Given the constraints surrounding Totton (in particular the National Park to the west and the River Test to the east), the Council considers that the most appropriate way of providing for additional employment land in the Totton area is through maximising the use and employment potential of existing employment sites. Various sites have been suggested to the Council for consideration, and having appraised those suggestions (see the Sustainability Appraisal Report – Background Paper 40) the Council has identified three sites for consideration in this public consultation document. The Council wishes to avoid major new employment allocations to the north, between Totton and the M27 because of the impact that this development would have on this attractive Forest-fringe landscape.
- 3.36 Three sites which already have some sort of employment use / designation are considered in particular to have potential for contributing towards meeting Totton's employment needs, as set out in proposed Policies TOT14, TOT15 and TOT16 below.

Eling Wharf

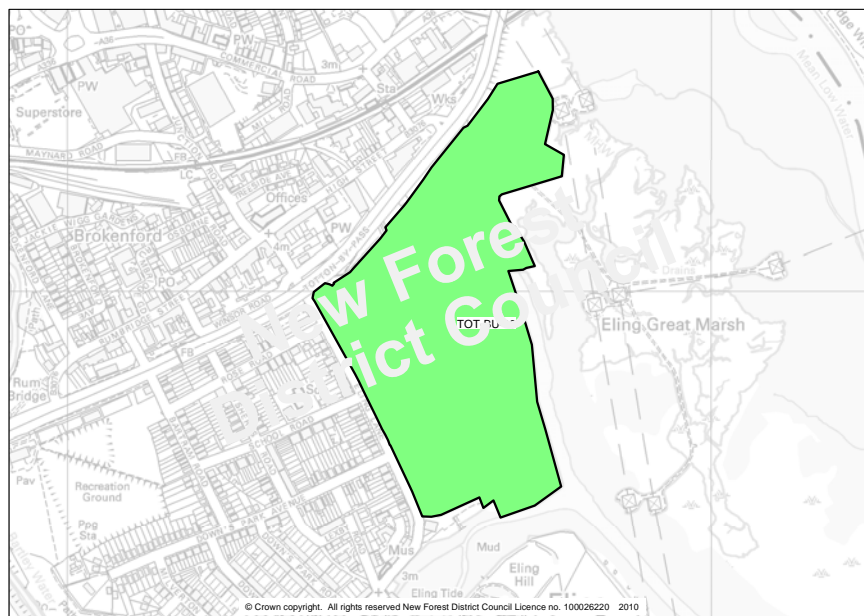
- 3.37 Eling Wharf (see MapTOT14) is a large key site. It covers about 15 hectares on the edge of Totton town centre and next to Southampton Water, with good transport links. At present it offers a poor quality environment, and suffers from serious contamination. It is currently used mainly for storage and some low intensity employment uses. In the Council's view this site has the potential for very major improvement. The Council wishes to see higher intensity development of this site, primarily for employment uses, but with a limited amount of housing and community / recreational uses, and with significant associated environmental improvements.
- 3.38 A draft site brief is under preparation by agents acting for the site owners. This draft development brief will be consulted on. The Council will consider the consultation responses to the draft site brief as well as the responses to this consultation document in deciding the policy for Eling Wharf to be included in the submission development plan document. If possible, a site brief jointly agreed with the site owners will be formally adopted as Supplementary Planning Document when the proposals for this site are finalised following the consultations.
- 3.39 The Council's proposed principles for development at Eling Wharf are set out in TOT14 below.

TOT14: Eling Wharf

Within the total site area of 15 hectares at Eling Wharf, as shown on Map TOT14:

- **The primary use of the site should be employment development and high-intensity employment uses will be encouraged (especially B1 and higher density B2 uses);**

- **Some housing development may be permitted on the western part of the site in order to achieve a financially viable development on the site as a whole that will significantly contribute towards achieving Core Strategy employment objectives and significant environmental improvements. This should include affordable housing as required by Core Strategy Policy CS15, unless the local planning authority accepts a lower contribution having regard to overall financial viability,**
- **The southern part of the site, adjoining Eling Quay should be used for community and recreational uses;**
- **There should be public access to the waterfront;**
- **The existing contamination issues will need to be satisfactorily dealt with before development takes place, or in association with the development;**
- **Given the key position of the site, significant environmental improvements should be made and new development should aim to create a high quality environment across the whole site;**
- **access to the employment areas should be from the A35, and to the housing areas from Eling Lane with all accesses being to the satisfaction of the highway authority;**
- **development will need to avoid creating unacceptable impacts on the nearby of areas of national and international importance for nature conservation;**
- **A Flood Risk Assessment will be required for development proposals on this site;**
- **A cycle/footpath route through the site should connect to the existing cycle routes adjacent to the A35 to the north of the site and the on road route along Eling Lane to the west of the site. This route would improve links for pedestrians and cyclists and would encourage cycling and walking to and from the site.**



Map TOT14: Eling Wharf

Land at Little Testwood Farm, Totton

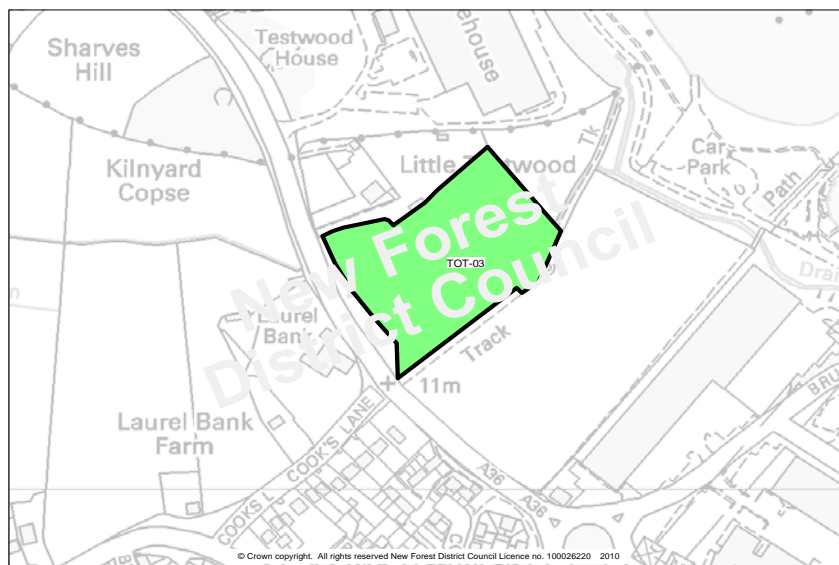
3.40 Land at Little Testwood Farm between the new football stadium and the caravan site is currently assigned as potential public open space, related to the development of the stadium. However, as the site is not well related to residential areas, the Council considers that a better use of the site could be for employment uses as set out in TOT15 below. This could help towards meeting the additional employment land requirements for Totton as set out in the Core Strategy, and could result in significant environmental improvements to the area. Alternative areas of public open space will need to be provided in association with residential land allocations. (See in particular TOT1 and TOT2). It is proposed to change the defined built-up area boundary in this area. (See Policy DM8 in Section 2).

TOT15: Land at Little Testwood Farm

About 1.8 hectares, as shown on the Proposals Map, is identified as a possible site for employment development in accordance with Policy CS18 of the Core Strategy.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- Provision of satisfactory vehicular access from Salisbury Road
- Provision of pedestrian/cycle access to the site which links in well with existing footpaths and cycleways
- Retention of important trees and hedgerows on the site and its boundaries
- Landscaping of the site boundaries adjoining the caravan site to the north and east in order to screen the development, adjoining the new stadium to the south, and provision of a landscape buffer along Salisbury Road in order to improve visual amenity and provide a high quality setting for the development.



MapTOT15: Land at Little Testwood Farm - possible employment allocation

Land at Sunnyfields Farm, Totton

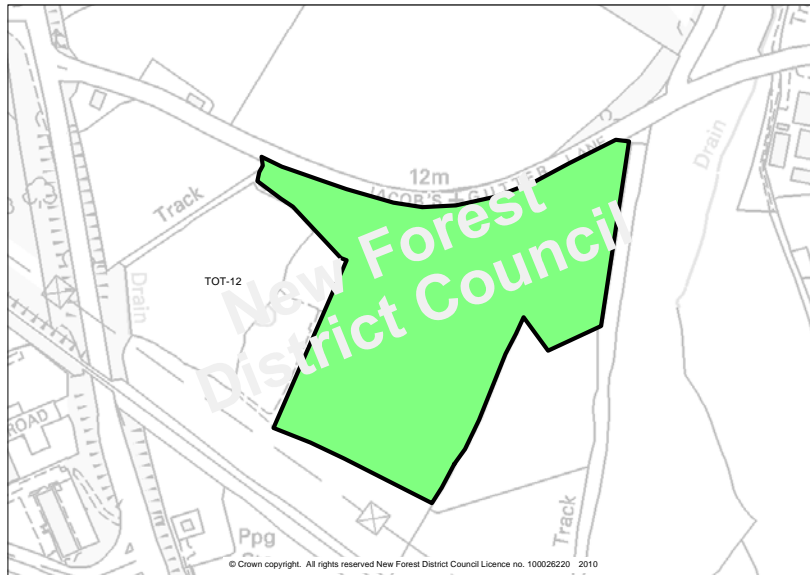
- 3.41 The intention of proposal TOT16 below would be to bring within the planning policy framework the rural enterprise which has developed over the years at Sunnyfields Farm. Development of the existing business has the potential to provide a wide variety of local employment opportunities. However, in doing so it is important that the environmental impact of such development is minimised and controlled. In particular the landscape and traffic impacts of proposals in this location need to be appropriate for the site's location in the countryside. The proposed cycle route would provide connection to the site for cyclists, encouraging cycling to and from the site by linking to routes proposed connecting to Totton and Marchwood.
- 3.42 Subject to the consultation response to Proposal TOT16, the Local Planning Authority will work with the site owners and operators to agree a Development Brief to guide future development in the area.

TOT16: Land at Sunnyfields Farm, Jacob's Gutter Lane

It is proposed that the development of food production and processing activities and ancillary training facilities at Sunnyfields Farm, south of Jacobs Gutter Lane could be considered, subject to:

- (i) Built development being contained within the area identified on the Map TOT16;**
- (ii) Retail floorspace being restricted to that appropriate as ancillary to the food production and processing uses on the site;**
- (iii) Local environmental improvements to minimise the impact of development on the countryside, including appropriate landscaping to screen buildings;**
- (iv) Provision of an off road cycleway along the frontage to Jacob's Gutter Lane see (see transport proposal 23.7 below)**
- (v) Retention of woodland on the western boundary and other important trees on site.**

Within this framework, it would be particularly important that any future development on the site should be in accordance with a Site Development Brief agreed by the Local Planning Authority.



Map TOT16: Land at Sunnyfields Farm

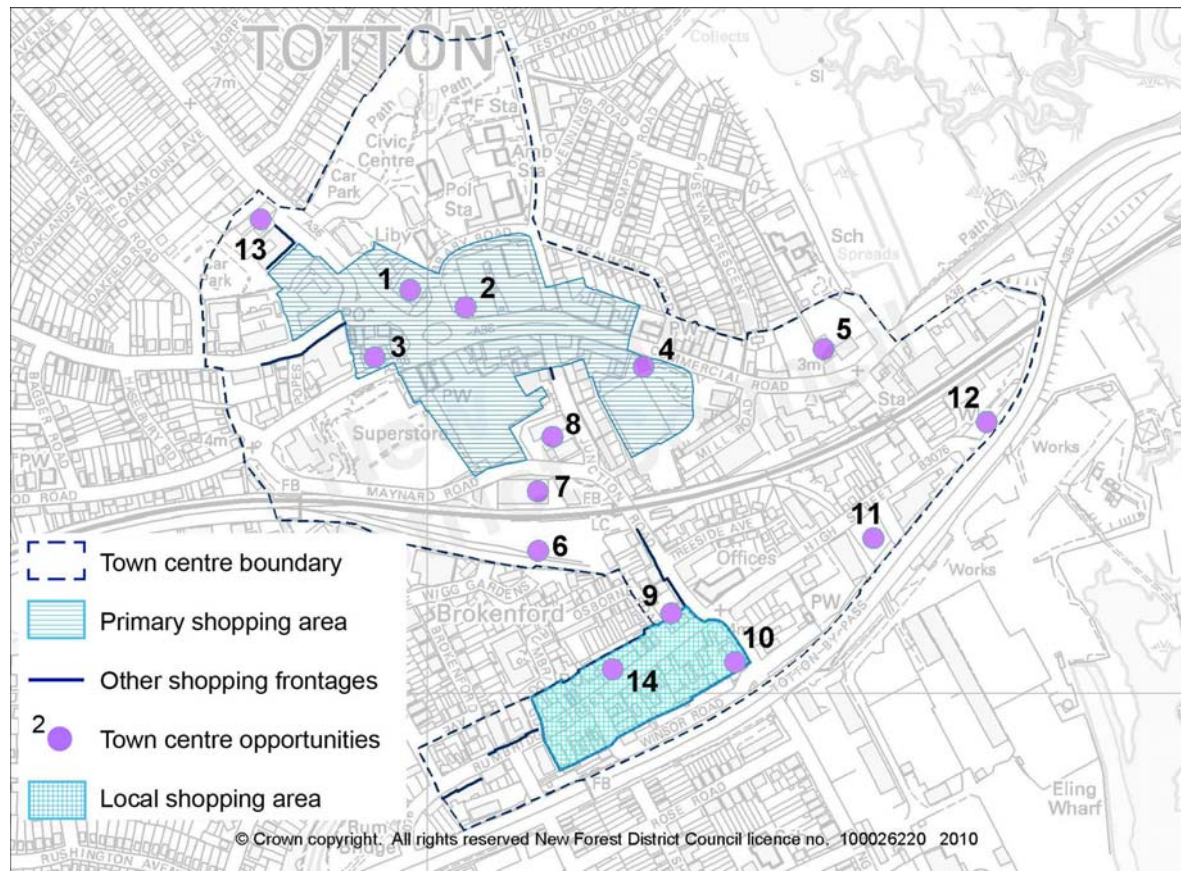
Totton town centre

- 3.43 Totton town centre is one of the main shopping and commercial centres in the district. The Core Strategy sets the strategy for town centres in Policy CS20.

TOT17: Town centre boundaries

The town centre boundary, the primary shopping area and secondary shopping frontages in Totton Town Centre, are as shown on Map TOT-TC1.

- 3.44 Within the Primary Shopping Areas, Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 3.45 The town centre boundary, the primary shopping area and secondary shopping frontages are all as defined in the adopted Local Plan. Monitoring the implementation of Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map TOT-TC1 below shows the boundaries, together with the Town Centre Opportunity sites identified in Policy TOT18 below.



Map TOT-TC1 – Totton Town Centre

- 3.46 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12d), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.
- 3.47 In Totton town centre a major extension to the Asda store has been given planning permission. TOT18 below identifies further possible development opportunities within Totton town centre. Development proposals on these sites should be primarily for the uses indicated in the policy, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (See Annex 1) and with other policies of this Plan and the Core Strategy.

TOT18: Totton Town Centre Opportunity Sites

The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

Ref.	Site address	Development opportunity primarily for the following uses:
1	Totton Conservative Club, Salisbury Road	Retail
2	Library Road Car Park	Retail
3	Former Petrol Station, north of Ringwood Road	Retail
4	Totton Retail Park Servicing Area	Retail/Office/Entertainment
5	Land north of Commercial Road (Nos.81 to 97, including Red Lion PH)	Retail/Entertainment/Office
6	Railway Sidings, Junction Road	Retail/ Office/Residential
7	Totton Timber	Retail/ Office
8	Land between Asda and Junction Road	Retail/Office/Community
9	Land at Junction Road and Rumbridge Street	Retail/Office
10	12-16 Eling Lane	Offices
11	Land south of High Street	Offices
12	Car sales site north of Totton by-pass	Offices
13	37-39 Salisbury Road	Offices/ Community
14	26 Rumbridge Street	Offices

- 3.48 Proposal TOT19 below proposes to continue the previous Local Plan policy to maintain the cluster of civic and community uses in the northern part of the town centre.

TOT19: The Civic Building complex

It is proposed to carry forward the existing Local Plan Policy that only civic and community uses will be permitted in the area of the Civic Centre, library, medical centres, fire and police stations, and associated car parks, as defined on the Proposals Map.

- 3.49 The Council considers that there is scope to improve accessibility to the town and reduce the impact of physical severance caused by traffic along the A336 Ringwood Road and A36 Salisbury Road, passing through Totton Town Centre. The proposals in TOT20 below could help improve accessibility for non-car modes of transport, could encourage walking and cycling as viable alternative modes of transport, and could help improve the physical urban environment of Totton town centre

TOT20: Environmental and transport improvements in Totton Town Centre

Improvements are proposed to reduce the impact of through traffic and the dominance of the car on the environment in Totton Town Centre, as well as improving accessibility for non-motorised and more vulnerable road users. The transportation improvements proposed to help alleviate the impact of traffic, in the vicinity of the central roundabout (transport scheme ref TE/T/39), are as follows:

- reducing the scale of the central roundabout
- widening footways
- improvements to pedestrian crossings at the junction of Salisbury Road and the roundabout, and the central pedestrian reservation in Commercial Road
- reducing Commercial Road to a single carriageway except on the final approach to central roundabout
- improved bus stops with shelters
- replace pelican crossing on Commercial Road with raised flat top zebra crossing
- provision of a flat top table at Beaumont Road junction to help create a gateway to the town centre and slow traffic speeds

Rumbridge Street

3. 50 Rumbridge Street has a distinctive character and makes an important contribution to the economy of the town centre, providing a range of specialist shops, food and drink establishments, services and other business uses. While TOT21 below seeks to retain a significant level of retail activity in the area, it recognises that other commercial and business activities in the area also make a positive contribution to the vitality of the area and will provide local jobs. The previous Local Plan Policy had sought to keep non-retail uses to below 40% of the frontage. However, non-retail uses now occupy some 55% of the street frontage. The suggested policy below recognises the existing situation, but seeks to prevent the further decline in retail activity in the area.

TOT21: Rumbridge Street Local Shopping Area

Within the Rumbridge Street Local Shopping Area, as defined on the Proposals Map, development proposals which enhance the commercial vitality of the area will be permitted. A minimum of 45% of the total street frontage should be retained in retail use. No residential uses will be permitted within the ground floor street frontages.

Totton Local Shopping Frontage

- 3.51 No changes are proposed to the Local Shopping frontages in Totton, as defined on the Local Plan Proposals Map. Policy DM 18 will apply to these local frontages.

Green Infrastructure and Open Space at Totton

- 3.52 The Green Infrastructure Strategy for Totton is set out in Map GI TOT below and Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features. Proposals TOT 22 are shown on this Map.



Map GI TOT: Green Infrastructure Strategy for Totton

- 3.53 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a). Transport proposals that will also play an important part in the Green Infrastructure Strategy are:
- (a) TOT23.8: Bartley Park to Brokenford Lane (via Bartley Water) cycle route
 - (b) Transport proposal TOT23.13: Footpath provision at Goatee Shore, Eling to Marchwood Road.

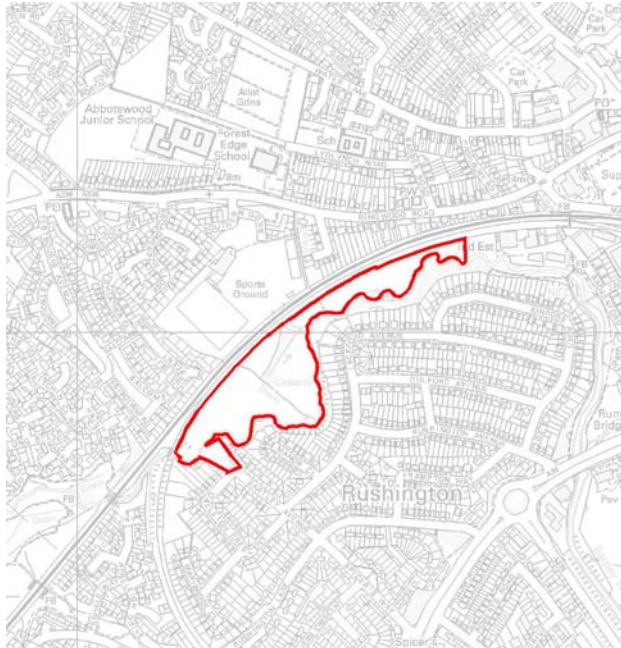
Open Space

- 3.54 Since the previous Local Plan was adopted, the following proposals for additional public open spaces have been implemented at:
- (a) 2.2 hectares of formal open space at Hanger Farm (Local Plan Policy TE-18)
 - (b) 4.4 hectares of informal open space at Hazel Farm (Local Plan Policy TE-19)
 - (c) 4 hectares of the land which was allocated in the previous Local Plan (Local Plan Policy TE-21) for formal open space at Little Testwood Farm has been developed as a private sports facility. This will be shown as private open space on the proposals map.
 - (d) 8 hectares of open space has been provided at Testwoodhouse Farm (Local Plan Policy TE-20). The intention is that some of the site should be laid out as formal open space (Playing pitches).
- 3.55 These areas, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM- 7.
- 3.56 The following proposals are suggested for inclusion in the Plan.

TOT22: Public Open Space Proposals

The following sites (as shown on Map TOT22a and TOT22b) are proposed to be allocated for public open space:

- (a) 4.44 hectares of informal open space at Bartley Park (carried forward from Local Plan Policy TE-17)**
- (b) 4.5 hectares of informal open space at Cockleydown Copse**



Map TOT22a: Open space at Bartley Park



Map TOT22b: Open space at Cockleydown Copse

3.57 The land at Bartley Park and Cockleydown Copse is in Council ownership but is not currently accessible. The provision of accessible informal open space on these sites and the increased public open space requirements associated with possible residential development allocations at Durley Farm TOT1 and Loperwood/ Loperwood Farm, (TOT2 and TOT3) provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.

- 3.58 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport proposals in Totton

- 3.59 The transport improvements set out below are proposed to be included in this Plan because they are spatially significant and/or require non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway / transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 3.60 A full list of proposed transport schemes for Totton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

TOT23: Transport Schemes

The following transport schemes in Totton are proposed, primarily to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking:

Strategic transport improvements

TOT 23.1 (TE/T/69): Totton A35 east of A326 – highway improvements, including bus priorities, to tackle congestion.

This is a significant proposal identified in Core Strategy policy CS23(b). It is anticipated that most or all of the works will be within the highway boundary. This proposal will help ease congestion and reduce the negative impact of traffic in the area.

TOT 23.2 (TE/T/42): Totton Western Bypass: A35 - Michigan Way Junction to Cocklydown Lane junction, dualing and junction improvements.

This is a significant scheme, identified in Core Strategy policy CS23(c), involving widening of the carriageway requiring non highway land to implement. This scheme will provide improved efficiency and capacity of the bypass relieving the town centre of through traffic and easing congestion. (This scheme may be abandoned by HCC, if it is this proposal will be deleted from this Plan)

TOT 23.3 (TE/T44): Hounslow - New railway station.

This significant proposal is identified in Core Strategy policy CS23(f). It requires the use of non highway land to implement. The station forms part of the proposed reinstatement of the waterside railway for passenger use (referred to in Core Strategy Policy CS23(f)) which will provide a viable alternative to car travel in the east of the district helping reduce traffic and congestion in the Totton and Waterside area.

TOT23.4 (TE/T/43: West Totton): New "community" rail station, Bartley Park.

This significant proposal is identified in Core Strategy policy CS23(g). It requires the use of non highway land to implement. The station forms part of the proposed

reinstatement of the waterside railway for passenger use (referred to in Core Strategy Policy CS23(f)) which will provide a viable alternative to car travel in the east of the district helping reduce traffic and congestion in the Totton and Waterside area.

Cycle route proposals

TOT 23.5 (TE/T/2): Rumbridge Street to A336/Ringwood Road (via Brokenford Lane) cycle route.

This proposed cycle route comprises of on and adjacent to road sections including an upgrade to Brokenford Lane railway footbridge to assist cyclists crossing. The upgrade to the bridge involves the introduction of a ramp on the bridge to accommodate cyclists carrying their bikes over the bridge. This scheme will provide a cycle link connection across Totton, from either side of the railway line, helping reduce severance caused by the rail line crossing the town and encouraging cycling to/from the town centre.

TOT 23.6 (TE/T/4): Dales Way to Stonechat Drive cycle route.

This scheme is an off road cycle route and therefore requires non highway land to implement. The proposal provides a missing link for the off road cycle routes already implemented in west Totton, providing greater connectivity and permeability of the cycle routes in this area encouraging walking and cycling in the town.

TOT 23.7 (TE/T/11): Testwood Lane to Salisbury Road (via Library Road) cycle route.

This cycle route consists of both on and off road sections connecting Testwood Lane to Salisbury Road via a car park and the library site in Totton town centre. This route requires the use of non highway land for the section that links through the car park and adjacent to the library. This proposal helps provide better links through the town centre encouraging both cycling and walking as a viable transport mode to and through the town centre.

TOT 23.8 (TE/T/12): Bartley Park to Brokenford Lane (via Bartley Water) cycle route.

This is an extensive off road cycle route connecting through a large area of open space and small areas of woodland. The route also crosses a water course and under the railway line. This scheme will help provide better links to the town centre from the west of the town, particularly utilising the existing off road cycle network. This will encourage cycling to and from the town centre helping reduce the number of cars travelling in and around the town.

TOT 23.9 (TE/T/14): Hamtun Gardens to Testwood Lane (via Greenfields Avenue) cycle route.

This is a predominantly on road cycle route connecting an existing route on Salisbury Road to a proposed route on Testwood Lane. This proposal includes an off road section along the footpath linking Hamtun Gardens and Greenfields Avenue, requiring the use of non highway land. This proposed route provides safer links in the Testwood College area of the town encouraging cycling to and from the college.

TOT 23.10 (TE/T/16): Jacob's Gutter Lane to Downs Park Crescent (Hounsdawn to Eling) cycle route.

The proposal is for an off carriageway route adjacent to the A326 Marchwood Bypass and off road section through the open space linking to Downs Park Crescent in Eling. This route requires the use of non highway land to implement the section passing across an area of open space (designated as a Site of Importance for Nature Conservation) between the A326 and Eling and also use of the land adjacent to the A326 connecting to Jacob's Gutter Lane. This proposal will improve links for cyclists and pedestrians between the southern area of Totton and the town centre as well as providing greater connectivity between Totton and Marchwood. The off road sections will provide safer routes encouraging cycling through the town, providing a viable alternative to car travel.

TOT 23.11 (TE/T/19): Jacobs Gutter Lane (east of A326 spur) cycle route.

This scheme is a proposed adjacent to road cycle route which requires non highway land to implement. The route will connect existing and proposed cycle routes improving connection around the southern area of Totton as well as to routes connecting Totton and Marchwood.

Footpath improvements

TOT 23.12 (TE/T/45): Water Lane/Westfield Car Park: Pedestrian Link between Car Park/rear service area and eastern end of Water Lane.

This scheme involves the use of non highway land to implement the link through the car park connecting to Water Lane. This route helps provide better links within the town centre encouraging walking to and through the town centre.

TOT 23.13 (TE/T/47): Footpath provision (rural 0.65km) at Goatee Shore, Eling to Marchwood Road.

This proposal is to encourage walking in the area, providing a walking route to Totton away from the highway. Non highway land is required to implement this footpath.

TOT 23.14 (TE/T/51): Footpath improvements / cycle route linking to existing cycle routes and paths in West Totton, Greenroute (extended) to Tatchbury Lane

This proposal would be a development requirement of site Totton 11: Land off Oleander Drive, north of Michigan Way, if it was allocated for development. This route is a green infrastructure proposal providing a leisure route linking towards the National Park.

(Transport proposals Map to be added)

Marchwood

- 3.61 The strategy for Marchwood is summarised on pages 85-86 of the Core Strategy.
- 3.62 Within the framework set in the Core Strategy, site-specific policies for Marchwood which the Council is considering including in the Plan are set out below.

Housing at Marchwood

- 3.63 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 150 dwellings at Marchwood specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
- 3.64 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified three sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40). Although the greenfield sites identified will accommodate less than the upper limit of 150 dwelling set in the Core Strategy, they will between them make a significant contribution to addressing local housing needs.
- 3.65 The sites being considered as possible housing land allocations are:
MAR1: Land between Cracknore Hard Lane and Normandy Way
MAR2: Land at Park’s Farm
MAR3: Land south of Hythe Road
- 3.66 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development or about which of these sites should be allocated in the final plan. The Council will come to a firm view following consideration of comments made in response to this public consultation document.**

Possible housing sites adjoining Marchwood

Land between Cracknore Hard Lane and Normandy Way

- 3.67 The adopted Local Plan identified a site between Cracknore Hard Lane and Normandy Way as a “reserve site” (see Map Marchwood 1). It is now proposed to make this an allocation as set out in MAR1 below.

MAR1: Land between Cracknore Hard Lane and Normandy Way
Land between Cracknore Hard Lane and Normandy Way as shown on Map MAR1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the

Core Strategy. This site of 0.5 hectares could accommodate around 10-12 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Cracknore Hard Lane
- Retention of important trees and hedgerows on boundaries of the site.
Verges on Cracknore Hard Lane should be retained as far as possible whilst allowing for the creation of a safe access into the site
- Public open space, including provision of informal open space and natural children's play space located within the development



Map MAR1: Land between Cracknore Hard Lane and Normandy Way

Land at Park's Farm

3.68 The Council considers that land between Hythe Road and Marchwood Bypass could contribute significantly towards meeting housing needs in Marchwood as well as provide community benefits.

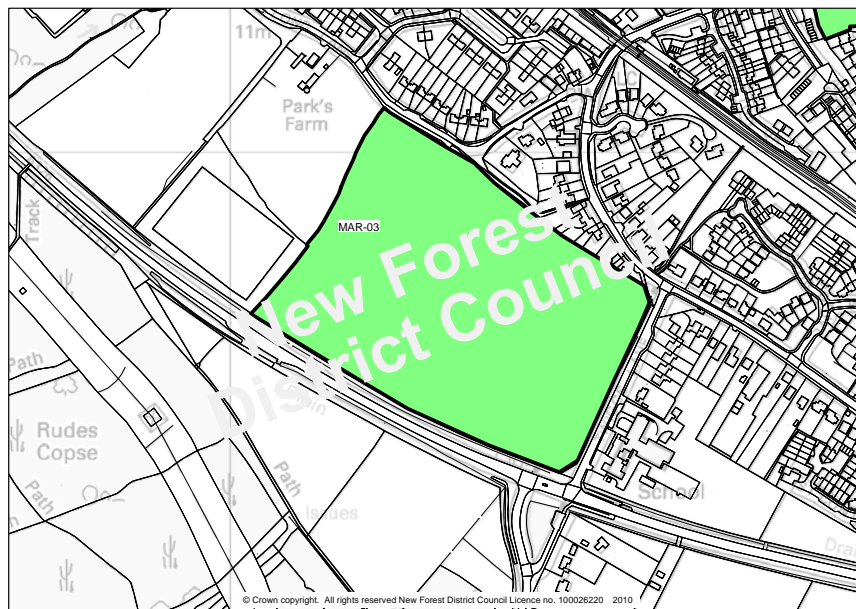
MAR2: Land at Park's Farm

Land at Park's Farm, as shown on Map MAR2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. It is estimated that this site could provide for about 100 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of pedestrian/cycle access to the site which link with footpaths and cycleways. In particular, a link between Long Lane, Hythe Road and Twiggs Lane as part of a green infrastructure corridor to create a permeable site for pedestrians and cyclists and to connect the new development with the infant school

- Provision of a safe pick-up and drop-off area for the school, perhaps in connection with junction improvements at Twiggs Lane and the Marchwood bypass (see transport proposal MAR11.1)
- Retention and enhancement of the Site of Importance for Nature Conservation in the southern corner of the site, or alternative compensatory nature conservation provision
- Retention of the tree lined character of Long Lane as far as possible, allowing for the creation of a safe access
- Provision of a landscape buffer adjacent to the A326 in order to screen the development and attenuate traffic noise
- Retention of field boundaries within the site as far as possible which should be integrated into the design of the site.
- Provision of additional planting to strengthen existing hedgerows and green corridors in order to improve visual amenities within the development and enhance their contribution to biodiversity
- Additional landscape planting particularly on the north-eastern and north-western boundaries of the site to help screen the new development from existing housing on Hythe Road and to improve the biodiversity potential of green corridors
- Public open space, including provision informal open space and young people's and children's play space(s) located within the residential development
- Provision of land for allotment gardens for a minimum of 10 full size allotments plots either within the site or on an alternative appropriate site adjoining the village, in order to provide for local needs arising from the development and in the wider community.



Map MAR2: Land at Park's Farm

Land south of Hythe Road

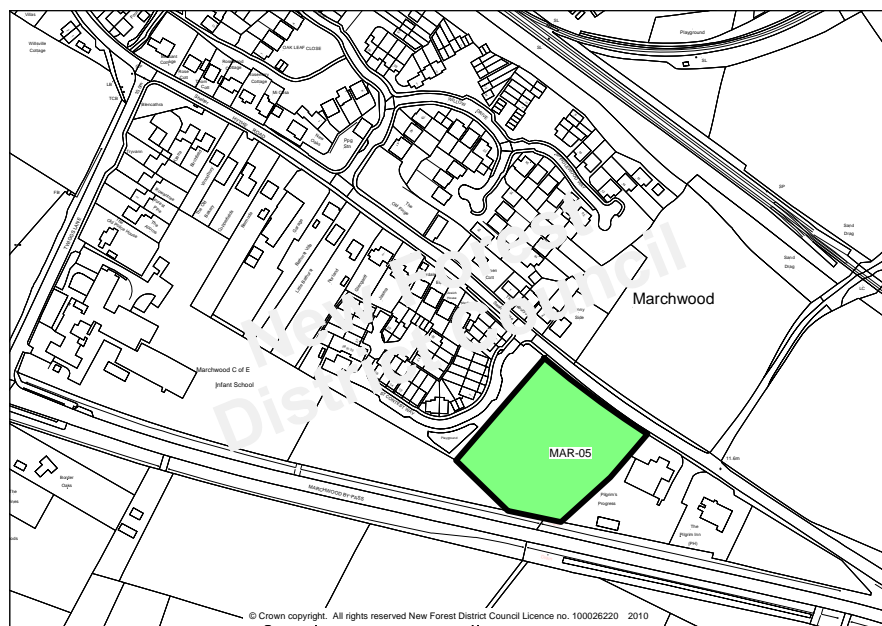
3.69 Land off Hythe Road could also be allocated. The site is currently designated as a Site of Importance for Nature Conservation although recent changes to the management of the site may have affected its ecological value.

MAR3: Land south of Hythe Road

Land south of Hythe Road as shown on Map MAR3 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The site could accommodate around 15 dwellings. The site is currently identified as a Site of Importance for Nature Conservation (SINC). Its development will be conditional on replacement compensatory habitat being provided elsewhere.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from St. Contest Way adjoining the west of the site
- Provision of pedestrian/cycle access to the site which link with footpaths and cycleways. In particular, a direct pedestrian link through the development to the Hythe Road footway should be provided
- Retention of important trees and hedgerows around the perimeter of the site
- Provision of a landscape buffer between the development and the A326 in order to screen the development, attenuate traffic noise and enhance biodiversity, paying special regard to the adjoining Site of Importance for Nature Conservation
- Public open space, including provision of children's play space located within the residential development



Map MAR3: Land south of Hythe Road

Possible housing sites within Marchwood

Land off Mulberry Road

3.70 In addition to the allocation of sites adjoining Marchwood, a site within the existing defined built-up area is also identified as a possible new housing development. The land at Mulberry Road, now cleared, was previously developed, and is put forward as a possible housing allocation.

MAR4: Land off Mulberry Road

Land off Mulberry Road, as shown on Map MAR4, is identified as a possible site for residential development. Affordable housing will need to be provided in accordance with Policy CS15(d) of the Core Strategy. The site could accommodate around 12-15 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Arakan Crescent
- Provision of pedestrian/cycle access to the site which links in well with footpaths and cycleways. In particular, direct pedestrian access through the development to the Main Road footway should be provided
- Retention of important trees and hedgerows on the site including those on the Main Road frontage. Provision of landscaping on the northern boundary of the site in order to enhance the existing hedge and green frontage to Main Road
- Provision of children's play space located within the residential development



Map MAR4: Land off Mulberry Road

Small scale housing sites within Marchwood

- 3.71 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Employment at Marchwood

- 3.72 The Core Strategy makes no provision for new employment land allocations at Marchwood. However, existing Local Plan policies for existing major employment sites are proposed to be carried forward. The contents of these policies are updated to take account of new site names and the provisions of Core Strategy Policies CS17 and CS18.

Marchwood Industrial Park

- 3.73 Marchwood Industrial Park (formerly known as Marchwood Power Station site) contains an energy from waste plant, a gas turbine power station and various industrial uses. There are also extensive areas of open storage. There is scope for further employment development and intensification of uses on the site which is encouraged by Core Strategy Policy CS17(c). There is also scope for this site to contribute additional warehouse floorspace to meet the requirements of Policy CS18(b)(iii)

MAR5: Marchwood Industrial Park

The development of industrial / office / storage and distribution uses at Marchwood Industrial Park will be subject to the following considerations:

- **The wharf will be retained and associated areas to the south of it (west of the incinerator and power station) should be reserved for uses which require access to deep water (See also Policy DM12: Sites suitable for marine uses)**
- **Redevelopment and intensification will be encouraged. In particular, more efficient use of areas currently used for open storage will be encouraged, including their replacement with built warehouse floorspace to meet the requirements of Core Strategy Policy CS18**
- **Existing landscape features associated with the lakes and boundaries of the site should be retained and enhanced in order to screen development and enhance biodiversity**

Cracknore Industrial Park

- 3.74 Cracknore Industrial Park (formerly known as Husbands Shipyard) contains some industrial units and an area of open storage. There are various permissions on the site including for a hotel and marina. A large part of the site currently remains undeveloped.

MAR6: Cracknore Industrial Park

The development of industrial / office / storage and distribution uses at Cracknore Industrial Park will be subject to the following considerations:

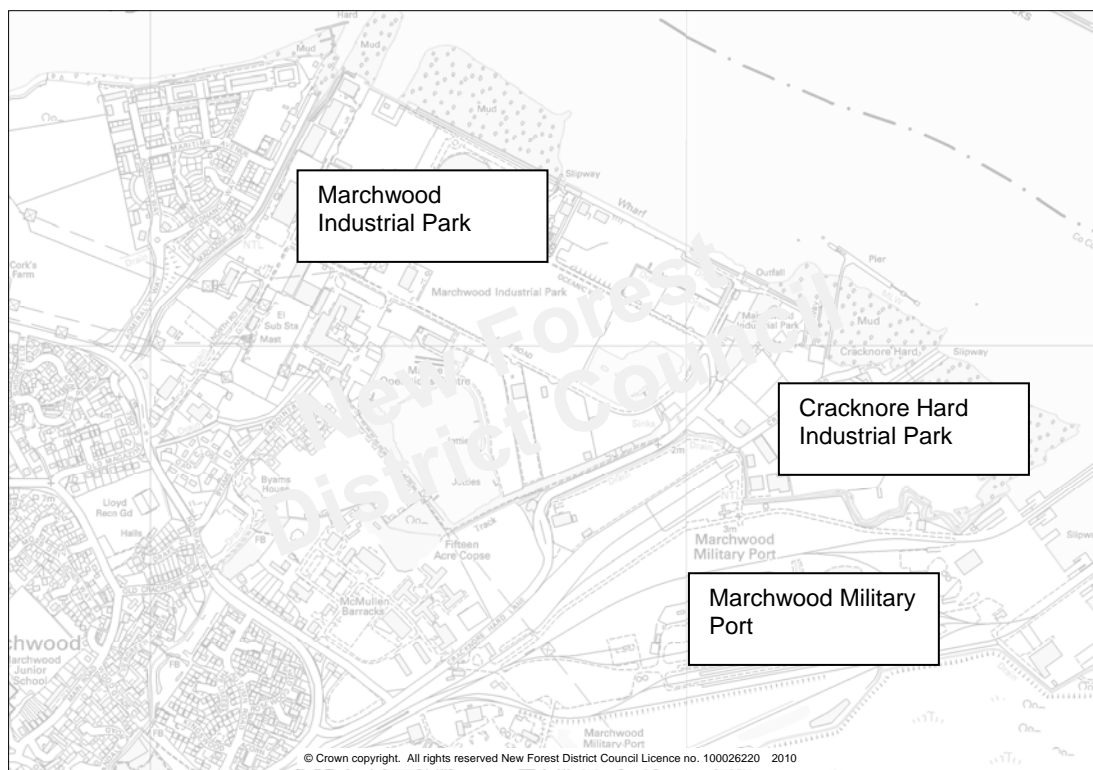
- Areas adjoining the waterfront should be reserved for marine-related employment uses which require direct access to the water (See also Policy DM11: Sites suitable for marine uses)
- Public access to Cracknore Hard for the launching and landing of boats should be retained
- Improvements to the parking, mooring and launching facilities should be secured through development of the site

Marchwood Military Port

3.75 Proposed Policy MAR7 updates and carries forward Local Plan Policy MA-4 regarding Marchwood Military Port as a basis for responding to consultations from the Ministry of Defence or dealing with development proposals on any land disposed of.

MAR7: Marchwood Military Port

Development proposals at Marchwood Military Port should comply with Core Strategy Policy CS17 and Policy DM12: Sites suitable for marine uses.



Marchwood Local Shopping Frontage

- 3.76 The Marchwood Local Shopping frontage, as defined in the previous Local Plan, is proposed to be carried the forward unchanged. Policy DM 19 applies.

Green Infrastructure and Open Space at Marchwood

- 3.77 The Green Infrastructure Strategy for Marchwood is illustrated on Map GI- MAR. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.
- 3.78 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).
- 3.79 The footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane (transport proposal MAR10.4) is an important component of the Green Infrastructure Strategy. This footpath will provide a leisure route that can encourage and promote walking in the area.

Open Space

- 3.80 The adopted Local Plan Policy MA-9 to safeguard land adjacent to Marchwood Junior School for a new school is not proposed to be carried forward into this Plan. The land is now proposed to be subject to Policy DM7: Protection of existing public open space, private playing fields and sports grounds and school plying fields, ensuring it remains as open space.
- 3.81 A number of small areas of public open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.
- 3.82 The increased public open space requirements and the specific open space proposals included in MAR1 to MAR 4 above will provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.
- 3.83 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.



Map GI- MAR: Green Infrastructure Marchwood

Transport Proposals in Marchwood (*Transport proposals Map to be added*)

- 3.84 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they will require the use of non-highway land and/or because they are considered to be of particular significance. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 3.85 A full list of proposed transport schemes for Marchwood is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

MAR10: Transport Schemes

The following transport schemes to improve safety, reduce the adverse impact of traffic, and promote the use of public transport, walking and cycling in Marchwood are proposed:

Strategic transport improvements:

MAR10.1 (MA/T/19): Junction Improvement and crossing at the junction with A326 and Twiggs Lane.

The proposed junction improvement and signalised crossing at this location requires non highway land to implement. This scheme will improve access between Marchwood and the adjacent strategic road network and provide a safer crossing point for pedestrians in this area. (It would be required in association with development of land at Park's Farm (See Marchwood: 2)

MAR10.2 (MA/T/20): New Railway station at Plantation Drive.

This proposal is identified in Core Strategy Policy CS23 (f). The scheme forms part of the reinstatement of the passenger service on the waterside railway line. (See paragraphs 3.8-3.9 above.) The reintroduction of the passenger service on the waterside railway line will encourage travel by train helping reduce congestion on the highway network in the Waterside area.

Cycle route proposal

MAR10.3 Bury Road to Main Road (via Reed Drive and Cranberry Close) on and off road cycle route through the village centre. (MA/T/6):

This route requires the use of non-highway land to implement providing a direct route through the village and near to the Junior School encouraging cycling in Marchwood.

Footpath improvement

MAR10.4 (MA/T/21): Footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane.

This footpath scheme is significant as it involves crossing an area of open space passing through a section of an SSSI. The scheme is a leisure route that can encourage and promote walking in the area.

Hythe and Dibden

- 3.86 The strategy for Hythe and Dibden is summarised on page 86 of the Core Strategy.
- 3.87 Within the framework set in the Core Strategy, site-specific policies for Hythe and Dibden which the Council is considering including in the Plan are set out below.

Housing at Hythe and Dibden

- 3.88 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 50 dwellings at Hythe specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
- 3.89 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified two sites beyond the current defined built-up area for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites to be considered for development (as set out in the Sustainability Appraisal Report – Background Paper 40). If both greenfield sites identified were developed they could accommodate in excess of the 50 dwellings of greenfield provision referred to in the Core Strategy.
- 3.90 The sites being considered as possible housing land allocations are:
- HYD1: Land at Forest Lodge Farm
 - HYD2: Land adjoining Frost Lane
- 3.91 In addition, a site within the existing built-up area off Cabot Drive, Dibden (HYD3) is identified for possible new housing development.
- 3.92 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development and does not have a preferred option regarding which of these sites should be allocated in the final plan. The Council will come to a firm view following consideration of comments made in response to this public consultation document.**

Possible housing sites adjoining Hythe and Dibden

Land at Forest Lodge Farm

- 3.93 Land adjoining Seadown Veterinary Surgery is a possibility for development and could accommodate most, if not all, of the CS12 requirement for Hythe and Dibden as set out in HYD1 below.

HYD1: Land at Forest Lodge Farm

Land at Forest Lodge Farm, as shown on Map HYD1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for 40-50 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of appropriate vehicular, pedestrian and cycle access to the site from Frost Lane or Fawley Road with suitable links to cycle routes
- Pedestrian access from the site to Frost Lane in order to access public transport routes
- The retention of existing trees and hedgerows on the boundaries of the site and within the site as far as possible, allowing for safe access
- Appropriate landscape treatment to the Frost Lane and Fawley Road boundaries of the site in order to screen development from the highway and provide a high quality setting for the development
- Public open space, including provision of children's play space and provision for young people, located within the residential development
- Land for the provision of a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map HYD1: Land at Forest Lodge Farm

Land adjoining Frost Lane

3.94 As an alternative, but with much smaller capacity and not capable of providing for all of the need identified in Core Strategy Policy CS12, a site adjoining Frost Lane could

be considered as set out in HYD2 below. The Council's Strategic Flood Risk Assessment suggests that part of this site could be vulnerable to flood risk. Consequently, a site specific Flood Risk Assessment will be required to determine the extent and nature of risk on the site.

HYD 2: Land adjoining Frost Lane

Land adjoining Frost Lane, as shown on Map HYD2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. Subject to the outcome of a site specific Flood Risk Assessment, it is estimated that the site could provide around 12 dwellings

In addition to policy requirements in the Core Strategy and Development Management policies in Section 2 of this document, development on this site would be subject to:

- A site specific Flood Risk Assessment to determine the developable area of the site
- The retention of important trees and hedgerows on boundaries of the site
- Public open space, including provision of natural play space for children located within the residential development.
- Provision of a pedestrian link from the development connecting with existing routes to Tate's Copse and the recreation ground



Map HYD 2: Land adjoining Frost Lane

Possible housing sites within Hythe and Dibden

Land off Cabot Drive, Dibden

3.95 This site was allocated for a new school in the Local Plan. However, it is understood that this is now unlikely to take place. While some of the site will be retained for Education Authority development, any surplus land on this site could be appropriate for residential development.

HYD 3: Land off Cabot Drive, Dibden

Land off Cabot Drive as shown on Map HYD3 is identified as a possible site for residential development.

In addition to policy requirements in the Core Strategy and Development Management policies in Section 2 of this document, development on this site would be subject to:

- Provision of appropriate vehicular, pedestrian and cycle access from Cabot Drive
- Landscaping of the boundaries of the site in order to screen development from existing housing



Map HYD3: Land off Cabot Drive

Other housing sites within Hythe and Dibden

3.96 Small scale residential developments will continue to be permitted on appropriate sites within the existing built-up area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Employment at Hythe and Dibden

Land between Jones Lane and Southampton Road

3.97 The Core Strategy does not require any new employment allocations at Hythe and Dibden and no new sites are proposed. However, it is proposed to extend the area covered by an existing employment allocation in the Local Plan (Local Plan Policy HD-15) which has not yet been implemented. The proposed allocation is extended to cover land fronting Southampton Road. Should the existing uses become redundant (petrol filling station and car sales) land in this area offers a good opportunity for new employment development in the town.

HYD4: Land between Jones Lane and Southampton Road, Hythe
Land adjoining Jones Lane, Hythe as shown on the proposals map has been identified as a possible industrial/office/business allocation.



Map HYD4: Land between Jones Lane and Southampton Road,

Hythe Centre and Dibden Local Centre

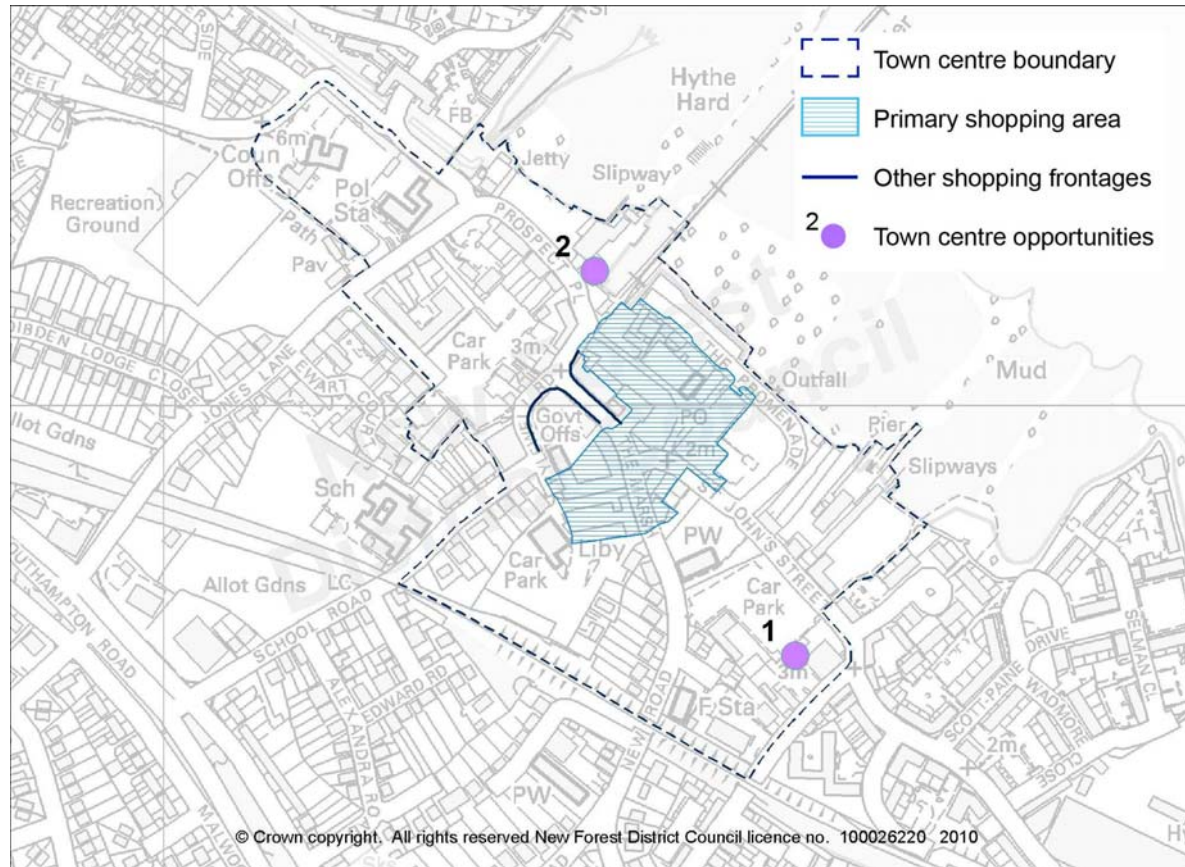
3.98 Hythe town centre is an important shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.

HYD5: Town centre boundaries

The town centre boundary, the primary shopping area and secondary shopping frontages in Hythe Town Centre, , are proposed to be carried forward from the adopted Local Plan, and are as shown on Map HYD – TC1.

3.99 Within the Primary Shopping Areas, Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.

3.100 Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map HYD-TC1 below shows the boundaries, together with the Town Centre Opportunity sites proposed in Policy HYD6 below.



Map HYD-TC1 – Hythe Town Centre

3.101 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12d), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

HYD 6: Town centre opportunity areas

The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

Site	Development opportunity primarily for the following uses:
Land in vicinity of St.John's Street car park	Retail
Pier Head	Retail/Office/Community/Entertainment

3.102 Development proposals on these sites should be primarily for the uses indicated in the policy, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (See Appendix 1) and with other policies of this Plan and the Core Strategy.

HYD7: Car Park extensions

Land will be safeguarded for possible car park extensions at:

- (a) Land adjoining St John's Street Car park. T**
- (b) Land adjoining New Road Car Park.**

3.103 These proposals are proposed to be carried forward from the adopted Local Plan (Policy HD-6 and Policy HD-11), and may be needed to replace the public car parking likely to be lost at the New Road car park in the event of the proposed rail station being developed (HYD8.1). They would also offer an opportunity to rationalise the car park boundaries and layout.

Hythe and Dibden Local Shopping Frontages

3.104 No changes are proposed to the Local Shopping Frontages, as defined on the Local Plan Proposals Map. Policy DM18 applies to these local shopping frontages.

Green Infrastructure and Open Space at Hythe and Dibden

Green Infrastructure Strategy for Hythe

3.105 The Green Infrastructure Strategy for Hythe is set out in *(Map to be added)*. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

[Insert map here]

3.106 Two of the transport proposals: the proposed pedestrian link between the Pier Head and Promenade (HYD9.2); and the reconstruction of the footway connecting Hythe to Marchwood (HYD9.7) are important components of the Green Infrastructure Strategy.

3.107 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open space

3.108 Since the previous Local Plan was adopted, 0.67 hectares of public open space for children at Challenger Way (TE-18) has been implemented. This area and other small areas of public open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.

3.109 The following proposals are suggested for inclusion in the Plan.

HYD 8: Public Open Space Proposals

The following sites are proposed to be allocated for public open space:

- (a) 6.2ha hectares of formal open space south of Cedar Road**
- (b) 2.3 hectares of informal open space off Mullins Lane**



Map HYD 8a: Public open space, south of Cedar Road

3.110 Land south of Cedar Road falls within Fawley Parish but is adjacent to Hythe. This is carried forward from Policy HD-16 in the adopted Local Plan but the proposal is increased in size to include the adjacent field. This allocation will assist in addressing the deficiency in formal open space in Hythe.



Map HYD 8b: Public open space, off Mullins Lane

- 3.111 The proposal off Mullins Lane is also carried forward from the adopted Local Plan. Part of this land is in Council ownership. It is proposed to acquire the remainder of the site and lay it out as informal open space. This will provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.
- 3.112 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport Proposals in Hythe and Dibden

- 3.113 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they will require the use of non-highway land and/or because they are considered to be of particular significance. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 3.114 A full list of proposed transport schemes for Hythe is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

HYD9: Transport Schemes

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hythe and Dibden are proposed:

Public transport infrastructure

HYD9.1 (HY/T/49): New railway station - adjacent to New Road car park including pedestrian/cycle link to School Road.

This scheme will require non highway land to implement and is linked to the reintroduction of the Waterside passenger rail line referred to earlier in this section. Provision of adequate parking is required to encourage use of the rail service, helping reduce congestion in the Waterside area (see paragraphs 3.8 and 3.9).

HYD9.2: Pier Head Bus/ferry interchange improvements (HY/T/47 and 48)

This transportation scheme involves improvements to the ferry/bus interchange area which can promote the use of these modes of transport. The improvements include resurfacing, provision of a new bus shelter, ferry ticket office improvements/replacement, and a footpath link through to the Promenade (requiring the construction of a boardwalk). Improved and greater access to information such as timetables and routings can promote use through greater awareness and knowledge of the services provided.

Cycle route proposals

HYD9.3 (HY/T/2): Cycle route linking Applemore to National Cycle Network 2

This cycle route near Hythe town centre is considered to be spatially significant as it will involve extensive construction using the highway verge (possibly requiring the use of non highway land). The provision of this shared pedestrian/cyclist route will improve connectivity for cyclists and pedestrians to/from the Applemore area and the town centre. This will encourage cycling and walking to and from these areas, in particular improving accessibility to the schools.

HYD9.4 (HY/T/3) North Road to Dibden Local Centre Cycle route.

This on and off road cycle route connects sections of the existing cycle network to proposed routes improving permeability of the area and connectivity for cyclists and pedestrians. This will encourage walking and cycling as viable alternatives to car travel. This cycle route is considered to be spatially significant as it involves using the highways verge adjacent to Challenger Way.

HYD9.5 (HY/T/5): Cycle route connecting New Road to South Street.

This route requires non highway land to implement as it passes through a private car park. The scheme will provide links to existing and proposed cycle routes to improve connectivity for cyclists in the town encouraging cycling for local trips.

HYD9.6 (HY/T/6): Cycle route connecting South Street to Wild Ground Schools.

The majority of this cycle route is proposed to be on road, within the highway boundary, however there are sections that require non highway land to implement. This route provides connections to/from the Buttsash/Dibden Purlieu area of Hythe and the town centre linking to Wild Ground Infant and Junior Schools as well as Waterside Primary School. This route can therefore encourage cycling to the schools as well as the town centre.

Footpath Improvements

HYD9.7 (HY, MA, TE/T/C): Public Right of Way Footpath 10 - Reconstruct footway connecting Hythe to Marchwood.

This scheme requires formally reconstructing 240m of footway of the Public Right of Way Footpath No 10, which links Hythe and Marchwood. This scheme requires the use of non highway land behind West Street in Hythe, which is currently a verge path with no formal construction leading to footpath No.9. This scheme will provide a useful link for local users in this area of Hythe and improvements will encourage walking, as a viable alternative to car travel, between the two settlements. The proposed improvement should also help to increase its use as a recreational route.

(Transport proposals Map to be added)

Hardley, Holbury, Blackfield, Langley and Fawley

- 3.115 The strategy for Hardley, Holbury, Blackfield, Langley and Fawley is summarised on pages 87-88 of the Core Strategy:
- 3.116 Within the framework set in the Core Strategy, site-specific policies for Hardley, Holbury, Blackfield, Langley and Fawley which the Council is considering including in the Plan are set out below.

Housing at Hardley, Holbury, Blackfield, Langley and Fawley

- 3.117 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to about 30 dwellings at each of Blackfield and Langley, Hardley and Holbury, and Fawley, specifically to address the local need for affordable housing. This residential development would be subject to the requirement that 70% of the housing provided should be affordable housing, as set out in CS15(b).
- 3.118 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration. In practice it has proved to be very difficult to find acceptable sites to consider for allocations in this part of the plan area, even to meet these very low needs. The area is subject to various constraints including the proximity of the National Park and Fawley Refinery. Having appraised suggested sites (see the Sustainability Appraisal Report – Background Paper 40) the Council has concluded that the only area where there are sites which merit further consideration in this public consultation document are three sites adjoining Blackfield and Langley. Hence the Council is only putting forward for consideration sites for up to about 30 dwellings in the Blackfield and Langley area, and is not proposing further possible sites in Hardley and Holbury, or in Fawley.
- 3.119 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. However, the Council's view at this stage is that the site listed below as BLA 1 would on balance be the best site to allocate in order to provide for local housing need. The Council will come to a firm view following consideration of comments made in response to this public consultation document.**

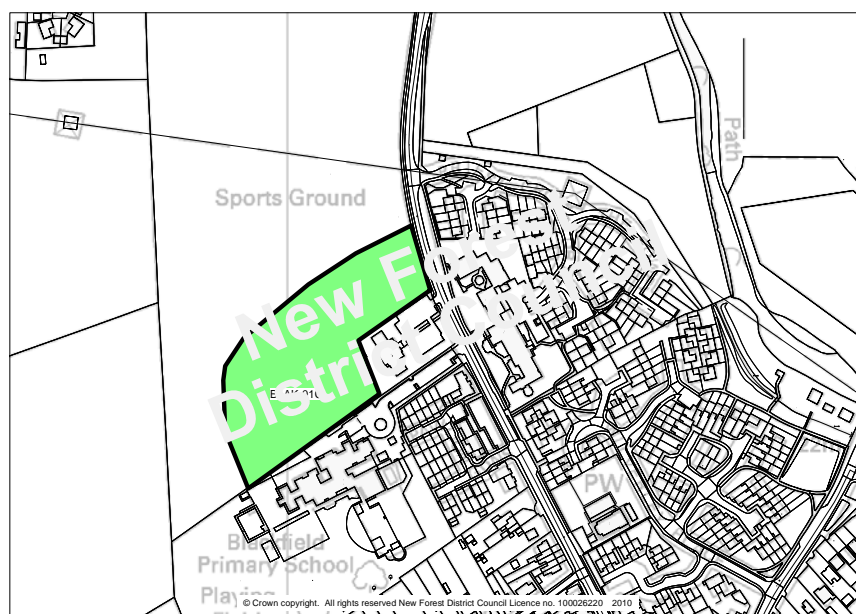
Possible housing sites adjoining Blackfield

BLA1: Land adjacent to Blackfield Primary School

Land adjacent to Blackfield Primary School, as shown Map BLA1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for up to 30 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Hampton Lane
- Retention of boundary hedgerows, while allowing for the creation of a safe access.
- Retention of important groups of trees on the site
- Landscaping the boundary of the site to the north and west in order to screen development from the open countryside
- Public open space provision, including informal open space and an equipped or mixed natural and equipped play area should be provided on the site.
- Land for the provision of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map BLA1: Land adjacent to Blackfield Primary School

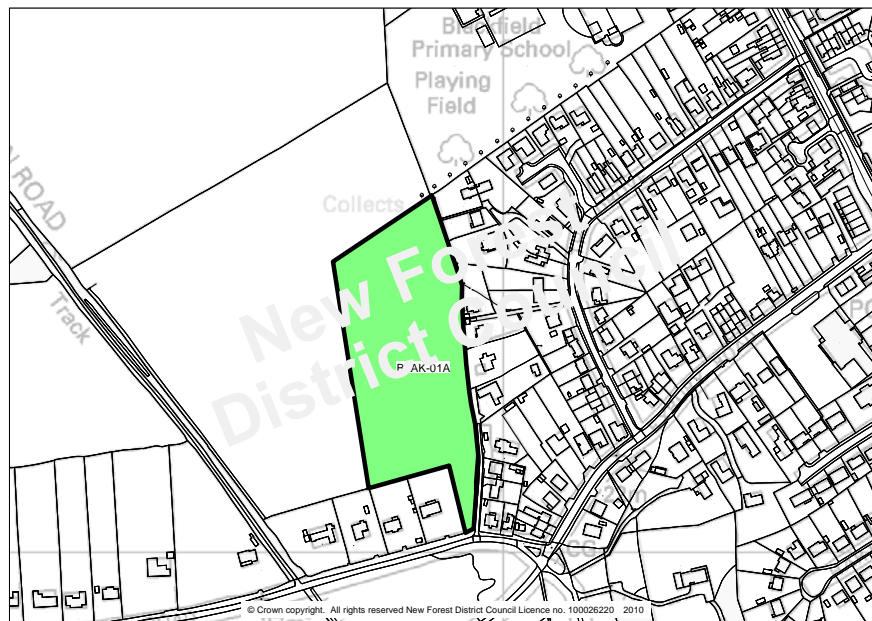
BLA2: Land at Kings Copse Road

Land at Kings Copse Road, as shown on Map BLA2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for up to 30 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Kings Copse Road
- Retention of important trees and hedgerows along the eastern boundary of the site Landscape the boundary of the site in order to screen development

- from existing housing to the east and south, and to the north and west to screen development from the open countryside and the National Park
- Public open space provision, including provision of an equipped or mixed natural and equipped play area on the site. The majority of the informal open space should be provided to the south of the site, in order to bring the development as far away from the New Forest SAC/SPA as possible. A higher level of open space than the standard set out in Core Strategy Policy CS7 is likely to be required in order to mitigate the impacts of development on the New Forest SAC/SPA.
- Land for the provision of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map BLA2: Land at Kings Copse Road

BLA 3: Land at Chapel Lane

Land at Chapel Lane, as shown on Map BLA3, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide 12-15 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Chapel Lane
- Retention of important trees and hedgerows on the site

- **Public open space provision, including provision of natural children’s play space located within the residential development.**



Map BLA3: Land at Chapel Lane

Housing sites within the villages

- 3.120 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined villages. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Employment in Hardley, Holbury, Blackfield, Langley and Fawley

- 3.121 The Core Strategy makes no provision for new employment land allocations in Fawley parish. However, two site-specific proposals are proposed to be carried forwards from the adopted Local Plan.

FAW1: Fawley Oil Refinery

Within the Fawley Oil Refinery and petrochemicals complex, land may be developed for uses directly related to the petrochemical industry, provided development does not conflict with any policies in the Core Strategy or the Development Management policies within this document.

- 3.122 This policy carries forward Local Plan Policy FA-1.

HAR1: Land adjoining Hardley Industrial Estate

The existing allocation of land adjoining Hardley Industrial Estate, as shown on the Map HAR1, for industrial/ office/ business development is proposed to be carried forward. Development will be subject to:

- The existing trees along the northern and eastern boundaries being retained and protected;
- A landscape buffer being provided between the housing and office/business allocations;
- The existing footpath along the northern boundary of the site being retained;
- Direct foot/cycle access being secured between the site and Long Lane via Falconer Court;
- Vehicular access to the industrial area being provided from Lime Kiln Lane;
- The junction being designed to allow lorries to use it for turning so as to enable them to leave the Hardley Industrial Estate via the direct link onto the A326 Hardley roundabout.

3.123 This policy updates Local Plan Policy HH-1.



Map HAR1: Land adjoining Hardley Industrial Estate

Local Shopping frontages at Blackfield, Holbury Drive, Long Lane Holbury and Fawley Village

3.124 The Local Shopping Frontages at Blackfield, Holbury Drive, Long Lane Holbury and Fawley Village, as defined on the Proposals Map, are proposed to be carried forward subject to the changes set out below. Policy DM19 applies to these local frontages.

Proposed changes to defined Local Shopping Frontages

3.125 It is proposed to make some revisions to the frontages which are defined as the Local Shopping Frontages. The changes proposed are set out below and shown on Maps BLA 4, HOL1, HOL2 and FAW2:

BLA4: Proposed changes to Blackfield local shopping frontage

- Delete small area of Local Shopping Frontage on Walkers Lane North solely covering an office use.

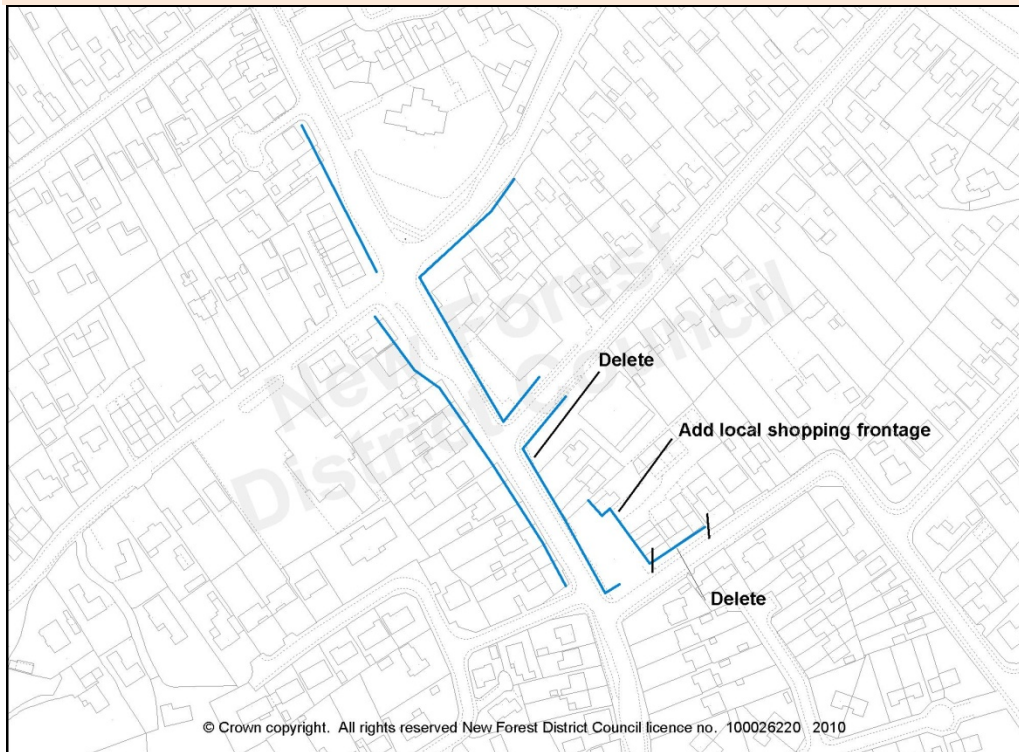
It is considered unnecessary to designate this area a Local Shopping Frontage as it is in an A2 use.

- **Move area of Local Shopping Frontage east of Hampton Lane to cover the front of the retail units as opposed to the Car Park.**

This change will appropriately reflect the actual shopping frontage.

- **Delete area of Local Shopping Frontage east of Hampton Lane which currently covers a mixture of residential uses and a B8 use on New Road.**

This Local Shopping Frontage is unnecessary as it covers residential properties and a B8 use.



Map BLA 4: Blackfield – Local shopping frontage

HOL1: Holbury Drove local shopping frontage proposed changes

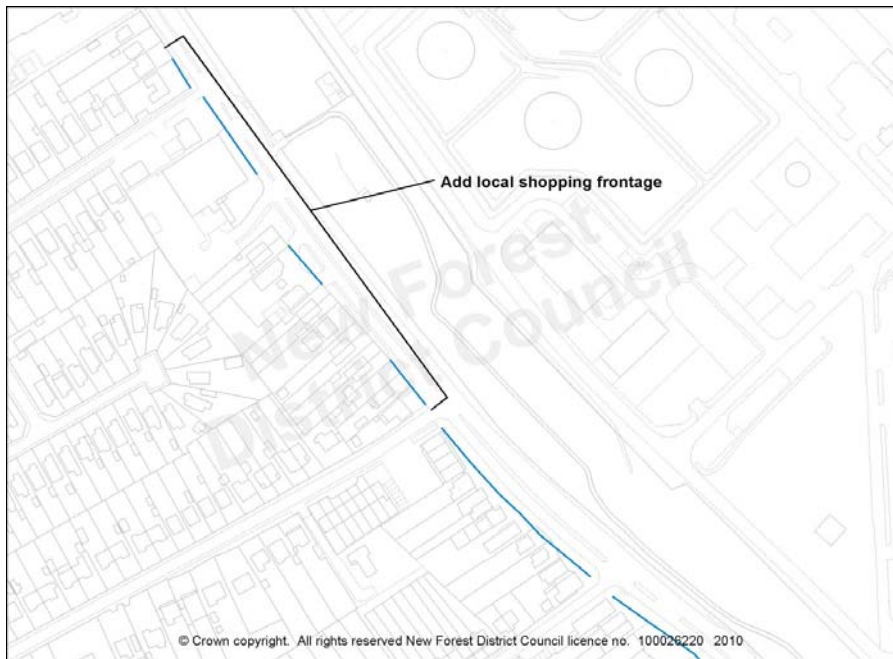
- **Minor change to frontage to correctly reflect the existing Local Shopping Frontage.**



Map HOL1: Holbury Drive – Local shopping frontage

HOL2: Long Lane, Holbury local shopping frontage proposed changes

- Extend the Local Shopping Frontage to include further units, Boots, Holbury Hardware Stores, Cobra Motor Components, Solent House, The Co-Op, Holbury Service Station and Expert Domestics.



Map HOL2: Long Lane Holbury – Local shopping frontage

open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.

- 3.129 The increased public open space requirements associated with possible residential development allocations at Land north of Kings Copse Road and Land south of Chapel Lane, provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.
- 3.130 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

4. Site Specific Proposals - The Coastal Towns and Villages

- 4.1 This section of the consultation document sets out site-specific proposals. Following the consultation these proposals will be reconsidered. For those that are to be included in the proposed submission Development Plan Document, site-specific policies will be drafted having regard to the considerations set out below and to points made in the consultation responses.
- 4.2 The policies in this section are set out settlement-by settlement, working clockwise round the plan area – broadly following the structure of Section 9 of the Core Strategy: *Local implications of the spatial strategy*.
- 4.3 The background to the proposals set out below is set out in the following Background Papers, in particular
- BP: 38b
 - BP: 40
 - BP: 44
- 4.4 The general policies set out in:
- The Core Strategy,
 - National Planning Policy Statements and
 - Development Management policies set out in Section 2 of this document ,
- all apply where relevant to the sites referred to below. The criteria set out below set out the specific additional key matters related to the development of each site.
- 4.5 Supplementary planning documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.
- 4.6. The local implications of Core Strategy for the coastal towns and villages are set out on pages 88 to 90 of the Core Strategy. Below, this consultation document sets out for each individual settlement the site-specific proposals and transport proposals to achieve the policies set out in the Core Strategy. The proposals are set out in the following order:
- Lymington and Pennington
 - Milford on Sea
 - Hordle and Everton
 - New Milton and Barton on Sea

Lymington and Pennington

- 4.7 The strategy for Lymington and Pennington is summarised on pages 88-89 of the Core Strategy.
- 4.8 Within the framework set in the Core Strategy, the site-specific policies for Lymington and Pennington, which the Council is considering including in the Plan are set out below.

Housing at Lymington and Pennington

Possible housing sites adjoining Lymington and Pennington

- 4.9 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 150 dwellings at Lymington specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
- 4.10 This plan will seek to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified four sites for consideration in this public consultation document, as set out below. The Council does not consider that other sites suggested for consideration would be acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper ZZ).
- 4.11 The sites adjoining Lymington and Pennington that are put forward for consideration as possible housing allocations are:
- LYM1: Land at Pinetops Nurseries
 - LYM2: Land adjoining Pinetops Nurseries
 - LYM3: Land north of Alexandra Road
 - LYM4: Land south of Milford Road
- 4.12 There are a number of ways which sites LYM1 to LYM4 could provide for up to 150 dwellings. This could include a major single allocation on one site or several smaller allocations on two or more of these sites. It must be emphasised that not all of the sites will be needed and there is some choice between the sites.
- 4.13 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. However, the Council's preliminary view is that the best way to address part of the local need for housing is through the redevelopment of the Pinetops Nurseries site, east of Ramley Road (Site LYM1). This land is currently covered in glasshouses, and development here would have less impact on the green belt and open countryside than the development of undeveloped land. However, the Council will only come to a firm view following consideration of comments made in response to this public consultation document.**

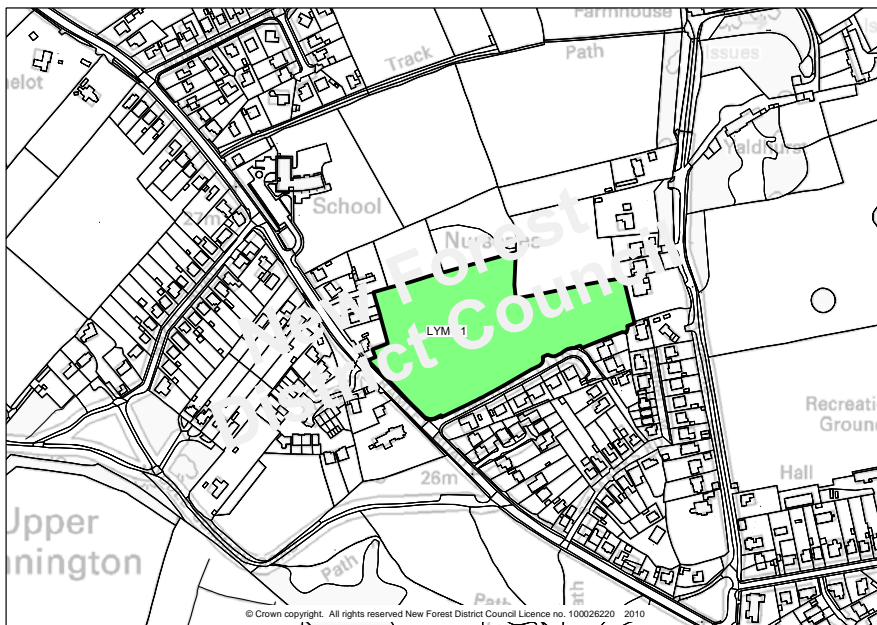
- 4.14 All of the sites LYM1 to LYM4 are currently in the Green Belt and, should they be allocated in the final Plan, would then need to be removed from the Green Belt.

LYM 1: Pinetops Nurseries

Land at Pinetops Nurseries, Pennington, as shown on Map LYM1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 2 hectares could accommodate around 50 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- Provision of foot/cycle access to the site including a link to the proposed cycle route on Ramley Road;
- Landscaping works to the boundaries of the site in order to screen the development
- Public open space provision of around 0.4 - 0.5ha, including provision of children's play space(s) located within the residential development (based on 50 dwellings);
- Provision of land for a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map LYM1: Pinetops Nurseries

- 4.15 The redevelopment of the nursery site (LYM1) could be extended to cover land to the north, to the rear of the primary school (LYM2). Site LYM1 could be developed without Site LYM2, but in the Council's view Site LYM2 should only be considered appropriate for development together with the redevelopment Site LYM1.

LYM 2: Land adjoining Pinetops Nurseries

Land adjoining Pinetops Nurseries, Pennington, as shown on Map LYM2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of just under 2 hectares could accommodate around 45 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- Provision of an appropriate vehicular access to the site taking into account the redevelopment of the adjoining Pinetops Nurseries site;
- Landscaping works to the boundaries of the site in order to screen the development from the surrounding countryside
- Retention and protection of important mature trees within the site
- Public open space provision of around 0.3 to 0.4ha, including provision of children's play space(s) located within the residential development (Based on 45 dwellings);
- Provision of land for a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



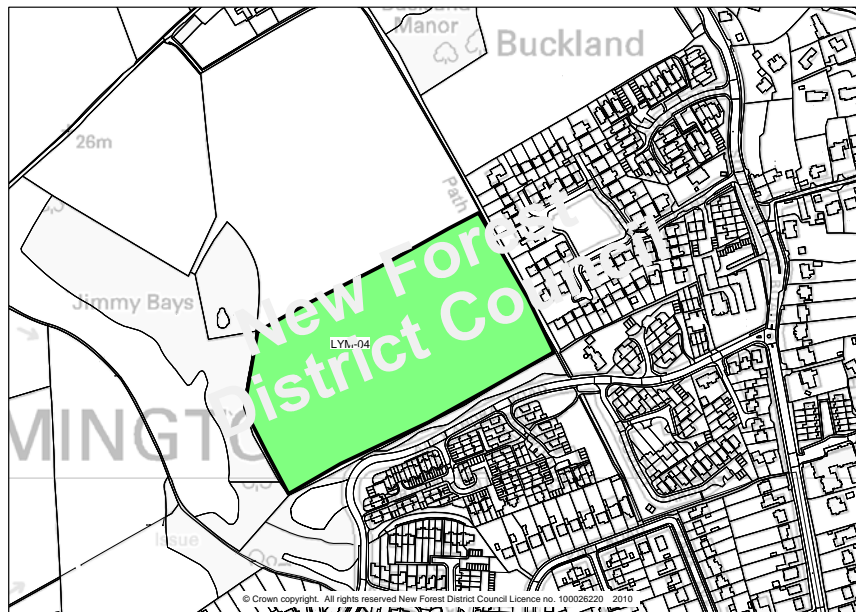
Map LYM2: Land adjoining Pinetops Nurseries

LYM 3: Land north of Alexandra Road

Land north of Alexandra Road, Lymington, as shown on the Map LYM3 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 4 hectares could accommodate around 85-100 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- Provision of an appropriate vehicular, foot and cycle access from Alexandra Road;
- The protection of important trees and hedgerows on site boundaries
- Landscaping works to the northern boundary of the site in order to screen the development from the countryside to the north;
- Public open space provision of around 0.7 to 0.8ha, including provision of children's play space(s) located within the residential development (Based on 85 dwellings);
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map LYM3: Land north of Alexandra Road

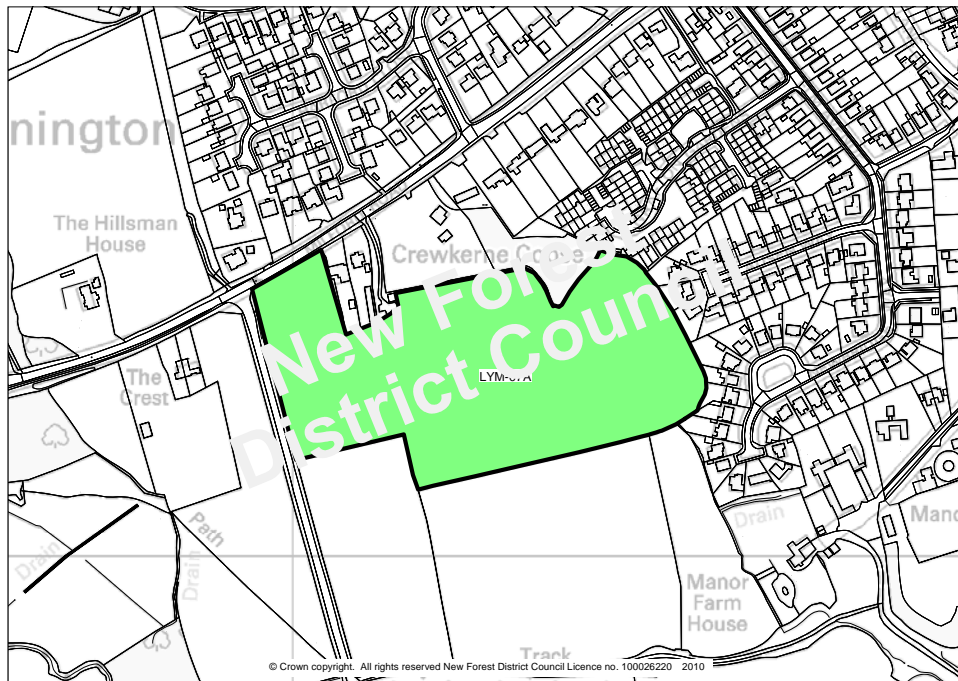
LYM4: Land south of Milford Road

Land south of Milford Road, as shown on Map LYM4 is identified as a possible site for residential development, to provide for local housing needs

in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 4.5 hectares could accommodate around 90 - 100 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- Provision of an appropriate vehicular, foot and cycle access from Milford Road and foot/cycle links to the right of way to the south of the site;
- The protection of mature boundary trees;
- Landscaping works to the boundary of the site in order to screen the development from the surrounding countryside to the west and south;
- Public open space provision of around 0.60 - 0.85ha, including provision of children's play space(s) located within the residential development (Based on 90 dwellings);
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map LYM4: Land south of Milford Road

Sites within the town

4.16 In addition to the allocation of greenfield sites for new residential development, a number of sites within the existing defined built-up area are also identified as possible sites for residential development, as set out below. These are:

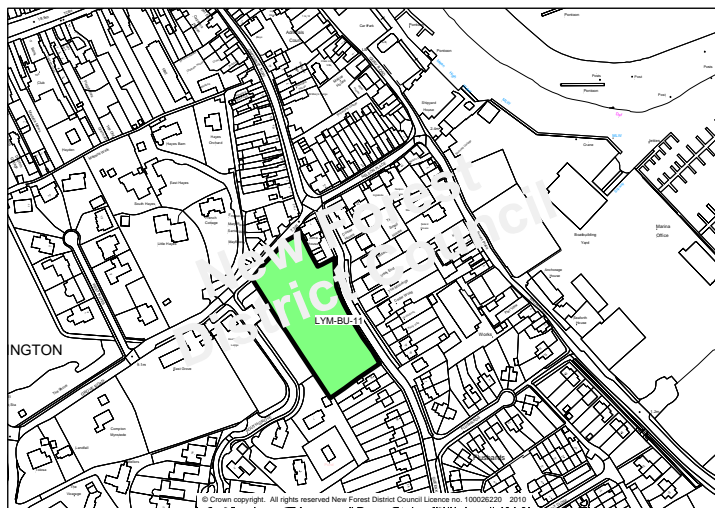
- Land at Queen Katherine's Road/Grove Road – (See LYM5)
- Land south of Ampress Lane, north of Buckland Gardens (See LYM6)

- Fox Pond Dairy Depot and Garage, Milford Road, Pennington - The dairy depot at Fox Ponds was identified in the Employment Land Review as being suitable for redevelopment. (See LYM 7)
- Riverside Site, Bridge Road – Formerly the Webbs Chicken Factory, there is an outstanding planning permission for 308 dwellings on the site. (See LYM8).

LYM 5: Land at Queen Katherine’s Road/Grove Road

Land at Queen Katherine’s Road/Grove Road, as shown on Map LYM5, is proposed to be carried forward from the adopted Local Plan as a site for residential development. The development should make provision for footpath improvements along Grove Road between South Grove and Captain's Row.

- 4.17 This proposal carries forward Local Plan Policy LP-6. The site is currently occupied by a builder’s merchant. The site frontage on Grove Lane lacks a pavement on the southern side of the road. Provision of footway, in keeping with the character of Grove Road, would improve pedestrian links along this road which will help promote walking to and through the town centre.



Map LYM5: Land at Queen Katherine’s Road/Grove Road

LYM 6: Land south of Ampress Lane, north of Buckland Gardens

Land south of Ampress Lane, north of Buckland Gardens, as shown on Map LYM6, is identified as a possible site for residential development.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- **Provision of a satisfactory vehicular, cycle and pedestrian access from Ampress Lane**
- **Retention of trees on the Southampton Road frontage, to reflect the generally well-treed nature of this part of Southampton Road.**

- 4.18 Much of this part of Southampton Road has been redeveloped with new housing in recent years. There are two plots remaining between the recent development at Ampress Lane and Buckland Gardens.



Map LYM6: Land south of Ampress Lane, north of Buckland Gardens

LYM7: Fox Pond Dairy Depot and Garage, Milford Road, Pennington

Land at Fox Pond Dairy Depot and Garage, Milford Road, Pennington, as shown on Map LYM7, is identified as a possible site for residential development. The development of the site is subject to:

- Development for suitable commercial uses on the ground floor frontage to compliment the Pennington shopping parade with residential uses above this frontage and at the rear;
- Provision of satisfactory vehicular access from Milford Road (commercial development) and South Street (residential development), cycle and pedestrian access from both Milford Road and South Street.

- 4.19 The dairy depot at Fox Ponds was identified in the Employment Land Review as being suitable for redevelopment. Including the garage site on the front of Milford Road will enable a comprehensive redevelopment for commercial and residential uses.



Map LYM7: Land at Fox Pond Dairy Depot and Garage, Milford Road

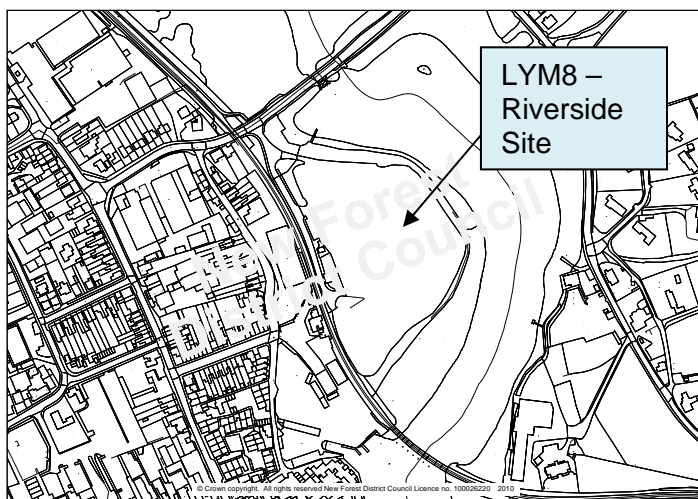
LYM 8: Riverside Site, Bridge Road (Former chicken factory site)

Land adjacent to Lymington River, off Bridge Road, as shown on Map LYM8, already has permission for residential development but new proposals will be considered against the criteria set out below:

- the development must be of the highest quality of design and significantly add to the character and attractiveness of this part of Lymington;
- there must be public access to the site, including pedestrian access across the railway in the vicinity of the station and public access to and along the whole waterfront;
- development proposals must satisfactorily deal with flooding considerations, having regard to the national planning policy set out in PPS25 and the requirements of the Environment Agency;
- the main vehicular access from Bridge Road must satisfy the requirements of the Highway Authority, having regard to wider issues including the impacts on the level crossing and the junction of Bridge Road with Marsh Lane/Gosport Street;
- the development should include an element of employment-generating uses, rather than being totally residential development;
- some uses that attract the wider public should be included on the waterfront – such uses could include a hotel, cafes/restaurant/public house, leisure uses;
- any contamination issues must be satisfactorily dealt with.

4.20 The existing planning permission has not been implemented. A revised scheme for the site is under negotiation.

4.21 The provision of a pedestrian route between the site and the town centre is particularly important as it will provide a safe and direct connection to the town centre encouraging walking to and from the town.



Map LYM8: Riverside Site, Bridge Road

Small scale housing development in Lymington

- 4.22 Small scale residential developments will continue to be permitted on appropriate sites within the existing built-up area. The Core Strategy assumes residential development within the existing defined built-up area of Lymington and Pennington will be at significantly lower rates than in the recent past. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Future development proposals will be expected to comply with the guidance in the Lymington Local Distinctiveness Supplementary Planning Document (subject to public consultation in October/November 2010).

Employment at Lymington

- 4.23 The Core Strategy makes no provision for new greenfield employment land allocations at Lymington. The strategy is to retain and make better use of existing employment sites and encourage business development, particularly within the town centre.
- 4.24 Policy DM12: Sites suitable for marine uses (see Section 2, paragraph 2.82) safeguard a number of existing sites in Lymington for marine related uses:
- Land at Lymington Marina, Bath Road
 - Lymington Seawater Baths Area
 - Lymington Yacht Haven, Kings Saltern Road
 - Boat Yard, Mill Lane

Lymington town centre

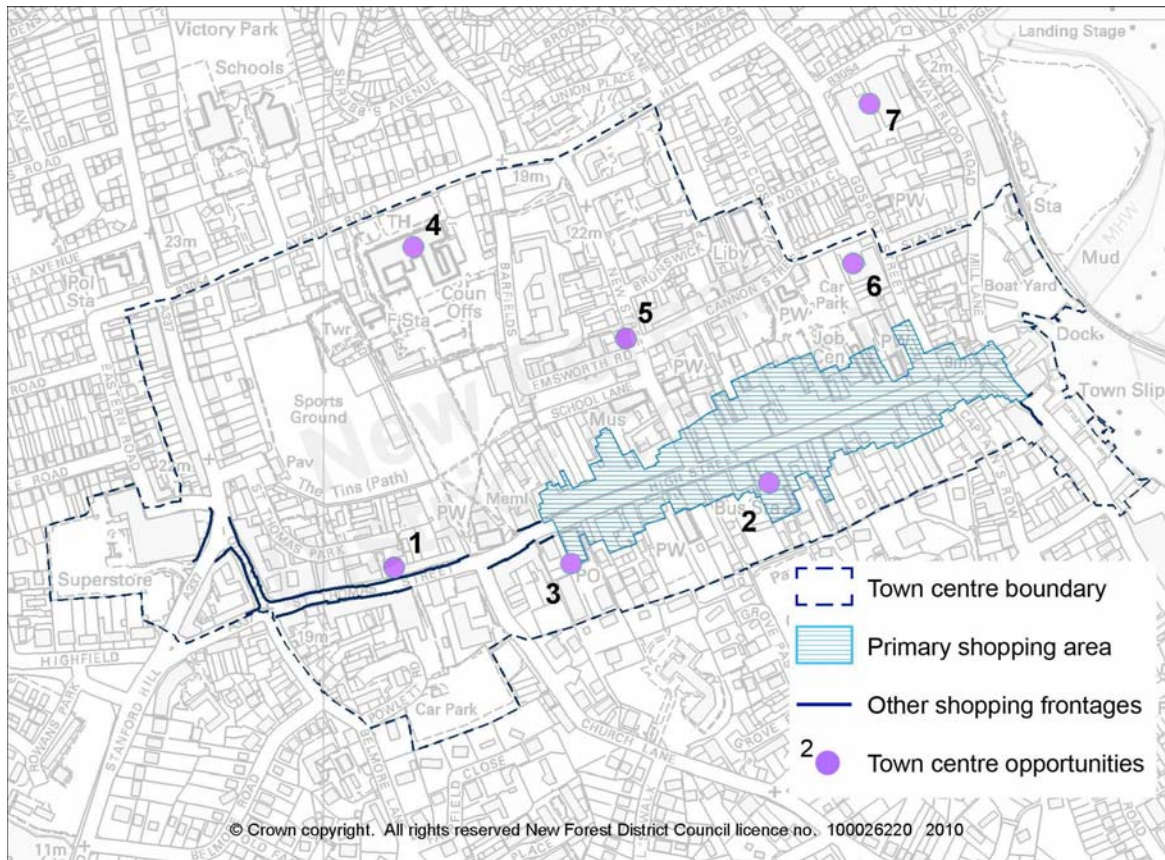
- 4.25 Lymington town centre is an important shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.

LYM9: Town centre boundaries

The town centre boundary, the primary shopping area and secondary shopping frontages in Lymington town centre, as shown on the Local Plan Proposals Map, are proposed to be carried forward.

- 4.26 Within the Primary Shopping Areas, Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 4.27 Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map LYM-TC1 below shows the boundaries, together with the Town Centre Opportunity sites identified in Policy LYM10 below.
- 4.28 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the

original study (Core Strategy Background Paper 12/12d), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.



Map LYM-TC1: Lymington Town Centre

LYM 10: Town centre opportunity areas

The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

Ref:	Site	Development opportunity primarily for the following uses:
1	37 to 39 St Thomas’ Street	Retail/Community
2	Wilts and Dorset Bus Station, High Street	Retail
3	The Post Office, High Street	Retail
4	Council Offices, Avenue Road	Retail/ Office
5	Warehouse, corner of Emsworth Road/ New Street	Offices/ Community
6	Jewson’s Gosport Street/ Cannon Street	Offices
7	Employment Uses, Bridge Road	Large format retail/Office

- 4.29 The above sites provide opportunities for appropriate town centre development. Development proposals on these sites should be primarily for the uses indicated in the policy, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (See Annex 1) and with other policies in this Plan and the Core Strategy.
- 4.30 Burgage plots are an important historic feature of Lymington town centre, influencing the pattern of development. It is important to the character of the town centre that new development continues to maintain this historic pattern of development where it remains largely intact. It is proposed to carry forward the policy below from the adopted Local Plan.

LYM 11: Burgage Plots

Development will not be permitted which would significantly encroach into the rear gardens or result in the loss of burgage plot boundaries at:

- a. Nos. 2 to 24 High Street;**
- b. Nos. 45 to 51 High Street;**
- c. Nos. 55 to 58 High Street;**
- d. Nos. 63 to 75 High Street;**
- e. Nos. 124 to 131 High Street;**
- f. Nos. 43 to 48 St Thomas' Street.**

Further development will be restricted to the limited rear extension of properties fronting the High Street.

Local Shopping Frontages

- 4.31 The Local Shopping frontages in Lymington and Pennington are defined on the Proposals Map. Policy DM 18 applies. No changes are proposed to the frontage as defined in the previous Local Plan.

Green Belt boundary

- 4.32 In addition to the revisions that would be needed to reflect development allocations made in the final Plan, some minor amendments are proposed to the Green Belt boundary, as set out in Appendix 4.

Green Infrastructure and Open Space

Green Infrastructure Strategy for Lymington

- 4.33 The Green Infrastructure Strategy for Lymington is set out in Map *(to be inserted)*. Policy DM6: Green Infrastructure (see Section 2, paragraphs 2.26 onwards) applies to the identified Green Infrastructure features. The proposals included in LYM14 are shown on this Map.

[Insert map here]

LYM12: Green Infrastructure proposals in Lymington
The following Green Infrastructure improvements are proposed:
(b) Improve green links at The Square, Pennington
(c) Improve green links at Pennington Cross

- 4.34 In addition, the proposed footpath improvements linking Highfields Avenue to Priestlands Lane; and improved footpath connections along Bath Road (see LYM 13 below) are important with regard to the Green Infrastructure Strategy.
- 4.35 There are gaps in the provision of green links at The Square and Pennington Cross. Any redevelopment in this area should aim to provide new links to improve the connections.
- 4.36 Other projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

- 4.37 Since the previous Local Plan was adopted, the following proposals for additional public open spaces have been implemented::
- (a) 2.5 hectares of informal open space at Withy Wood, Gurney Dixon Centre (LP-10)
 - (b) 8.2 hectares of informal open space at Woodside (LP-12)
 - (c) 0.8 hectares of informal open space at Vitre Gardens (LP-13).
- 4.38 These areas, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM7.
- 4.39 It is not proposed to allocate any new sites in Lymington for public open space, except in association with possible residential land allocations. Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.
- 4.40 The previous Local Plan proposed (LP-14) a new informal open space off Bramble Walk. This has not been implemented, and it is not proposed to carry this forward in this plan.

Transport proposals at Lymington and Pennington

- 4.41 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 4.42 A full list of proposed transport schemes for Lymington and Pennington is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

LYM13: Transport Schemes

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Lymington are proposed:

Cycle route proposals

LYM13.1 (LP/T/1): St Thomas's Street to Belmore Lane via Church Lane and Powlett Road cycle route.

On and off road cycle route linking to existing routes. This route involves the use of non highway land to implement the off road section that crosses through a car park. The proposal provides linkages through the town centre as well as connecting the schools, services and facilities in the town centre. This will encourage cycling to and within the town.

LYM13.2 (LP/T/2): Pennington to Highfield via Priestlands Road and the Bunny Run cycle route.

This proposal requires the upgrade of a footpath to Cycleway (0.12km) and includes on and off road sections, requiring non highway land to implement. The cycle route will encourage cycling in the town through provision of improved links to the schools as well as connection to the other proposed routes serving Pennington and the wider area.

LYM13.3 (LP/T/5): Marsh Lane to Ampress Park cycle route.

The short off road section of cycle route adjacent to an electricity substation completes a cycle route connecting to Ampress Park using non highway land. The completion of the cycle route will encourage cycling to this area, particularly for people employed at the companies located in Ampress Park.

LYM13.4 (LP/T/15): Pennington Square/South Street to Pound Road cycle route.

This off road cycle route link is part of the agreed Strategic Cycle Route network and requires the upgrade of a public footpath to be used by cyclists. This short section provides a link through the residential area in this part of Pennington connecting to routes that link to the schools, leisure centre and town centre.

LYM13.5 LP/T/18): Emsworth Car Park/ High Street pedestrian/ cycleway link

Where a redevelopment opportunity arises a pedestrian/cycle route linking the Emsworth Road car park through to the High Street should be provided. This will create improved links which will help encourage cycling and walking through the town centre.

Footpath improvement proposals

LYM13.6 (LP/T/30): Provision of a footpath (0.15km) linking Highfields Avenue to Priestlands Lane.

This scheme requires the use of non highway land to implement. This provision of a 0.15km footpath linking Highfield Avenue to Priestlands Lane will improve pedestrian routes and connectivity to the town centre, encouraging walking as a viable mode of travel to and from the services and facilities in the town centre.

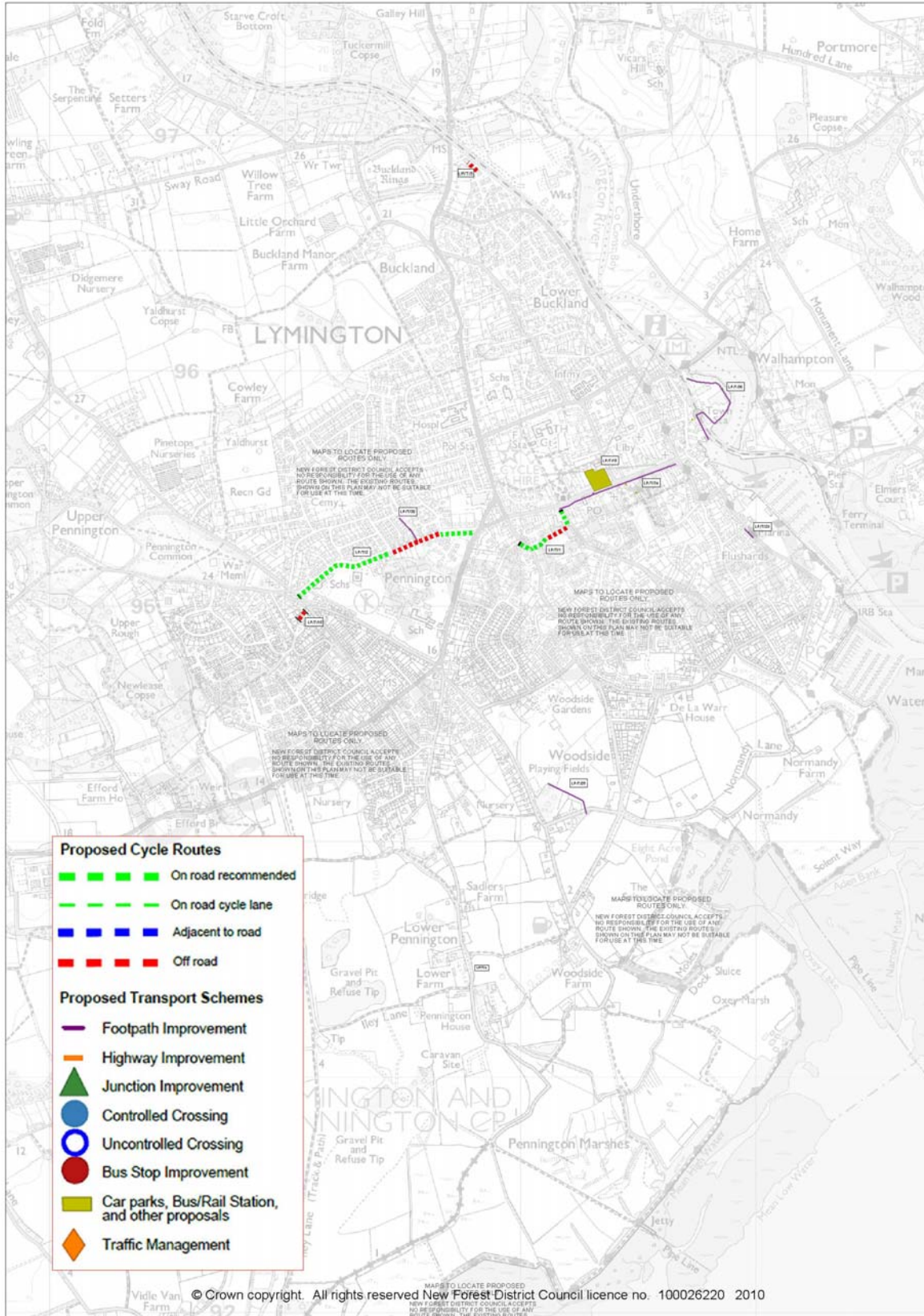
LYM13.7 (LP/T/34): Footpath improvements along High Street and St Thomas Street to enhance walking route through the town centre.

This is a significant improvement proposed to improve the footpath along High Street. The improved pedestrian environment will help to promote and encourage walking to and through the town centre.

LYM 13.8: Improve connections along Bath Road, between The Quay and the Sea Wall path

Pedestrian connections from The Quay to the Sea Wall currently do not provide a coherent link. Opportunities to improve the existing footpaths, or create a new access should be explored.

- 4.43 It is proposed that Local Plan Policy LP-17 for the improvement of the junction of Alexandra Road / A337 will not be carried forward. Instead, there will be a more limited scheme to improve accessibility for pedestrians through provision of an uncontrolled crossing facility incorporating a central pedestrian refuge and tactile paving to the north of existing roundabout to assist pedestrians crossing the highway.



Map LYM13: Transport Schemes Lyminster

Milford-on-Sea

- 4.44 The strategy for Milford-on-Sea is summarised on page 90 of the Core Strategy.
- 4.45 Within the framework set in the Core Strategy, site-specific policies for Milford on Sea which the Council is considering including in the Plan are set out below.

Housing at Milford on Sea

- 4.46 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 30 dwellings at Milford on Sea specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
- 4.47 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified 2 sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper ZZ).
- 4.48 The sites being considered as possible housing land allocations are:
- MoS1: Land north of School Lane
 - MoS2: Land north of Manor Road (East)
- 4.49 There is a need for formal playing pitches in the village, so any allocation will be required to provide a playing pitch on-site as part of the development.
- 4.50 **It must be emphasised that the two sites are put forward as alternatives. Both sites would not be needed. At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. However, the Council's preliminary view is that the preferred location for the development is the land to the north of School Lane (Site MoS1). However, the Council will only come to a firm view following consideration of comments made in response to this public consultation document.**
- 4.51 In addition to sites identified in the Plan, small scale residential developments will continue to be permitted on appropriate sites within the existing defined village area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Regard will also be had to the Milford on Sea Village Design Statement.

Possible housing sites adjoining Milford on Sea

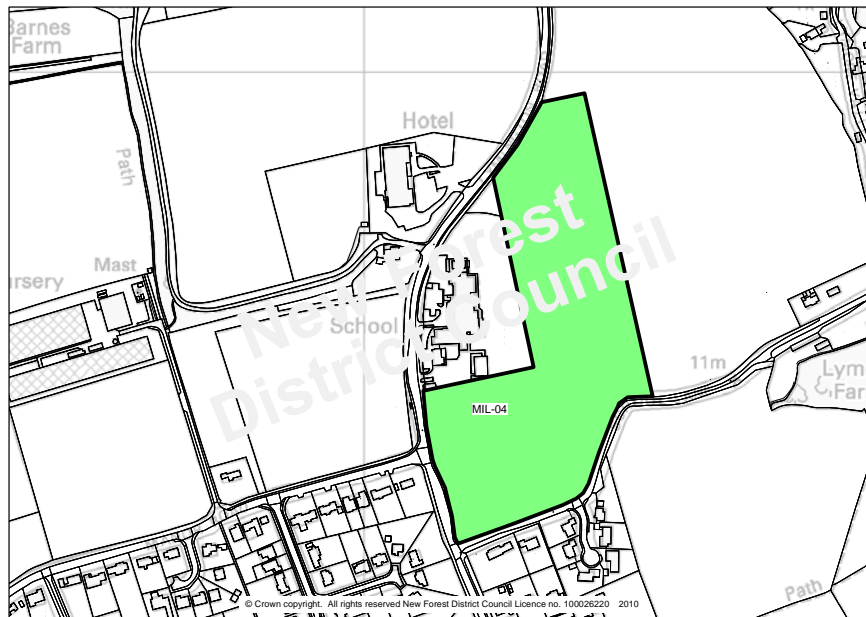
MoS1: Land north of School Lane

Land north of School Lane, as shown on Map MoS1, is identified as a possible site for residential development, to provide up to around 30 dwellings for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site could provide for 30 dwellings, approximately 2 hectares of public open space (to include public playing fields and children's play space located within the residential development) and a minimum of 5 allotments plots.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from School Lane
- Provision of pedestrian/cycle access to the site, with links to both Lymington Road and School Lane
- Provision of a safe pick-up and drop-off area for Milford Primary School
- Retention of important trees and hedgerows along the Lymington Road and School Lane boundaries and additional planting to existing hedgerows to reinstate sections to provide screening and enhanced biodiversity
- Provision of a significant landscape buffer (trees and hedgerow), along the boundaries with open countryside
- Provision of land for allotment gardens for minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

- 4.52 If this site is allocated the Green Belt boundary will be revised to exclude this site from the Green Belt.
- 4.53 The development should accommodate the relevant part of transport proposal MoS3.3: Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane (see below). This cycle route passes the site's frontage along Lymington Road with an adjacent to road section adjacent to the site.



Map MoS1: Land north of School Lane

- 4.54 An alternative to the site MoS1 would be a smaller area of land to the west of Lymington Road, as set out in MoS2 below. A single playing pitch and around 20 dwellings could be accommodated in this area, and therefore this would address less of the local need for affordable housing and playing fields than the site north of School Lane.

MoS 2: Land north of Manor Road

Land north of Manor Road as shown on Map MoS2 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site could provide for up to 20 dwelling, with children's play space located within the residential development and a sports pitch.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Manor Road
- Provision of pedestrian/cycle access to the site which with a direct link through the site to the bus stop and Lymington Road
- Retention of important trees and hedgerows on the boundaries of the site and additional landscape treatment on the
- Public open space provision to include on site a playing pitch, or pitches, and children's play space located within the residential development

- 4.55 If this site is allocated the Green Belt boundary will be revised to exclude this site from the Green Belt.



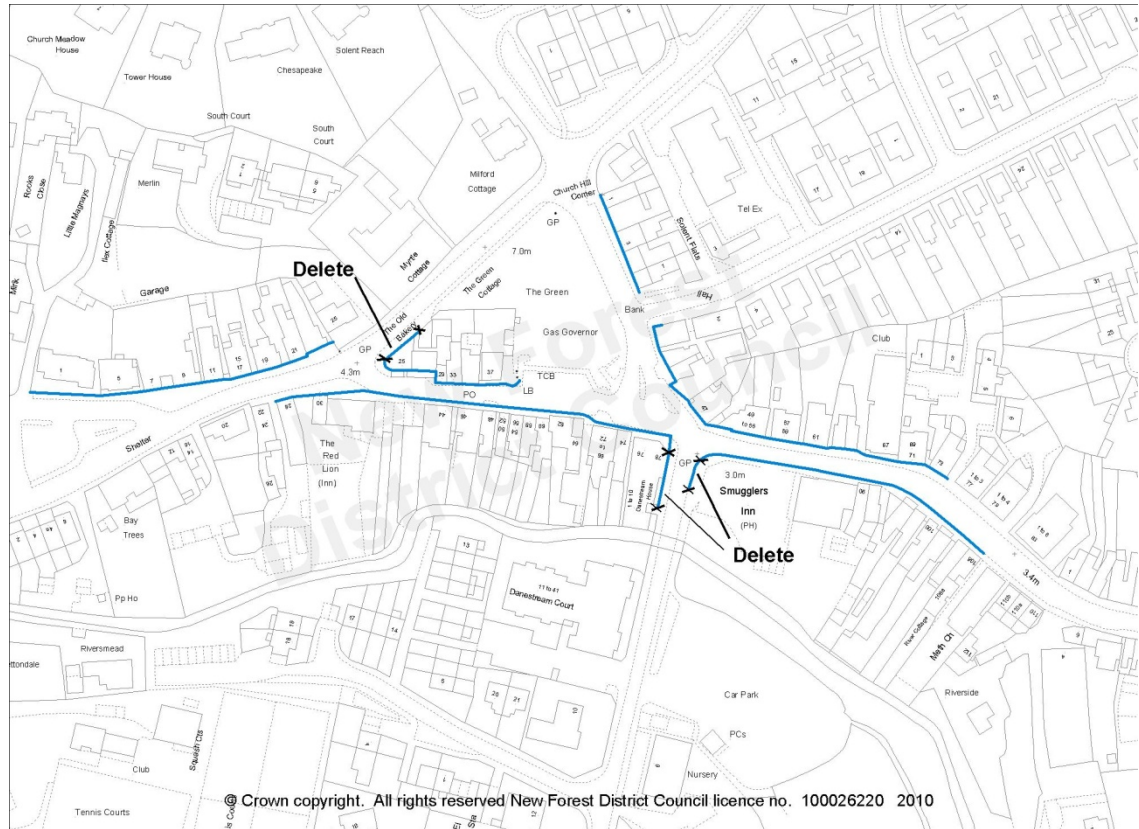
Map MoS2: Land north of Manor Road

Green Belt boundary

- 4.56 The Green Belt boundary around Milford on Sea will need to be amended as appropriate to reflect development allocations which are made in the final Plan. In addition, a minor amendment is proposed to the Green Belt boundary, as set out in Appendix 4.

Milford on Sea Local Shopping Frontage

- 4.57 The Milford on Sea Local Shopping frontage is defined on the Proposals Map. Policy DM18 applies. Only minor changes are proposed to the frontage as defined in the previous Local Plan. These are shown on Map MoS-LSF below.



Map MoS-LSF: Amendments to Local Shopping Frontage

Green Infrastructure and Open Space at Milford-on-Sea

Green Infrastructure Strategy for Milford on Sea

4.57 The Green Infrastructure Strategy for Milford on Sea is set out in Map (*to be inserted*). Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

[Insert map here]

4.58 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

4.59 Since the previous Local Plan was adopted 0.2 hectares of informal open space has been provided at Land adjacent to the White House (Local Plan Policy MS-3). This area, and other small areas of public open space which have been provided as part of development schemes, will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.

- 4.60 Milford on Sea has a shortage of formal open space compared to the Core Strategy minimum standard of 1.25 ha/000. Local Plan Policy MS-2 sought to address some of the shortfall with a proposal for new public open space on land to the north of School Lane. However, it has not been possible to implement this proposal to date. This Plan seeks to secure the extra provision of formal public open space as part of the development allocations for new housing, as set out above. The increased public open space requirements associated with possible residential development allocations at either, land north of School Lane (See MoS1 above) or land north of Manor Road (See MoS 2 above) will assist in addressing the deficiency in formal open space in Milford on Sea, and would replace the current local plan allocation at Land north of School Lane (MS-2)
- 4.61 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport proposals at Milford-on-Sea

- 4.62 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 4.63 A full list of proposed transport schemes for Milford on Sea is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

MoS3: Transport Schemes

The following transport schemes to reduce the adverse impact of traffic and promote the use of cycling and walking in Milford on Sea are proposed:

Cycle route proposals

MoS 3.1 (MF/T/2): Manor Road to Milford Crescent cycle route (Via Chaucer Drive, Keats Avenue, Wolsey Way and Knowland Drive to The Orchard).

This is an on and off road cycle route, that requires the use of non highway land to implement the section of the route passing through a small woodland area. This scheme will help improve the permeability of the area for walkers and cyclists.

MoS 3.2 (MF/T/6): Milford on Sea to Downton via Blackbush Road.

This strategic on road cycle route connects Milford on Sea and Downton. The route requires the use of non highway land to implement the section linking the caravan park to the village centre. This route can encourage cycling in the area as it offers an on road route away from the more heavily trafficked roads providing better connectivity and permeability across the village.

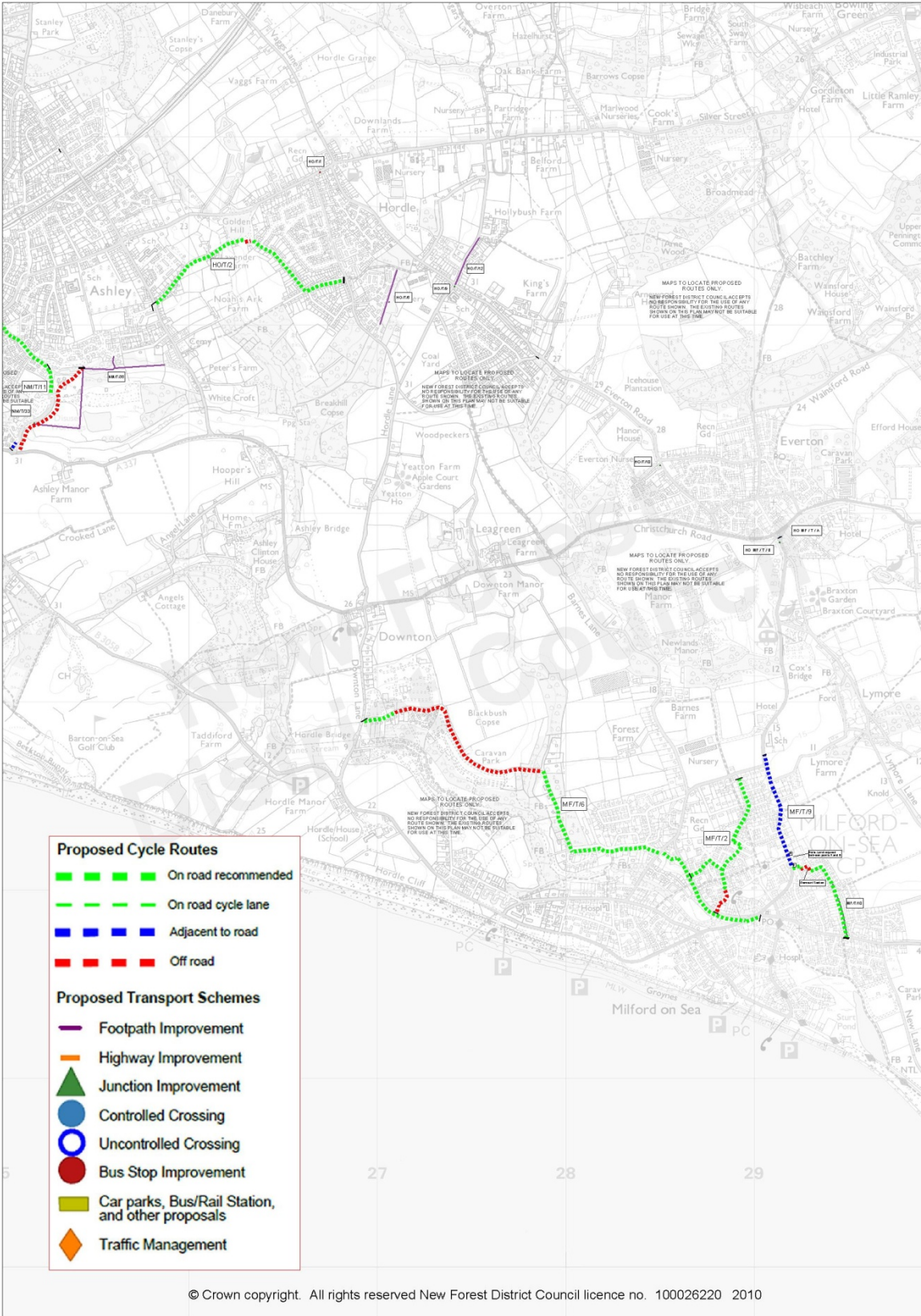
MoS 3.3 (MF/T/9): Milford Primary School / Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane.

This cycle route includes both on and off road sections with an adjacent to road section along Lymington Road with a dismount section on the path between Lyndale Close and Carrington Lane. This route requires non highway land to implement the pavement widening for the adjacent to road section of the route. This route connects Milford on Sea Primary School and the village centre encouraging cycling to/from the school and the village. This can help alleviate the traffic problems associated with children being driven to school.

Footpath improvements

MoS 3.4 (MF/T/10): Provision of footway (0.2km) on the east side of Carrington Lane.

This scheme will require the use of non highway land to implement in order for on street parking to not be displaced. The footway will improve pedestrian safety and encourage walking through the village.



Map MoS3/HOR5/EVT2: Transport Schemes Milford on Sea, Hordle and Everton

Hordle and Everton

- 4.64 The strategy for Hordle and Everton is summarised on page 90 of the Core Strategy.
- 4.65 Within the framework set in the Core Strategy, site-specific policies for Hordle and Everton which the Council is considering including in the Plan are set out below.

Housing at Hordle and Everton

- 4.66 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 10 dwellings at each of Hordle and Everton specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
- 4.67 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified four sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper ZZ).
- 4.68 The sites being considered as possible housing land allocations are in Hordle:
- HOR1: Land rear of 153-169 Everton Road
 - HOR2: Land at Hordle Lane Nursery
 - HOR3: Everton Road Nursery
- 4.69 **It must be emphasised that not all of these sites would be needed to accommodate the “up to 10” dwellings provided for at Hordle in the Core Strategy. There is some choice between the sites.**
- 4.70 At Everton, only one site is being considered as a possible housing land allocations: EVT1: Land adjoining Knighton Caravan Park.
- 4.71 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. The Council will only come to a firm view following consideration of comments made in response to this public consultation document.**
- 4.72 In addition to sites identified in the Plan, small scale residential developments will continue to be permitted on appropriate sites within the existing defined village areas. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Possible housing sites adjoining Hordle and Everton

Hordle

4.73 Proposed policies HOR1 to HOR3 set out 3 alternative sites being considered.

HOR 1: Land to the rear of 153-169 Everton Road, Hordle

Land to the rear of 153-169 Everton Road, as shown Map HOR1, is identified as a possible site for residential development for up to about 6 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.



Map HOR1: Land to the rear of 153-169 Everton Road, Hordle

HOR 2: Land at Hordle Lane Nursery

Land at Hordle Lane Nursery, as shown on Map HOR2, is identified as a possible site for residential development for up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy, and allotments. Land for the provision of around 10 full size allotments plots, within or adjacent to the site, should be provided as part of the development in order to provide for local needs.

4.74 If the Hordle Lane site was to be allocated, there would be potential to provide new allotment gardens to meet the wider community's need for additional allotment gardens in Hordle. Other sites being considered for development do not appear to offer a similar opportunity.

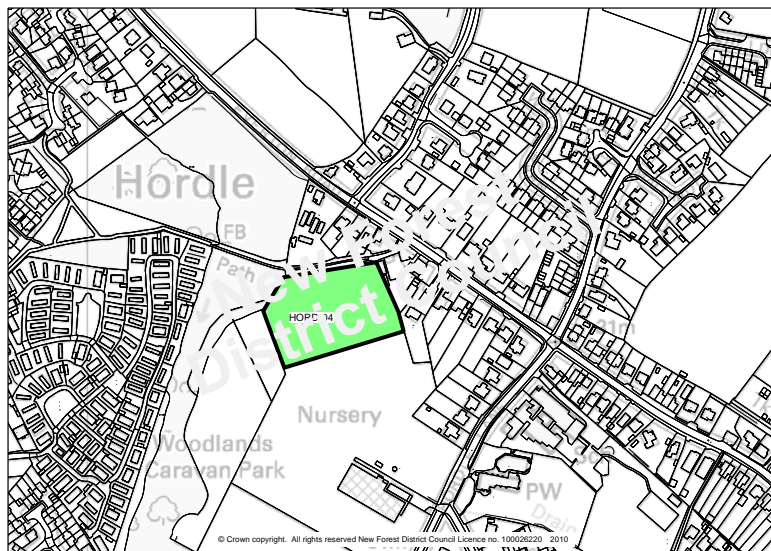


Map HOR2: Land at Hordle Lane Nursery

HOR 3: Everton Road Nursery

Everton Road Nursery, as shown on Map HOR3, is identified as a possible site for residential development for up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

- 4.75 In the event that the agricultural/horticultural use of this site is discontinued, redevelopment for housing to meet a local need could be an appropriate alternative use for the site and would secure the removal of redundant glasshouses.



Map HOR3: Everton Road Nursery

- 4.76 If allocated for development, the above sites would be required to comply with the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document. In addition, all would have to provide a children's play area on site.

Everton

- 4.77 At Everton, only one site is put forward for consideration as a residential land allocation.

EVT 1: Land at Knighton Caravan Park, Everton

Land at Knighton Caravan Park, Everton, as shown on Map EVT1 is identified as a possible site for residential development, residential development of up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

In addition to policy requirements in the Core Strategy and Development Management policies outlined in an earlier section of this document, development on this site will be subject to:

- The woodland to the south of the site being retained as far as possible, allowing for creation of a safe access to the site;
- The trees on the northern and western boundaries of the site being retained.



Map EVT1: Land at Knighton Caravan Park, Everton

Green Belt boundary

- 4.78. The Green Belt boundary around Hordle and Everton will need to be amended as appropriate to reflect development allocations which are made in the final Plan. In addition, some minor amendments are proposed to the Green Belt boundary at Hordle, as set out in Appendix 4.

Hordle Local Shopping Frontage

- 4.79 The Hordle Local Shopping frontage, as defined in the previous Local Plan, is proposed to be carried the forward unchanged. Policy DM 19 applies.

Green Infrastructure and Open Space at Hordle and Everton

Green Infrastructure Strategy for Hordle and Everton

- 4.80 The Green Infrastructure Strategy for Hordle is set out in Map *(to be inserted)*. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

[Insert map here]

- 4.81 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a). The proposed footpath link from footpath No 738 to Stopples Lane (see Transport proposal HOR5.3 below) would improve the provision of recreational footpaths in the centre of Hordle and is regarded as an important part of the green infrastructure strategy.

Open Space

- 4.82 The previous Local Plan did not contain any proposals for additional public open space in Hordle. The proposal of the previous Local Plan to extend the Everton Recreation Ground (Policy EV-2) has not been implemented and is not proposed to be carried forward as a proposal in this Plan. Any areas of public open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.
- 4.83 It is not proposed to allocate any new sites in Hordle and Everton for public open space. Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport proposals at Hordle and Everton

- 4.84 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

- 4.85 A full list of proposed transport schemes for Hordle and Everton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

Hordle

HOR5 : Transport Schemes

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hordle are proposed:

HOR5.1 (HO/T/2): New Milton to Hordle On and off road cycle route between Lower Ashley Road and Stopples Lane via Hare Lane, Lavender Road and Heath Road.

This route uses a short section of non highway land to implement the off road section of the route. The scheme will provide greater awareness to drivers that cyclists use this route, improving safety for cyclists, encouraging cycling between Hordle and New Milton. This will help reduce traffic congestion to/from the services and facilities available in this area.

HOR5.2 (HO/T/7): Bus stop improvement, near WI Hall, Ashley Lane, Hordle.

The proposal includes provision of a bus lay-by, raised kerbs and bus shelter and the implementation of the scheme involves the use of non-highway land. This bus stop improvement together with other public transport improvements proposed in the area can encourage the use of the bus service, helping reduce car travel between the villages and nearby towns. The other public transport proposals are detailed in the transport schemes SPD.

HOR5.3 (HO/T/8): Footpath link from footpath No 738 to Stopples Lane.

Link to be provided if Woodlands caravan park is redeveloped. It would require non highway land to implement. The footpath link will link in the village encouraging walking and reducing the reliance on car travel, particularly for short trips.

HOR5.4 (HO/T/9): Sight line improvements at Everton Road crossroad junction with Hordle Lane and Woodcock Lane.

This junction improvement scheme requires the use of non highway land to achieve the required visibility to increase safety at the junction. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village and will be of particular benefit to pupils travelling to the school on Hordle Lane.

HOR5.5 (HO/T/10): Sight line improvements at Everton Rd junction with Fry's Lane.

This junction improvement scheme requires the use of non highway land to achieve the required visibility in order to make this location safer. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village.

HOR5.6 (HO/T/12): Footway improvements along Woodcock Lane up to Sheldrake Gardens from junction with Everton Road.

This scheme will require non highway land to implement. The footway link will improve connectivity and permeability of the village encouraging walking and reducing the reliance on car travel, particularly to the school.

HOR5.7 (HO/T/A and B): Everton: Milford Road (A337)/Lymington Road (B3058) -installation of a signalised junction

Traffic signals incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction are proposed. This is a significant scheme aimed at improving safety for pedestrians and cyclists crossing the A337, particularly beneficial for those travelling between Everton and the school on Lymington Road, Milford on Sea.

(See Map MoS3/HOR5/EVT2)

Everton

**EVT2: Milford Road (A337)/Lymington Road (B3058),
Traffic lights are proposed at the Milford Road (A337)/Lymington Road (B3058) junction.**

Traffic signals incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction are proposed. This is a significant scheme aimed at improving safety for pedestrians and cyclists crossing the A337, particularly beneficial for those travelling between Everton and the school on Lymington Road, Milford on Sea.

(See Map MoS3/HOR5/EVT2)

New Milton and Barton-on-Sea

- 4.86 The strategy for New Milton and Barton-on-Sea is summarised on pages 89-90 of the Core Strategy.
- 4.87 Within the framework set in the Core Strategy, site-specific policies for New Milton and Barton on Sea which the Council is considering including in the Plan are set out below.

Housing and Employment at New Milton and Barton on Sea

- 4.88 In this section, housing and employment are dealt with together as one of the main areas under consideration for further development to meet the Core Strategy requirements could provide for both housing and employment.
- 4.89. The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 110 dwellings at New Milton, specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
4. 90 With regard to employment, the Core Strategy (Policy CS18) provides for up to 5 hectares of additional employment land adjoining New Milton.
- 4.91 This plan seeks to identify the most appropriate locations where these developments could take place.
- 4.92 Various sites have been suggested to the Council for consideration as housing allocations. Having appraised those suggestions the Council has identified five sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration would be acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40).
- 4.93 The sites being considered as possible housing land allocations are:
- NMT1: Land off Park Road and off Park Close
 - NMT4: Land east of Caird Avenue (also considered for employment)
 - NMT5: Land off Moore Close
 - NMT6: Land south of Gore Road
 - NMT7: Last east of Stem Lane, west of Great Woar Copse
- 4.94 There are a number of ways which these sites, in combination, could provide for up to 110 dwellings. This could include a major single allocation in one area or several smaller allocations on two or more of these sites. It must be emphasised that not all of the sites will be needed and there is some choice between the sites. The Council's preliminary view is that preference should be given to suitable sites which are not currently within the Green Belt, which is the land off Park Road and Park

Close. However, this site (made up of two areas of land separated by a woodland) could not accommodate more than about 30 dwellings, so other sites would also need to be allocated to achieve the 110 figure.

- 4.95 With regard to employment sites, the Council's clear preference is for further land to be allocated adjoining the existing allocations east of Caird Avenue (Site NMT2) as set out below.
- 4.96 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. The Council will only come to a firm view following consideration of comments made in response to this public consultation document.**

Possible development sites adjoining New Milton

Land already excluded from the Green Belt

- 4.97 Site NMT1, land off Park Road and off Park Close, is identified as "white land" in the adopted Local Plan, which means it has been excluded from the Green Belt to meet possible future development needs. National policy is that where land has been excluded from the Green Belt, this should generally be developed before more land is removed from the Green Belt. The Council considers that Site NMT1 should be considered for residential development, but not for employment development.

NMT1: Land off Park Road and off Park Close, Danesbury Meadow, Ashley

Land off Park Road and off Park Close, as shown on Map NMT1 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The combined area of land, of about 1.2 hectares could accommodate around 30 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular, pedestrian/cycle access, with links to existing footpaths and cycleways
- Retention of important trees and hedgerows on the site boundaries
- Provision of a 25m buffer between Stanley's Copse SINC and development (northern part). This could serve a dual function as open space.
- Public open space provision of around 0.3ha, including provision of children's play space within both parts of the site
- Land for the provision of a minimum of 5 full size allotments plots on the northern part of the site, adjoining the existing allotment gardens, in order to provide for local needs arising from the development and in the wider community.



Map NMT1: Land off Park Road and off Park Close, Danesbury Meadow

Land at Caird Avenue

4.98 The adopted Local Plan made allocations of land for housing and employment at Caird Avenue. These areas have recently been granted outline planning permission. Existing allocations remain undeveloped both west and east of Caird Avenue and it is proposed to carry forward these allocations into the new Plan as set out below in NMT2 and NMT3.

NMT2: Land west of Caird Avenue - existing allocation for employment
Land west of Caird Avenue, as shown on Map NMT 2/3/4 below, is proposed to be carried forward as a site for employment development. Use of the site may include large format non-food retail warehousing development in accordance with Core Strategy Policy CS20.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Access from Caird Avenue
- Retention of trees on the northern and western boundaries
- Provision of pedestrian/cycle access to and within the site, linking in with the existing footpath and cycleway network in the area (See NMT 14.4)
- Provision of landscaping along the Caird Avenue frontage.

NMT3: Land east of Caird Avenue – existing allocation for housing and employment

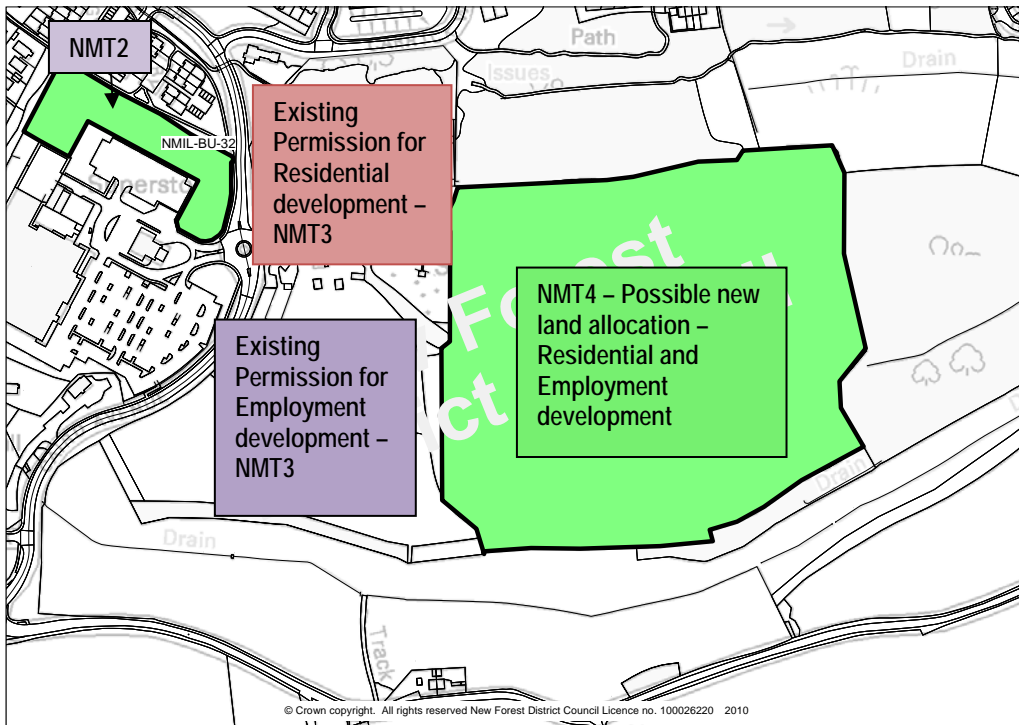
Land east of Caird Avenue, as shown on Map NMT 2/3/4 below, is proposed to be carried forward as a site for housing and employment development. This

area is currently used for mineral processing and other industrial activities. Proposals have recently been granted outline planning permission.

Residential development will be restricted to an area of about 2 ha. north of the spur access to the site from Caird Avenue and employment development restricted to an area of about 4 ha. to the south.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- **Provision of satisfactory vehicular access from Caird Avenue**
- **Improvement to the junctions of Caird Avenue with Ashley Road and the A337**
- **Provision of an access point about 180m south of roundabout on Caird Avenue to include provision of pedestrian refuge**
- **Retention of woodland and balancing pond on the northern part of the site**
- **Provision of pedestrian/cycle access with links to the existing footpath and cycleway network. In particular provision of footpath and cycleways from the site to Carrick Way and south through the site to link with Caird Avenue**
- **A landscape buffer being created between the employment and residential development in order to protect the amenities of residents and along Caird Avenue**
- **A 25m buffer being provided between Carrick Way woodland and any development on the site in order to safeguard the Site of Importance for Nature Conservation. This buffer could serve a dual function as open space**
- **Provision of an enhanced landscape buffer between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337 and to provide a high quality setting for the development**
- **On site provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.**



Map NMT 2/3/4: Land at Caird Avenue

- 4.99 Immediately to the east of Site NMT3 is an area (Site NMT4) currently used for mineral processing and other activities. Although currently within the Green Belt, this area has been subject to sand and gravel extraction and processing, and the landscape has been degraded by this process. The Council considers that this area could be considered for further development, both for housing and employment. This could help to meet the Core Strategy requirements and would provide significant environmental benefits by securing the restoration of the site. Map NMT4 below shows the full extent of the area that could be allocated for housing and employment development. It would be possible to provide for the 5 hectares of employment and most if not all of the 110 dwellings on this site, although a smaller development would also be a possibility.
- 4.100 The housing development would probably best be located on the northern part of the site and employment to the south, This would fit in well with the already permitted development to the west adjoining Caird Avenue. However, other arrangements are possible. If it is decided that the land in this area should be allocated for both residential and employment development, a development brief/master plan for the whole area will be prepared to ensure that the best form of development and substantial environmental benefits are achieved.
- 4.101 The Council considers that an extension of the allocation east of Caird Avenue is the most suitable area to accommodate the Core Strategy provision (Policy CS18) of up to 5 hectares of additional employment land adjoining New Milton.

NMT4: Land east of Caird Avenue – possible further extension eastwards

An additional area east of Caird Avenue, as shown on Map NMT 2/3/4 (above), is identified as a possible additional site for employment development and also possible residential development. This could provide for about 5 hectares of employment land in accordance with Policy CS18 of the Core Strategy, and land for residential development for up to about 90 dwellings to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Caird Avenue through the existing permitted scheme to the west of the site
- Improvement to the junctions of Caird Avenue with Ashley Road and the A337
- Retention of important trees on the site and its boundaries
- Provision of pedestrian/cycle access and routes through the site and linking with the footpath and cycleway network. In particular provision of a footpath links to Carrick Way Woodland and the planned development to the west of the site
- A landscape buffer being created between employment and residential development.
- A 25m buffer being provided between Carrick Way Woodland and Ashley Meadows, and any development on the site in order to safeguard the Site of Importance for Nature Conservation. This buffer can serve a dual function as open space
- Provision of an enhanced landscape buffer between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337 and to provide a high quality setting for the development
- On site provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.
- Provision of land for allotment gardens to provide a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

- 4.102 Development in this area would need to be co-ordinated with the cessation of minerals processing activities. The development should secure the restoration of all land in this area despoiled by minerals working and associated activities.

Other possible greenfield housing sites

- 4.103 While the Council does not consider that there are other suitable sites to meet the Core Strategy employment requirements, there are other options for meeting the housing requirement as set out below.

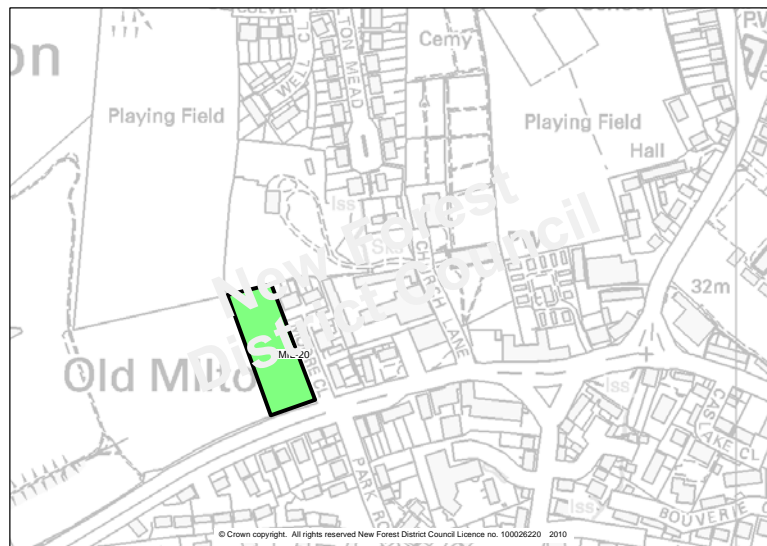
- 4.104 Site NMT5, land off Moore Close, has previously been identified for allotment provision in the Local Plan. However, the site has not come forward for allotments and the Council now considers that a better use of the site would be for housing, with allotments provided elsewhere in New Milton.

NMT5: Land off Moore Close

Land off Moore Close, as shown on Map NMT2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 0.4 hectares could accommodate around 10-12 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- **Provision of satisfactory vehicular access from Moore Close**
- **Provision of pedestrian/cycle access to the site which links with existing footpaths and cycleways. A pedestrian link through the development should give access to Fawcetts Field public open space to the west**
- **Retention of important trees and hedgerows on the site boundaries**
Provision of children's play space located within the residential development.



Map NMT5: Land off Moore Close

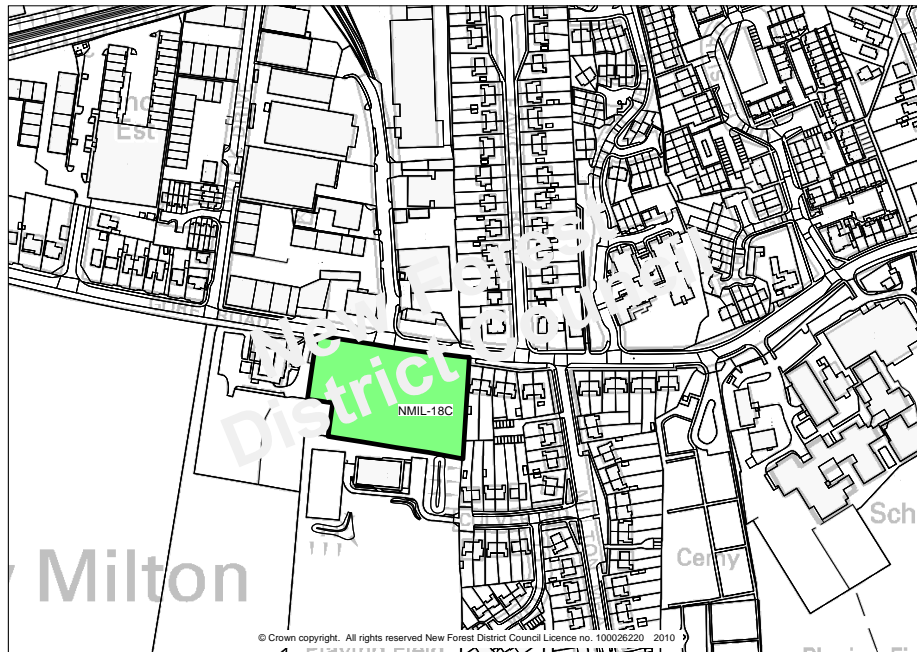
- 4.105 Site NMT6, a small site south of Gore Road east of the Old Barn, is a further possible housing site. Redevelopment of the large agricultural building and hard-standing which adjoins Gore Road could improve the appearance of this area.

NMT6: Land south of Gore Road, east of the Old Barn

Land south of Gore Road, as shown on Map NMT6 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 0.8 hectares could accommodate around 15 - 20 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Gore Road
- Provision of grass verges and a hedgerow on the Gore Road frontage to reflect the character of this side of Gore Road
- Public open space provision of informal open space and natural play space on site.



Map NMT6: Land south of Gore Road

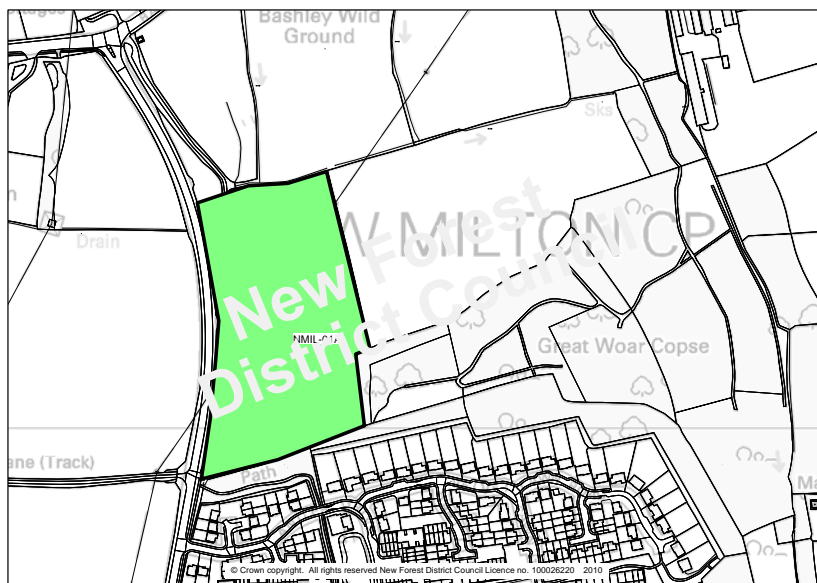
- 4.106 A further option that could be considered for future housing development is land to the north west of the town as shown in Site NMT7. The site is east of Stem Lane, and north of Antler Drive. It is in the Green Belt. If the site is allocated for development, the Green Belt boundary would need to be redrawn to exclude this land. This site would extend the developed area of New Milton into open countryside very close to the edge of the New Forest National Park and therefore could be considered less acceptable than the other options.

NMT7: Land east of Stem Lane, west of Great Woar Copse

Land east of Stem Lane, west of Great Woar Copse, as shown on Map NMT7, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 3.8 hectares could accommodate around 60 - 80 dwellings. Formal open space could be provided on land to the north of the site.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Stem Lane
- Provision of cycle route within the site linking Stem Lane to the south with Bashley Cross road to the north. (See NMT14.5)
- The area of hedgerow and hedgerow trees between the site and Stem Lane being retained as far as possible, while allowing for the creation of a safe access to the site.
- A 25m buffer being provided between Great Woar Copse and development in order to safeguard the Site of Importance for Nature Conservation. This could serve a dual function as open space.
- The stream and hedgerow on the northern boundary being retained as a Green Infrastructure corridor
- Provision of informal open space, an equipped or mixed natural and equipped play area and space for young people on the site.
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map NMT7: Land east of Stem Lane

Sites within the town

- 4.107 In addition to the allocation of greenfield sites for new residential development, two sites within the existing built-up area are also identified as possible sites for residential development. These are:
- Land east of Fernhill Lane
 - Ashley Cross Garage and Motor Repairs, Ashley Lane
- 4.108 The land to the east of Fernhill Lane is the small remaining part of a larger allocation for residential development made in previous Local Plans. It is proposed to carry forward the allocation of this site for housing.

NMT8: Land east of Fernhill Lane

The existing allocation of land east of Fernhill Lane for residential development, as shown on the Map NMT8, is proposed to be carried forward into this Plan. The site could accommodate around 15 dwellings.



Map NMT8: Land east of Fernhill Lane

- 4.109 Site NMT9, Ashley Cross Garage and Motor Repairs, was identified in the Council's Employment Land Review as an existing employment site which should be redeveloped. It is considered that an appropriate residential redevelopment of the site would provide environmental improvements and so it is proposed for allocation.

NMT9: Ashley Cross Garage and Motor Repairs, Ashley Lane

Land of Ashley Cross Garage and Motor Repairs, as shown on Map NMT9, is proposed as a site for residential development. The site could accommodate around 10 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site will be subject to:

- Provision of satisfactory vehicular from Ashley Lane
- Retention of trees on the northern boundary of the site



Map NMT9: Ashley Cross Garage and Motor Repairs, Ashley Lane

Small scale residential developments

- 4.110 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. The Core Strategy assumes residential development within the existing defined built-up area of New Milton and Barton on Sea will be at significantly lower rates than in the recent past. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Future development proposals will be expected to comply with the guidance in the New Milton Local Distinctiveness Supplementary Planning Document, adopted in July 2010.

Employment at New Milton

Green Belt boundary

- 4.111 The Green Belt boundary around New Milton and Barton on Sea will be amended as appropriate to reflect development allocations which are made in the final Plan.

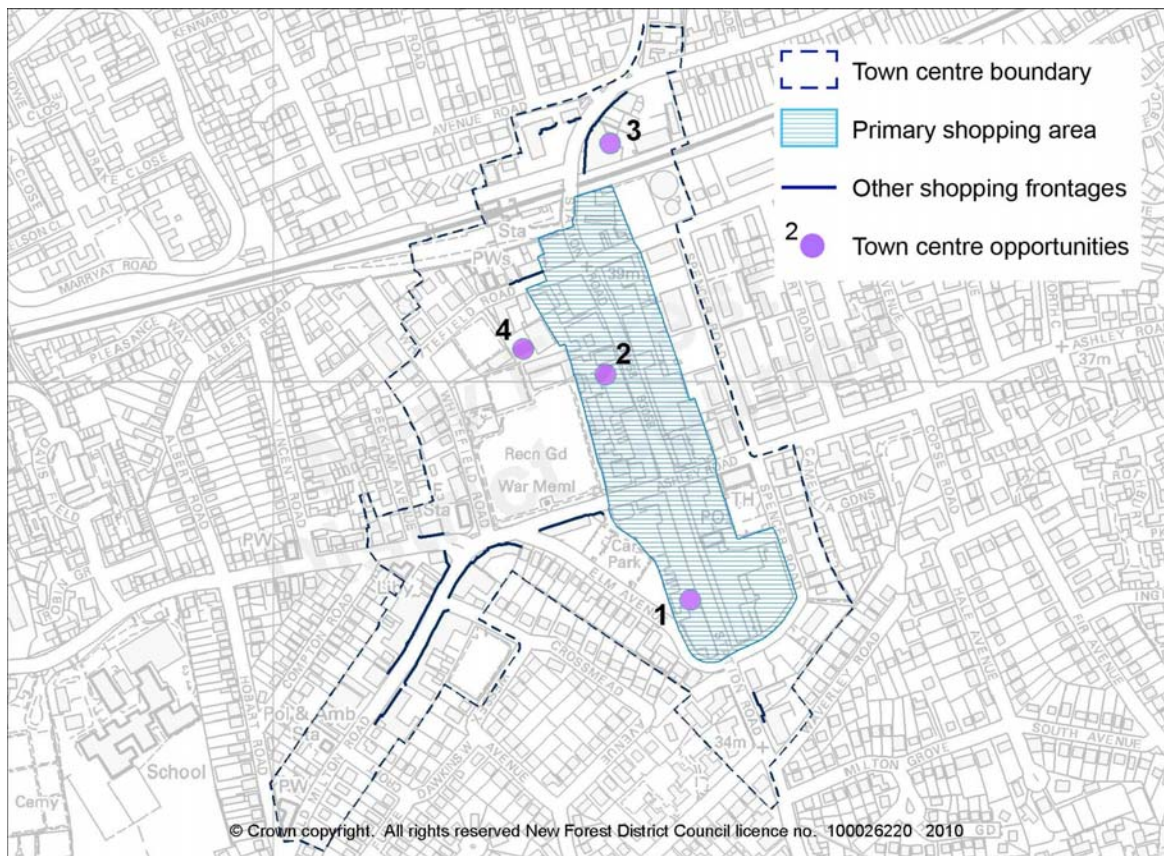
In addition, some minor amendments are proposed to the Green Belt boundary, as set out in Appendix 4.

New Milton town centre

- 4.112 New Milton town centre is an important shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.

NMT10: Town centre boundaries
The town centre boundary, the primary shopping area and secondary shopping frontages in New Milton town centre, as shown on the Local Plan Proposals Map, are proposed to be carried forward.

- 4.113 Within the Primary Shopping Areas, Policy DM 15 applies. Within the Secondary Shopping Frontages, Policy DM 16 applies. Policy DM 17 applies elsewhere within the town centre boundary.
- 4.114 Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map NMT-TC1 below shows the boundaries, together with the Town Centre Opportunity sites identified in Policy NM11 below.



Map NMT-TC1: New Milton Town Centre

4.115 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12d), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

NMT11: Town centre opportunity areas

The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

	Site Address	Development opportunity primarily for the following uses:
1	The Post Office, 22-24 Station Road	Retail
2	Numbers 36 to 46 Station Road	Retail
3	Land bounded by Station Road and the Railway Line	Retail/ Office
4	The Memorial Hall, off Whitefield Road	Cultural/ Entertainment/ Community facilities

4.116 Development proposals on these sites should be primarily for the uses indicated in the policy, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (See Annex 1) and with other policies of this Plan and the Core Strategy.

Local shopping frontages

4.117 The Local Shopping frontages in New Milton are defined on the Proposals Map. Policy DM 18 applies.

4.118 It is proposed to make a revision to a frontage as set out below and shown on Map NMT12 below.

NMT12: Old Milton Lymington Road Local Shopping Frontage

It is proposed that the local shopping frontage at Lymington Road Old Milton is revised as shown on Maps NMT12:

- **Extend to include Lidl supermarket and two further retail units. All 3 units are in A1 use and are part of the Local Shopping Frontage at Old Milton.**



MapNMT12: Local shopping frontage Old Milton

Green Infrastructure and Open Space at New Milton

Green Infrastructure Strategy for New Milton

- 4.119 The Green Infrastructure Strategy for New Milton is set out in Map *(to be inserted)*. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

[Insert map here]

- 4.120 The footpath linking Dark Lane to Fernhill Lane residential area (see transport proposal NMT14.12) footpath is an important component of the green infrastructure strategy. It will improve links for pedestrians and will help encourage walking within the town, providing a more direct link between the north east and north west areas of New Milton.
- 4.121 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

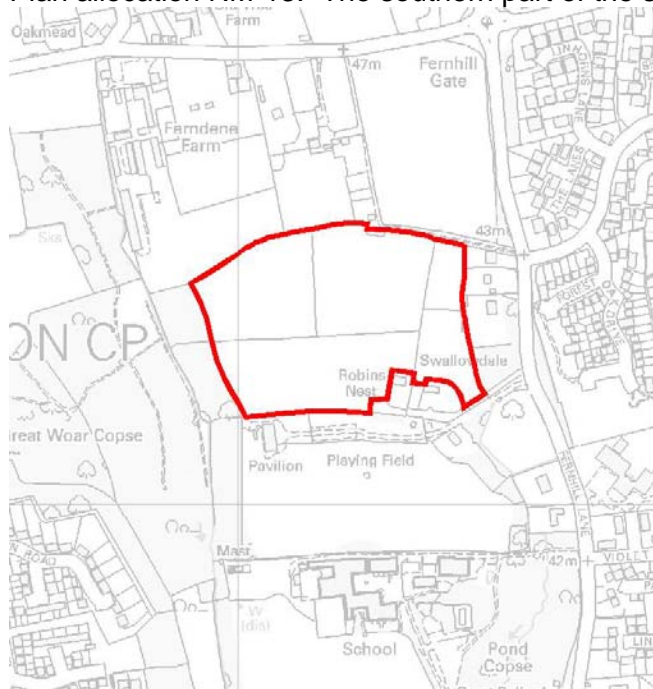
- 4.122 Since the previous Local Plan was adopted, the following proposals for additional public open spaces have been implemented at:
- (a) 1.6 hectares of formal open space at Land Adjoining Ashley Sports Ground (NM-14)
 - (b) 4.9 hectares of formal open space at Land west of Fernhill Land (NM-14 south)
 - (c) 4.8 hectares of informal open space at Land North of Lake Grove Road (NM-15)
 - (d) 0.5 hectares of informal open space at Land at Barton on Sea sewage works (NM-16)
 - (e) 1.5 hectares of formal open space North of Fawcett's Field
- 4.123 These areas, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM7.

NMT13: Public Open Space Proposals in New Milton

The following sites, as shown on Maps NMT13a, NMT13b and NMT13c below, are proposed to be allocated for public open space:

- (a) 5.9 hectares of formal open space at land west of Fernhill Lane
- (b) 3.5 hectares of open space at land off Culver Road
- (c) 2 hectares of informal open space south of Lymington Road

- 4.124 Proposal NMT13(a), land west of Fernhill Lane is the northern half of former Local Plan allocation NM-13. The southern part of the site has been implemented.



Map NMT13a – Proposed Public Open Space - west of Fernhill Lane

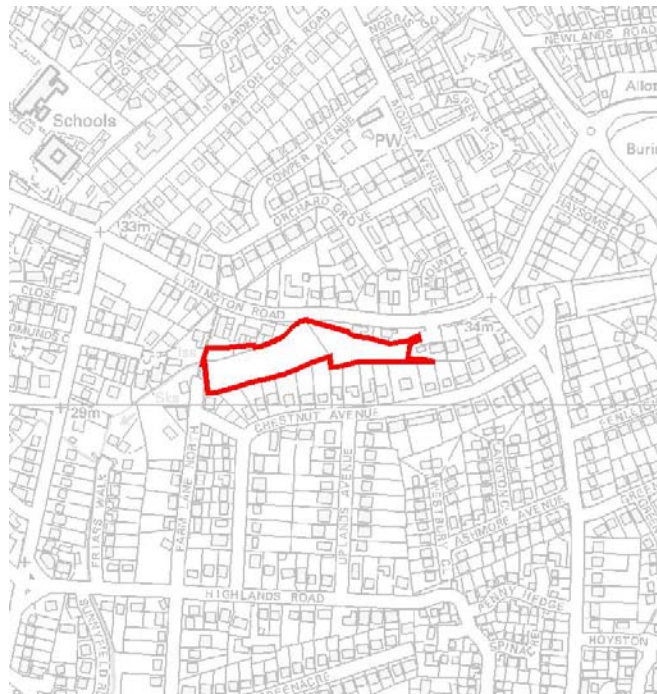
- 4.125 Proposal NMT13(b), land off Culver Road, was previously used as additional playing fields by Arnewood School but is no longer needed. It is proposed to

acquire and develop this site as open space. This may include moving some uses from the War Memorial Recreation Ground.



Map NMT13b – Proposed Public Open Space - off Culver Road

- 4.126 Proposal NMT13(c), for informal open space south of Lymington Road, is to address a localised deficiency in informal open space in the Old Milton area.



Map NMT13c – Proposed Public Open Space - south of Lymington Road

- 4.127 The open space proposals form part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.
- 4.128. Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport proposals at New Milton

- 4.129 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 4.130 A full list of proposed transport schemes for New Milton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

NMT14: Transport Schemes

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in New Milton are proposed:

Junction improvement

NMT14.1 (NM/T/18): Station Road / Manor Road Junction improvements including junction realignment.

This is a significant scheme to assist the safe movement of traffic at this location improving safety of pedestrians and cyclists in the area. The improved junction can encourage walking and cycling to the town centre by providing an improvement in safety at the junction.

Cycle route proposals

NMT14.2: A337 to Ashley Road via Caird Avenue superstore (NM/T/11)

On and adjacent to road cycle route from A337 to Ashley Road via Caird Avenue. This scheme requires non highway land to implement the section along Caird Avenue linking through to Carrick Way. This route will connect to existing cycle routes and encourage cycling in this area of New Milton. The off road section could be included as part of the development of site NM9.

NMT14.3 (NM/T/2): Chatsworth Way - Gore Road: Cycleway linking the industrial estate to residential to north of rail line.

This cycle route consists of on and off road sections including a dismount section over the railway bridge. The off road section requires the use of non highway land

in the area of open space to the north of the bridge to implement the proposal. The cycle route provides a route through the town centre connecting to other cycle routes serving the wider New Milton area encouraging cycling as an alternative mode of travel to the car.

NMT14.4 (NM/T/3): Old Milton to Gore Road via Church Lane & Milton Mead cycle route.

The cycle route requires the use of non highway land to implement the off road section between Milton Mead and Church Lane. The route provides connection to other proposed routes in the Barton on Sea area linking towards Arnewood School, the leisure centre and New Milton town centre. This will improve links in the town for cyclists and will encourage cycling to school.

NMT14.5 (NM/T/7): New Lane (NPA boundary) to Gore Road, on and off road cycle route along Stem Lane.

This route is predominantly on road and within highways boundary however the northern section of this route is off road requiring non-highway land to implement. This route can encourage cycling in this area of New Milton and can provide cycle route connections to the trading estate in New Milton.

NMT14.6 (NM/T/5): Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use route.

This proposed scheme will be implemented within the highway boundary; however is an extensive route utilising the roadside verge adjacent to Gore Road. The eastern section of the route utilises the existing footway and the section of the route to the west of the School is a new route on the existing verge. This route would provide a safe link for cyclists connecting western areas of New Milton to the town centre and the Arnewood School and New Milton leisure centre, encouraging cycling in this area.

NMT14.7 (NM/T/17): Gore Rd to Marley Avenue Cycle Route across bridge via Davis Field.

This proposed cycle route includes a short dismount section on the bridge over the railway. The scheme requires non-highway land to implement and will provide greater permeability of the town for cyclists through provision of a route crossing the railway line. This route also connects to other routes encouraging cycling between the residential area in this part of New Milton to the town centre.

Footpath improvement proposals

NMT14.8 (NM/T/38): Footpath from Caird Avenue to Lower Ashley Road linking to Carrick Way, Wentwood Gardens and Glen Spey.

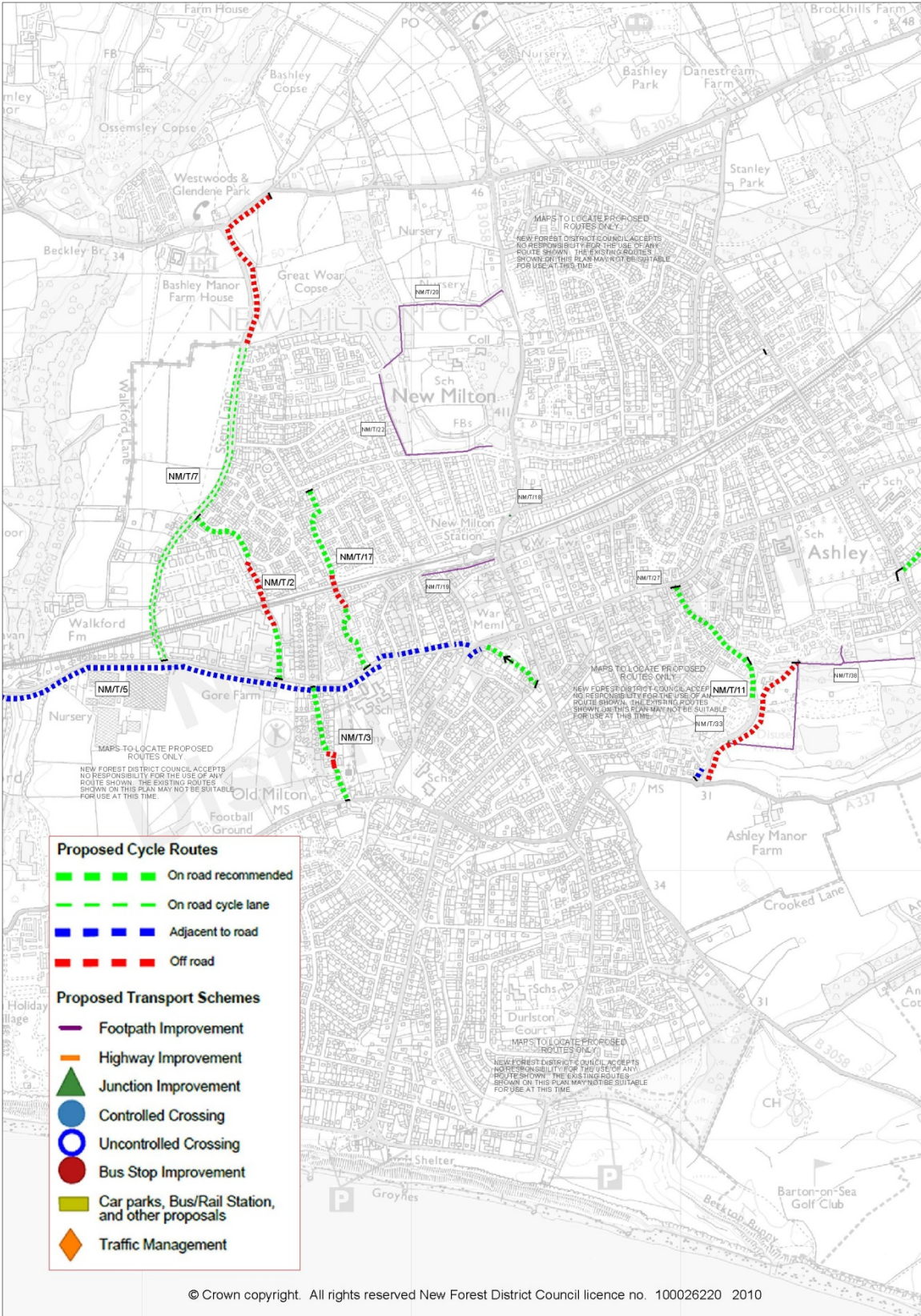
This scheme requires land to implement. Part of the route is proposed to be provided as part of the development of the land to the east of Caird Avenue.

NMT14.9 (NM/T/19): Station Road/Albert Road footpath improvements along railway embankment.

This route requires use of non highway land to implement. The proposal will improve accessibility to the rail station which can help encourage non car travel, it also can encourage walking to the services and facilities within the town centre.

NMT14.10 (NM/T/20): Provision of a footpath (0.8km) linking Dark Lane to Fernhill Lane residential area to west of sports facilities.

This route is based on the previous Local Plan policy DW-T10.46. It requires non highway land to implement. The route will improve links in the town for pedestrians and will encourage walking within the town, providing a more direct link between the north east and north west parts of New Milton



Map NMT14: Transport Schemes New Milton

5. Site Specific Proposals - Ringwood, Fordingbridge, the Avon Valley and Downlands

- 5.1 This section of the consultation document sets out site-specific proposals. Following the consultation these proposals will be reconsidered. For those that are to be included in the proposed submission Development Plan Document, site-specific policies will be drafted having regard to the considerations set out below and to points made in the consultation responses.
- 5.2 The policies in this section are set out settlement-by settlement, working clockwise round the plan area – broadly following the structure of Section 9 of the Core Strategy: *Local implications of the spatial strategy*.
- 5.3 The background to the proposals set out below is set out in the following Background Papers in particular:
- BP: 38b
 - BP: 40
 - BP: 44
- 5.4 The general policies set out in:
- The Core Strategy,
 - National Planning Policy Statements and
 - Development Management policies set out in Section 2 of this document;
- all apply where relevant to the sites referred to below. The criteria set out below set out the specific additional key matters related to the development of each site.
- 5.5 Supplementary planning documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.
- 5.6 The local implications of Core Strategy for Ringwood, Fordingbridge, the Avon Valley and Downlands are set out on pages 91 to 93 of the Core Strategy. Below, this consultation document sets out for each individual settlement the site-specific proposals and transport proposals to help achieve the policies set out in the Core Strategy. The proposals are set out in the following order:
- Bransgore
 - Ringwood
 - Fordingbridge, Ashford and Sandleheath

Bransgore

- 5.7 The strategy for Bransgore is summarised on page 93 of the Core Strategy.
- 5.8 Within the framework set in the Core Strategy, site-specific policies for Bransgore which the Council is considering including in the Plan are set out below.

Housing at Bransgore

- 5.9 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 10 dwellings at Bransgore specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
- 5.10 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration. Having appraised those suggestions the Council does not consider that there are any suitable sites for allocation within or immediately adjoining Bransgore village boundary (as set out in the Sustainability Appraisal Report – Background Paper 40). However, there may be scope to address local housing needs on sites not specifically identified in this Plan through Core Strategy Policy CS22 ‘Affordable housing for rural communities.’
- 5.11 There may also be limited scope to provide some housing to address local housing needs as part of proposals to resolve the future of the former military training and rest camp in Derritt Lane – known both as Sopley Camp and Merryfield Park (Site SOP1 below). This site is very close to Bransgore, although located in Sopley Parish.
- 5.12 Small scale residential developments will continue to be permitted on appropriate sites within the defined village area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Green Belt boundary

- 5.13 Some minor amendments are proposed to the Green Belt boundary, as set out in Appendix 4. These are primarily related to small isolated areas of Green Belt that remain after deletion of Green Belt designation within the National Park which surrounds Bransgore on most sides. The areas proposed to be removed from the Green Belt would be brought within the village boundary.

Bransgore Local Shopping Frontage

- 5.14 The Bransgore Local Shopping frontage, as defined in the previous Local Plan, is proposed to be carried the forward unchanged. Policy DM 19 applies.

Green Infrastructure and Open Space at Bransgore

- 5.15 The Green Infrastructure Strategy for Bransgore is set out in Map *(to be inserted)*. Policy DM-6: Green Infrastructure applies to the identified Green Infrastructure features.

[Insert map here]

- 5.16 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open space

- 5.17 Since the previous Local Plan was adopted, 3 hectares of additional formal open has been provided at Bransgore (implementation of Local Plan Policy BG-1)
- 5.18 This area, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM7.
- 5.19 It is not proposed to allocate any further sites in Bransgore for open space. Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Sopley Camp

- 5.20 Sopley Camp (also known as Merryfield Park) is a site of some 28.5 hectares in Derritt Lane to the west of Bransgore but in Sopley Parish. It was established in World War II as the residential camp for RAF Sopley. 91 of the original buildings remain on the site have been used for various purposes. When it was still owned by the government the site was used by the Household Cavalry as holiday accommodation and to temporarily accommodate Vietnamese boat people. The site has been privately owned for some time. It lies in the Green Belt. Its 'lawful use' has been established to be a 'training or rest camp on an occasional basis including day and residential training, education and activity courses and ancillary uses.'
- 5.21 The planning policy in the adopted Local Plan for Sopley Camp is that development, including the re-use of buildings, will not be permitted and that the Council will encourage the restoration of the site to agriculture and forestry. However, there is no legal obligation on the landowners to restore the site to agriculture and forestry and the Council accepts that there has to be some incentive for this to happen.
- 5.22. One option would be to do nothing, in which case it is likely that existing buildings would remain for the foreseeable future with continuing disputes about authorised/unauthorised uses. However, the Council considers that in order to resolve the future of this site a better approach could be to allow a limited amount of new development to enable environmental improvements to be made across the site, and secure the removal of the former military buildings and structures. This approach is set out, for consultation, in proposal SOP1 below. Clearing these buildings from the site would allow the satisfactory resolution of issues relating to lawful and unauthorised uses. If this principle is supported by the local community, detailed proposals could be drawn up for a site restoration plan which will need to be realistic, deliverable and provide real overall benefits. Given the local sensitivities associated with this site, it will

be essential that any future proposals are drawn up in association with the local community.

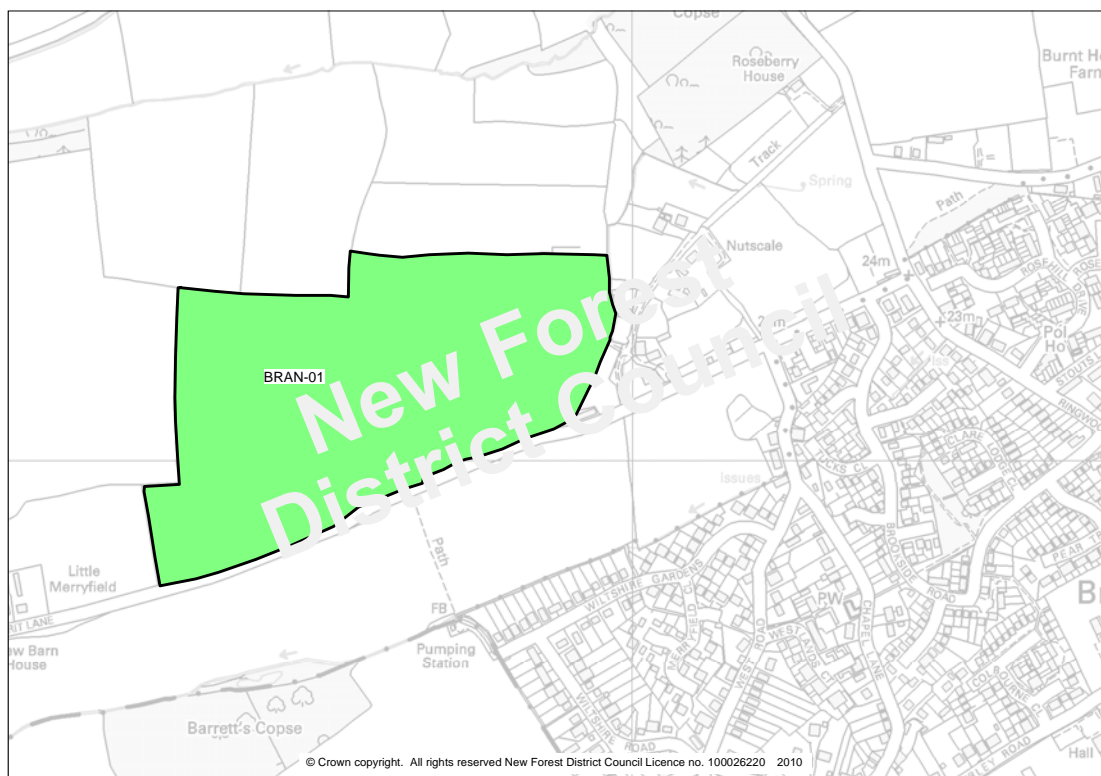
- 5.23. **At this stage in the preparation of the Plan the Council has made no decision about the future of Sopley Camp. The Council will only come to a firm view following consideration of comments made in response to this public consultation document.**

SOP 1: Sopley Camp (Merryfield Park)

To enable the restoration of Sopley Camp, a limited amount of development may be permitted within the framework of a comprehensive site restoration plan to remove existing buildings and hardstandings, return most of the site to agriculture and forestry, and significantly improve the environmental appearance of the site.

The total amount of development will be limited to that needed to produce a financially viable scheme that achieves these aims, demonstrated to the satisfaction of the local planning authority. The possible uses on the site may include business uses, training/education and a limited amount of residential accommodation (including affordable housing).

The developed part of the site of the site should be the closest part to Bransgore.



Map SOP1: Sopley Camp

Ringwood

- 5.24 The strategy for Ringwood is summarised on page 92 of the Core Strategy.
- 5.25 Within the framework set in the Core Strategy, site-specific policies for Ringwood which the Council is considering including in the Plan are set out below.

Housing and employment at Ringwood

- 5.26 In this section land for housing and employment development are dealt with together as the Core Strategy requires land to be identified for both.
- 5.27 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for 150 dwellings in Ringwood. The housing development will be subject to the requirement that 50% of the housing provided should be affordable housing as set out in Policy CS15(a).
- 5.28 With regard to employment, the Core Strategy (Policy CS18) provides for up to 5 hectares of additional employment land adjoining Ringwood.
- 5.29 This plan seeks to identify the most appropriate locations where these developments could take place.
- 5.30 Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified two areas for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration would be acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40).
- 5.31 The areas being considered as possible housing land allocations are:
- RING1: Land south of Ringwood, west of Crow Lane
 - RING2: Land east of Ringwood, north of Hightown Road
- 5.32 These two areas can be regarded as alternatives for meeting housing land needs. For the reasons outlined below, the Council does not consider that the land east of Ringwood can be put forward as an option for meeting employment land needs.
- 5.33 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for greenfield development. The Council will only come to a firm view following consideration of comments made in response to this public consultation document. However, the Council's preliminary view is that the land to the south west of Crow Lane and adjacent to Crow Arch Lane is the best location and that it can meet the need for both housing and employment land.**
- 5.34 The Council has previously proposed that land at Lynes Farm, east of Ringwood south of the A31, could be allocated for employment uses. This was considered in detail at a previous Local Plan Public Inquiry and was firmly rejected by the Inspector. Having regard to the evidence submitted by the Highways Agency, he concluded that it would

not be possible to create a safe junction to the site from the A31 to serve employment development on this site. The Inspector's report into the New Forest District Local Plan (First Alteration) stated that in the Inspector's view, based upon the evidence provided to him, the existing junction joining the A31 would not be capable of serving additional development without causing congestion and highway safety concerns and essentially there would be no realistic solution to solving this problem. Without a direct junction onto the A31, traffic to this site would be using unsuitable roads within the town. He was also concerned about the impact of development on the open countryside between Ringwood and the National Park.

Possible development sites at Ringwood

Land south of Ringwood west of Crow Lane

- 5.35 A substantial site (about 7 hectares) on the east side of Christchurch Road is already allocated for employment uses in the adopted Local Plan. This site has lain empty for more than 20 years. It comprises the former Wellworthy site and Hampshire County Council depot. It is proposed that this land continues to be allocated for employment development, subject to the criteria set out in Proposal RING1 below. The Council would like to see this site brought back into productive use as soon as possible.

RING1: Industrial land (including former Wellworthy site) east of Christchurch Road Ringwood

The existing Local Plan allocation to the east of Christchurch Road, shown on Map RING1 below, is proposed to be carried forward. The land is identified for employment development (industrial / office / storage and distribution uses) to provide for employment needs in accordance with Policy CS17 of the Core Strategy.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- **Within the site, the provision of an access road linking from Christchurch Road to land south of Crow Arch Lane Industrial Estate; (See RING3 below)**
- **A full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;**
- **Appropriate transport contributions being paid towards any necessary transport improvements, including junction improvements with the A31 in the town centre;**
- **Provision of a cycle route within the site linking the Christchurch Road to New Street; (See RING8.7)**
- **Foot and cycle links to the Castleman Way and the Christchurch Road (See RING8.10);**
- **Full contamination remediation work to an employment development standard;**
- **Compatible employment uses being located in those areas of the site closest to existing housing. Consideration will need to be given to any impact on residential amenities in terms of noise or other disturbance.**

- 5.36 In addition, a small part of another previous Local Plan employment land allocation south of Castleman Way remains undeveloped. It is proposed to carry forward the remaining part of this employment land allocation as set out in RING2 below.

RING2: Land south of Castleman Way

The existing Local Plan allocation south of Castleman Way, shown as on Map RING1 below, is proposed to be carried forward. The land is identified for employment development (industrial / office / storage and distribution uses) to provide for employment needs in accordance with Policy CS17 of the Core Strategy.

- 5.37 Beyond these two remaining allocations, the adopted Local Plan (Policy RW-12) identifies an area of about 10 hectares of land to the west of Crow Lane as a reserve site for possible residential and employment development. Although not a firm allocation for development, this area has been recognised as an appropriate location for future development in Ringwood. The land identified by Local Plan Policy RW-12 alone is not sufficient to accommodate the development requirements of the Core Strategy. In addition to the 150 dwellings and 5 hectares of additional employment land on greenfield sites, a substantial public open space allocation for formal playing fields is also sought in this Plan. However, there is further “white land” already excluded from the Green Belt to be considered for possible longer term development in this location (see MapRING1). The proposal set out in RING3 below to provide for both the Core Strategy’s housing and employment development needs together with open space, could take up all of the white land currently excluded from the Green Belt south of Ringwood.

RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane

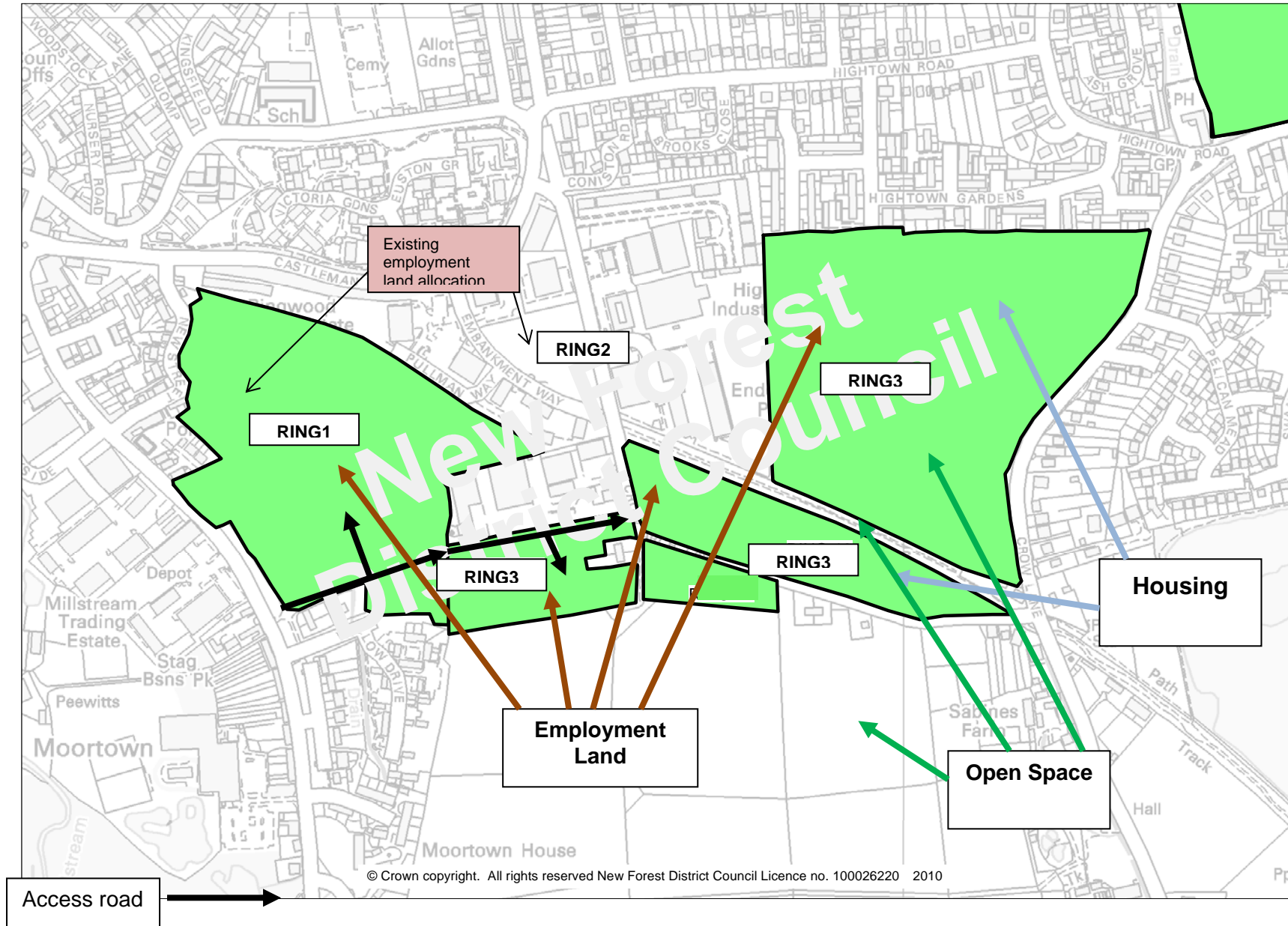
Land south of Ringwood, west of Crow Lane and Lane and adjacent to Crow Arch Lane, as shown on Map RING1 below, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11 and CS15 of the Core Strategy, employment development in accordance with Policy CS18(a), and public open space. Land in this area will accommodate 150 dwellings, and up to 5 hectares of employment land. In addition to public open space requirements associated with the developments own requirements, land will be allocated for formal public open space.(Playing fields.)

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- **The residential development being located principally in the northern and eastern parts of the site adjoining the existing housing**
- **The employment development being located in the western and southern parts of the site, primarily adjoining Crow Arch Lane Industrial Estate and Hightown Industrial Estate**
- **Provision of an access road linking Christchurch Road to Crow Arch Lane (See also Policy RING 1)**
- **A full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with**
- **Appropriate transport contributions being paid towards any necessary transport improvements, including junction improvements with the A31 in the town centre**
- **Retention /enhancement of the green route/cycleway on the route of the old railway line**

- **Provision of links to the proposed cycle route on Hightown Gardens to the north of the site and the proposed cycle route on the Castleman Trailway towards the south of the site including links across the site**
- **Public open space provision, both formal and informal, of around 1.2 to 1.4ha, including provision of children's play space(s) located within the residential development (Based on 150 dwellings)**
- **The provision of land (at least 2 hectares) to provide formal playing fields, on site or on suitable adjacent land, to help address the shortfall of playing fields in Ringwood.**
- **Provision of land for a minimum of 15 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.**
- **Appropriate phasing of development being agreed, to tie in with the prior development of the majority of site RING1.**

Map RING 1: Land south of Ringwood west of Crow Lane



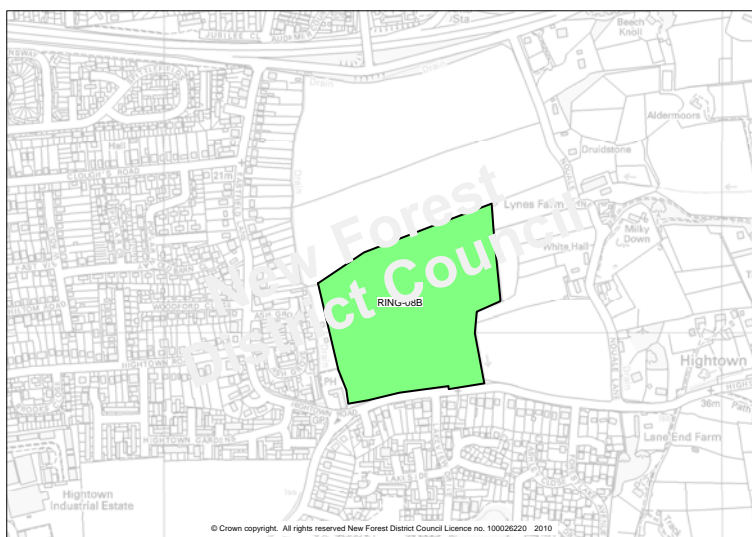
- 5.38 As an alternative to RING3, it would be possible to allocate the housing development on land to the north of Hightown Road, as set out in RING4 below. However, if this development options was proposed, the employment land allocation of up to 5 hectares of land would still be provided on land at Crow Arch Lane as proposed in RING3. This alternative is not the Council's preferred option but this will be reconsidered in the light of the consultation response. A third variation would be to split the housing between the two sites.

RING4: Land north of Hightown Road

Land north of Hightown Road, as shown on Map RING4 below, is identified as an alternative possible site (to site RING3) for up to 150 dwellings, to provide for housing needs in accordance with Policies CS11 and CS15 of the Core Strategy, and public open space. In addition to public open space requirements associated with the developments own requirements, land would be allocated for formal public open space. (Playing fields).

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- **Provision of an appropriate vehicular/foot and cycle access to the site from Hightown Road**
- **The protection of existing hedgerows on the site boundaries**
- **The provision of green infrastructure corridors utilising the existing streams/ditches along the southern and eastern boundary of the site**
- **Landscaping works to the eastern and northern boundaries of the site in order to screen the development from the New Forest National Park**
- **Public open space provision, both formal and informal, of around 1.2 to 1.4ha, should be provided adjacent to the existing children's play area on the western boundary of the site (Based on 150 dwellings)**
- **The provision of land (at least 2 hectares) to provide formal playing fields, on site or on suitable adjacent land, to help address the shortfall of playing fields in Ringwood**
- **Provision of land for a minimum of 15 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.**



Map RING4: Land north of Hightown Road

Sites within the town

- 5.39 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. The Core Strategy assumes residential development within the existing defined built-up area of Ringwood will be at significantly lower rates than in the recent past. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. The Council intends to prepare a Ringwood Local Distinctiveness Supplementary Planning Document.

Ringwood town centre

- 5.40 Ringwood town centre is an important shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.

RING5: Town centre boundaries

The town centre boundary, the primary shopping area and secondary shopping frontages in Ringwood town centre, are as shown on Map RING-TC1.

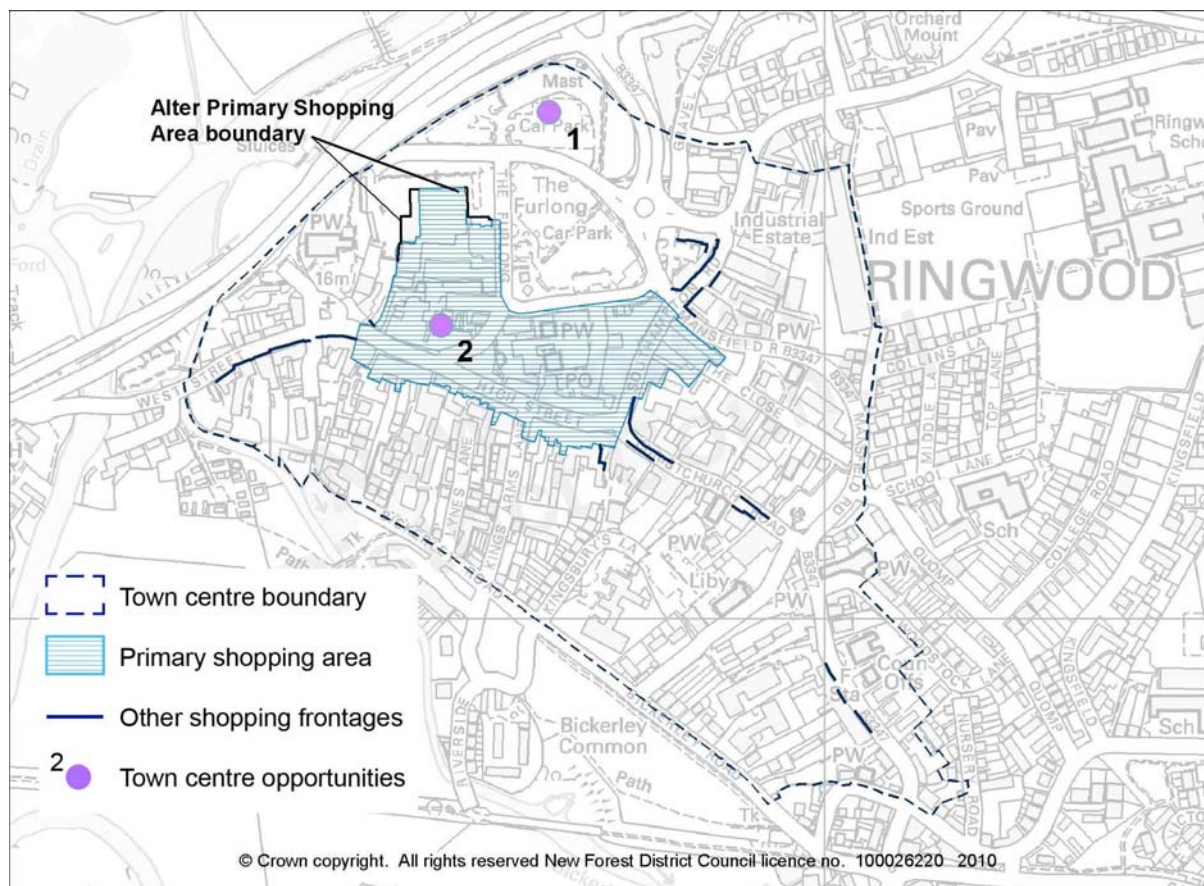
- 5.41 Within the Primary Shopping Areas, Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 5.42 The town centre boundary, the primary shopping area and secondary shopping frontages are all as defined in the previous Local Plan. Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn, however minor revisions will be made to the Town Centre boundary to recognise development that has taken place in the Furlong Centre. MapRING-TC1 below shows the boundaries, together with the Town Centre Opportunity sites identified in RING 6 below.
- 5.43 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12d), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

RING6: Town centre opportunity areas

The following sites are identified as 'Town centre opportunity sites'. Proposals for development or redevelopment on these sites should be for the uses indicated below:

	Site	Development opportunity primarily for the following uses:
1	The Furlong Long Stay Car Park	Retail
2	Former Cinema Site, Market Place and Environs	Retail/Entertainment/Office

- 5.44 Development proposals on these sites should be primarily for the uses indicated in the policy, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (See Annex 1) and with other policies in this Plan and the Core Strategy.



Map RING-TC1: Ringwood Town Centre

- 5.45 Policy RW-1 of the previous Local Plan allocated the Bus Depot site on West Street for a mixed use residential development. As the site is subject to flood risk it is proposed to delete this allocation.

Green Infrastructure and Open Space at Ringwood

- 5.46 The Green Infrastructure Strategy for Ringwood is set out in Map *(to be inserted)*. Policy DM-6: Green Infrastructure applies to the identified Green Infrastructure features.

[Insert map here]

- 5.47 The proposed Crow Arch Lane to Moortown Lane cycle route (see Transport proposal RING8.3 below) and the proposed cycle route from Castleman Way to Crow Lane are important parts of the Green Infrastructure Strategy.

- 5.48 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

- 5.49 Since the previous Local Plan was adopted, additional public open spaces have been provided at:
- (a) 4 hectares of formal open space at Land between Long Lane and Green Lane (Local Plan Policy RW-13)
 - (b) 3.9 hectares of informal open space at Land at Hurst Ponds (Local Plan Policy RW-14)
 - (c) 0.5 hectares of informal open space at Land east of Hightown Lane (Local Plan Policy RW-15)
- 5.50 These areas, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM- 7.
- 5.51 One open space allocation is proposed to be carried forward from the Local Plan. This is the southern part of previous Local Plan Allocation RW-13: Land west of Green Lane. The northern part of this allocation has been implemented. The provision of the remainder of the allocation will assist in addressing the formal open space deficiency in Ringwood.

RING 7: Public Open Space Proposal, land west of Green Lane
3.1 hectares of formal open space at land west of Green Lane is allocated for public open space, as shown on Map RING 7

- 5.52 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.



Map RING7: Open space allocation, land west of Green Lane

Transport proposals at Ringwood

- 5.53 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 5.54 The Ringwood Town Access Plan (a Supplementary Planning Document) sets out the full list of proposed transport schemes for Ringwood. The majority of the improvements set out in the Ringwood Town Access Plan are transport schemes which can take place within the existing highway land and are not specifically identified in this document.
- 5.55 This Plan suggest the provision of a possible access road linking, Christchurch Road to Crow Arch Lane, to serve new employment development. (See RING1 and RING3 above.)

Strategic Transport Scheme

- 5.56 The Highways Agency have a proposal for a 'lane gain merge' and closure of West Street access on to A31. This is a significant scheme designed to alleviate congestion and improve safety problems on the westbound carriageway. The provision of an additional lane will mean traffic no longer has to merge directly into the running lanes of traffic improving driver safety at this point. This scheme can take place within the existing highway land.

Local Transport Schemes

RING8: Transport Schemes

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Ringwood are proposed:

Cycle route proposals

RING8.1 (PC2): Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.

The cycle route is an on and off road cycle route that involves the use of non highway land to implement, utilising an area of open space for the off road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through the town improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31.

RING8.2 (PC3): School Lane to Cloughs Road: On road cycle route via Manor Road with short off road section adjacent to the Schools.

This scheme requires the use of non highway land to implement, in particular the widening of the footpath adjacent to the school playing fields. This cycle route improves accessibility and linkages to the town and schools from the residential area to the east, reducing the need to travel by car, which can help reduce congestion particularly that associated with school traffic.

RING8.3 (PC6): Crow Arch Lane to Moortown Lane - Cycleway across fields to Moortown Lane.

This cycle route which includes a small section on Crow Arch Lane requires non highway land to implement and will provide improved access to the town from the south. This route will encourage cycling to the employment sites in the southern part of the town, helping reduce traffic congestion in this area of Ringwood.

RING8.4 (PC8): Cycle route - Castleman Way to Crow Lane via Embankment Way.

This adjacent to road and off road cycle route requires the use of non highway land to implement, utilising the former rail line. This route continues the existing "Castleman Trailway" route, improving accessibility to Ringwood and the industrial estate from the Crow area. (See also Ring 1)

RING8.5 (PC11): Castleman Way to Town Centre via Quomp and The Close on road cycle route with off road section by Victoria Gardens.

This scheme requires the use of non highway land to implement the off road section in Victoria Gardens. This cycle route can assist in encouraging cycling to/from the town centre. The new and improved crossing points along the route will increase pedestrian and cyclist safety and confidence aiding in promoting walking and cycling.

RING8.6 (PC14): Cycle route from Mansfield Road to Southampton Road via Carvers sports ground.

This scheme includes adjacent, on and off road sections of cycle route and involves the use of non highway land through Carvers sports field. The route improves accessibility and permeability of the town for cyclists away from the major roads in the town centre. This can encourage cycling as an alternative to car travel for short trips through the town.

RING8.7: Moortown to Castleman Way via New Street on and adjacent to road cycle route (PC15).

This is a significant scheme that involves the use of non highway land through the former Wellworthy site and highways verge for the adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood. (See Ring 3)

Footpath improvements

RING8.8 (PR1): Southampton Road enhanced pedestrian environment to make the area safe and attractive for walking and cycling, southern section to Fridays Cross.

This scheme forms part of Phase 2 of the current Country Towns Initiative scheme (described in scheme reference AP1 in the Ringwood TAP). The scheme is the second phase of a significant environmental scheme improving pedestrian facilities in the town centre along Southampton Road. The scheme will enhance the pedestrian environment in the town centre and provide improved links to the services and facilities

in the centre of Ringwood. The improved pedestrian links will promote walking to and from the town centre as a viable alternative to car travel for short trips.

RING8.9 (AP2): Cloughs Road footpath improvement and provision where missing.

This scheme involves the use of non highway land to implement the footpath widening. The footpath improvements will assist safe walking in this area of Ringwood which will encourage walking to and from the town centre to this residential area.

RING8.10 (PC20): Moortown to Town Centre via Quomp improvements to existing paths and footways, including footway link through Wellworthy site.

This is a significant scheme which provides an improved footpath route connecting Castleman Way and Christchurch Road and requires non highway land to implement the section passing through the Wellworthy site. The section of footway link proposed through the Wellworthy site is to be provided as part of development of the site following a similar route to cycle route PC15 (See Ring 3). The improvements along Christchurch Road through to Castleman Way will improve the permeability of this area of Ringwood for pedestrians encouraging walking to the town centre from the southern area of Ringwood.

RING8.11 (PC21): Southampton Road, west of Frampton Place, footpath widening.

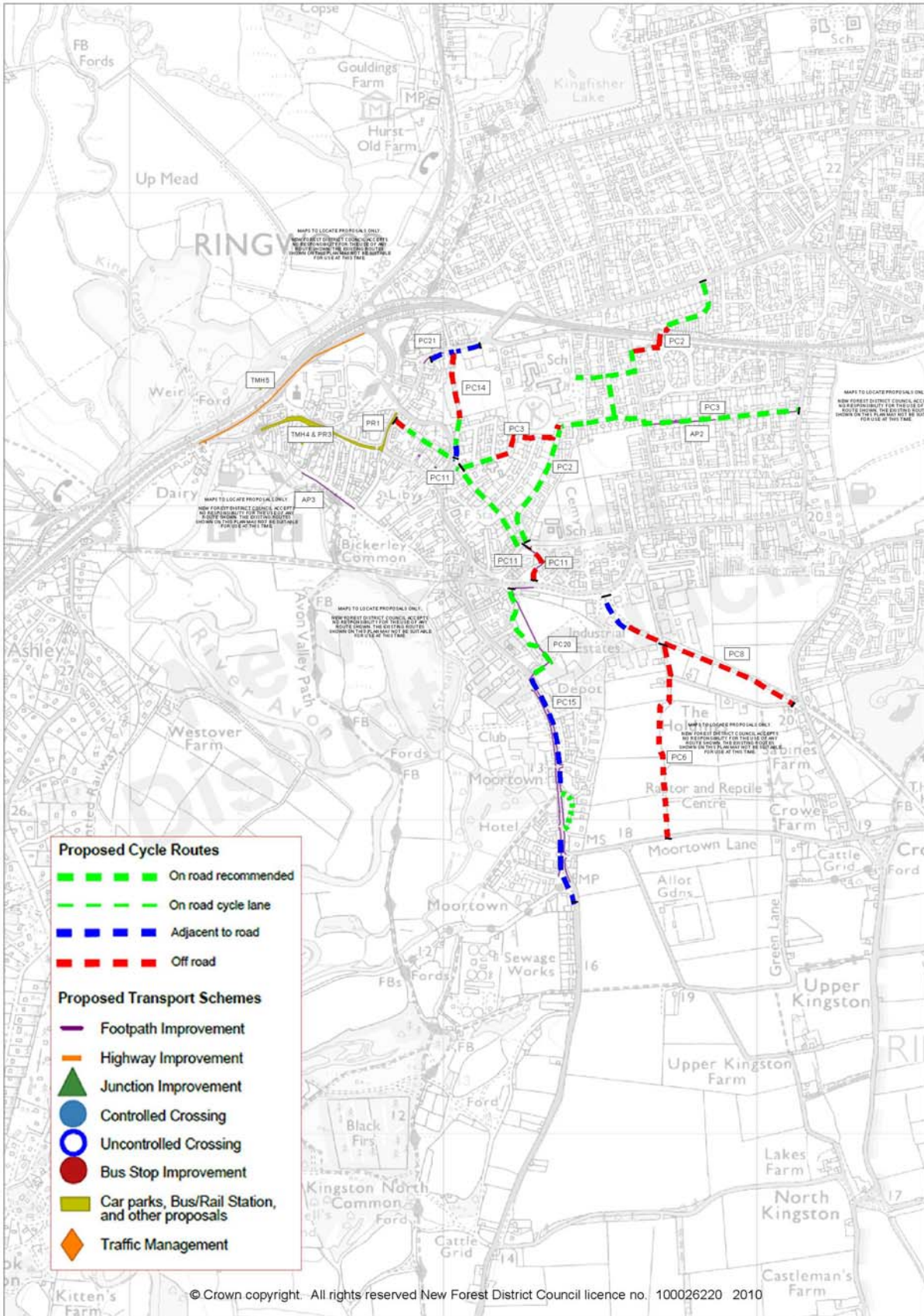
This scheme requires the use of non highway land to implement the widening of the footpath. This will assist pedestrian safety encouraging walking to and from this area of Ringwood as well as improving accessibility to the Ringwood School and recreation ground.

RING8.12 (AP3): Extension of footpath alongside Bickerley Road to create a continuation to 'Danny Cracknell Pocket Park'.

This scheme requires the use of non highway land to implement the footpath extension adjacent to Bickerley Road. This scheme will continue and develop upon the pedestrian network in this area, helping promote walking in and around the town.

RING8.13 (TMH4): Improve facilities for pedestrians to encourage greater footfall in this part of the shopping area whilst maintaining vehicle access for shopping and servicing.

This transport scheme includes improved pedestrian links along West Street and dropped crossings to be provided on High Street. This is a significant pedestrian facility improvement scheme that creates an improved pedestrian environment which will encourage walking/cycling to the town centre reducing reliance on the private car, improving access for all.



Map RING8: Transport Schemes Ringwood

Avon Valley Lakes

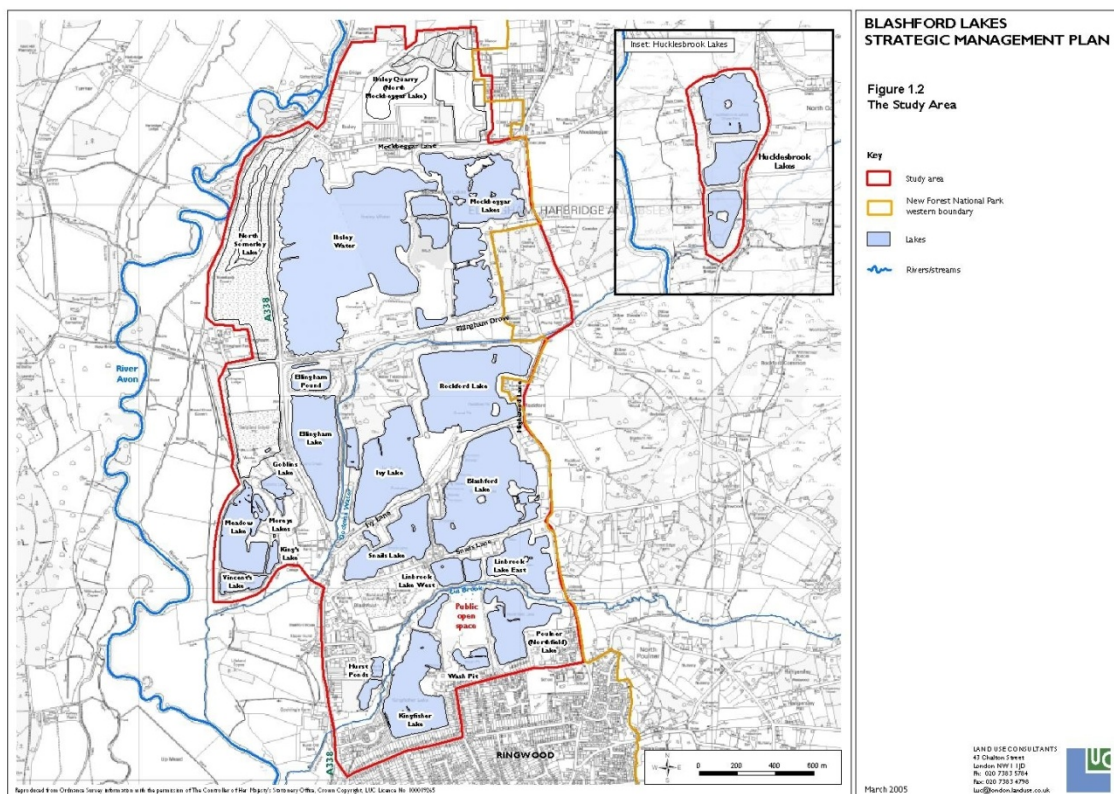
- 5.57 The Avon Valley Lakes, to the north of Ringwood, and created as a result of sand and gravel extraction, have been developed as an important area for water storage, nature conservation and recreational use. The area is now subject to an agreed Management Plan for the area – the Blashford Lakes Strategic Management Plan (February 2006).

Avon 1: Avon Valley Lakes

The Avon Valley Lakes area, as shown on the Proposals Maps, is safeguarded for the following uses:

- Water storage
- Nature conservation and environmental education
- Recreational uses, which are compatible with water storage and nature conservation interests

- 5.8 In considering development proposals within this area particular regard will be given to the Blashford Lakes Strategic Management Plan and the implementation of the Management Plan strategy.



Map Avon1: Area covered by Blashford Lakes Strategic Management Plan

Fordingbridge, Ashford and Sandleheath

- 5.59 The strategies for Fordingbridge, Ashford and Sandleheath are summarised on pages 92-93 of the Core Strategy.
- 5.60 Within the framework set in the Core Strategy, site-specific policies for Fordingbridge, Ashford and Sandleheath, which the Council is considering including in the Plan, are set out below.

Housing at Fordingbridge, Ashford and Sandleheath

- 5.61 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 150 dwellings at Fordingbridge and up to around 10 dwellings at each of Ashford and Sandleheath specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Policy CS15(b).
- 5.62 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council is proposing one site in each of the settlements for consideration in this public consultation document as set out below. The Council does not consider that other sites suggested for consideration would be acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40).
- 5.63 The sites being considered as possible housing land allocations are:
- FORD1: Land east of Whitsbury Road, Fordingbridge
 - ASH1: Land adjoining Jubilee Crescent, Ashford
 - SAND1: Land west of the Scout Centre, south of Station Road, Sandleheath
- 5.64 **At this stage in the preparation of the Plan the Council has made no decision about the allocation of these sites for development. The Council will only come to a firm view following consideration of comments made in response to this public consultation document.**

Possible site for housing adjoining Fordingbridge

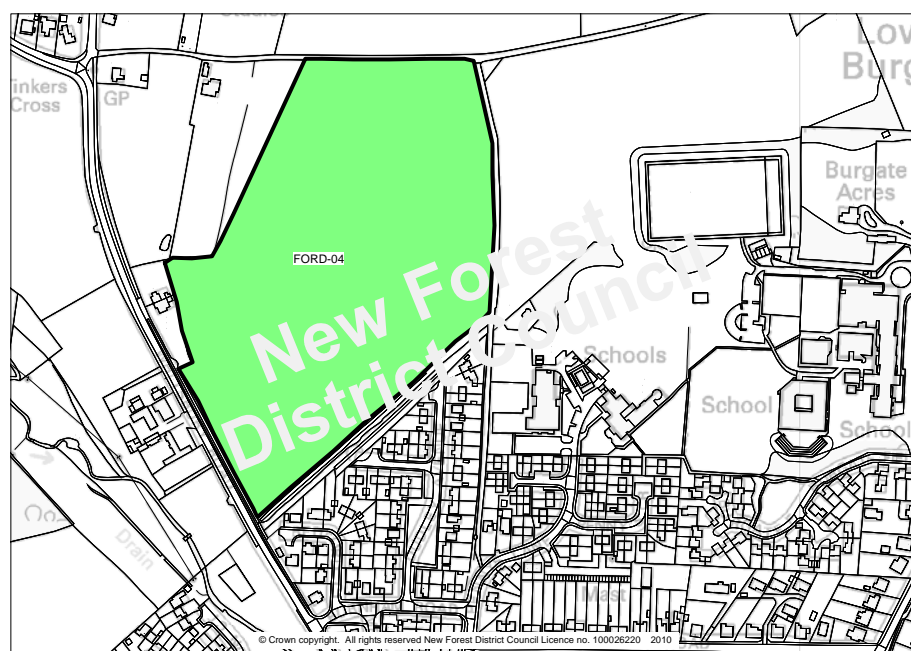
- 5.65 Only one suitable site for possible development has been identified in Fordingbridge. This site was identified in the previous Local Plan as a public open space allocation. It has not been possible to implement that proposal, but the allocation of land in this area for housing development would enable the provision of additional playing fields to be secured and also would provide opportunities to improve accessibility to schools from residential areas to the south and west.

FORD1: Land east of Whitsbury Road, Fordingbridge

Land east of Whitsbury Road, as shown on map FORD1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The site could accommodate around 100 dwellings. The remaining area of this site should provide for 2.8 hectares of public open space.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- Provision of satisfactory vehicular access from Whitsbury Road
- Provision of pedestrian/cycle routes linking with footpaths and cycleways and the adjoining school sites. An area of drop-off and pick-up parking should be provided at the entrance to the site, with direct pedestrian/ cycleway links provided through to the Fordingbridge school sites, utilising the route of the former railway line.
- Retention of important trees and hedgerows on the boundaries of the site and within the site, including the group of mature pines on the southern boundary backing into Hertford Close
- Strengthening of the landscape buffer along the Whitsbury Road frontage and the south-eastern boundary of the site. Landscape the northern edge of the developed area in order to screen development and provide a suitable boundary between the development and countryside beyond
- Public open space provision, including provision of natural children's play spaces and recreational space for young people located within the residential development and formal open space on the northern part of the site
- Provision of safe access across Whitsbury Road in order to allow children to access the existing equipped play area to the south west of the site (see transport proposal FO/T/12)
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.



Map FORD1: Land east of Whitsbury Road, Fordingbridge

Possible site for housing adjoining Ashford

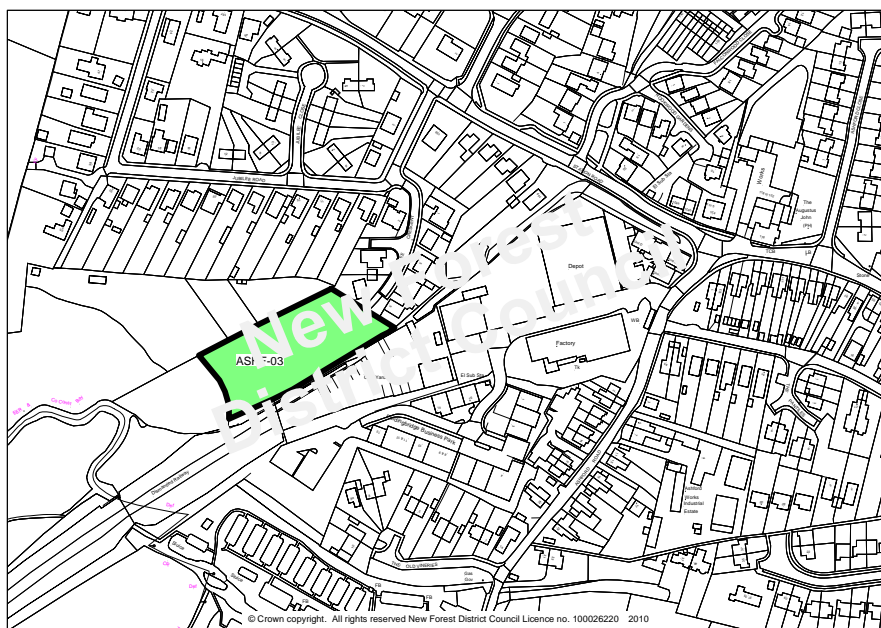
5.66 Only one small site for possible development is put forward for consultation in Ashford.

ASH1: Land adjoining Jubilee Crescent, Ashford

Land adjoining Jubilee Crescent, as shown on Map ASH1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The site could accommodate up to 10 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- Provision of satisfactory vehicular access from Jubilee Crescent
- Retention of trees and hedgerows on the northern, western and southern boundaries of the site
- Provision of pedestrian access through the development to the line of the dismantled railway, enabling links to nearby public rights of way.
- Public open space provision, including provision of natural children's play space located within the residential development



Map ASH1: Land adjoining Jubilee Crescent, Ashford

Possible site for housing adjoining Sandleheath

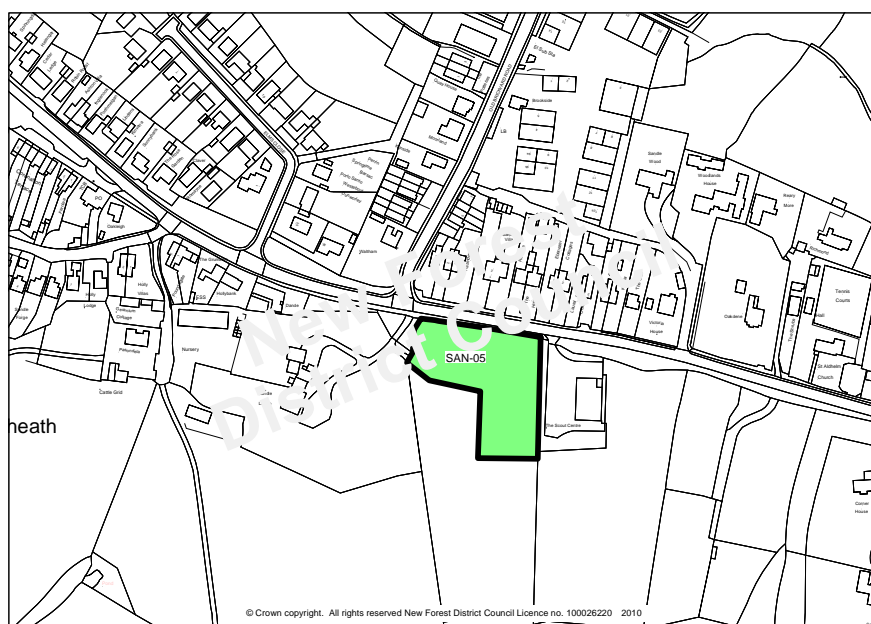
5.67 Land adjacent the Scout Centre car park, south of Station Road as shown on the proposals map has been identified as a possible housing allocation. It is estimated that the developable area of the land adjacent to the Scout Hut is about 0.4ha and that there is capacity for up to approximately 8-10 dwellings on the site.

SAND1: Land to west of Scout Centre, south of Station Road

Land to the west of the Scout centre, south of Station Road, as shown on Map SAND1, is identified as a possible site for residential development of up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

In addition to policy requirements in the Core Strategy and the Development Management Policies in Section 2 of this document, development on this site will be subject to:

- A landscape buffer being provided on the southern boundary of the site;
- On-site provision of a natural play space (of around 0.1ha, based on 10 dwellings).



Map SAND1: Land to the west of the Scout Centre

Sites within Fordingbridge, Ashford and Sandleheath

- 5.68 In addition to the allocation of greenfield sites for new residential development, small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up areas. The Core Strategy assumes residential development within the existing defined built-up areas will be at significantly lower rates than in the recent past. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

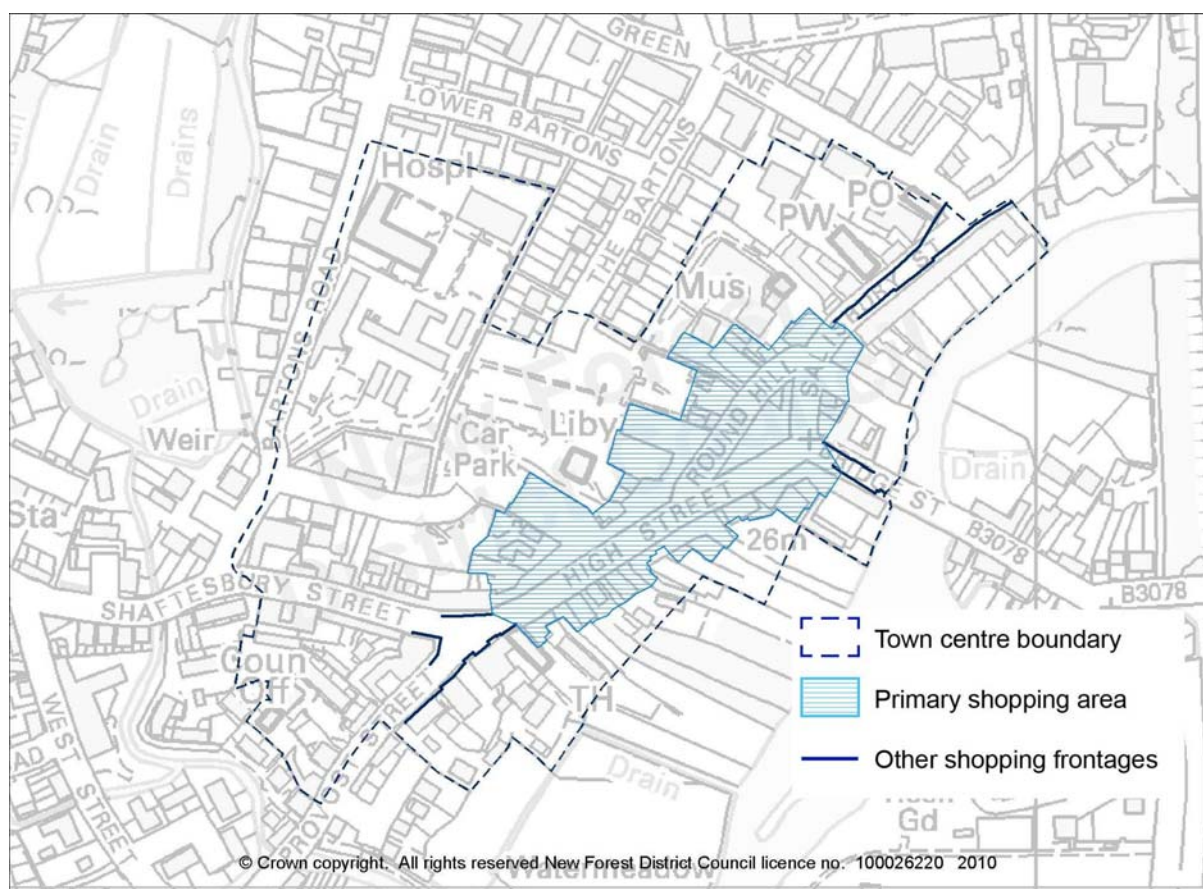
Fordingbridge town centre

- 5.69 Fordingbridge town centre provides an important local shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.

FORD2: Town centre boundaries

The town centre boundary, the primary shopping area and secondary shopping frontages in Fordingbridge town centre, are as shown on Map FORD TC1 (below).

- 5.70 Within the Primary Shopping Areas, Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 5.71 The town centre boundary, the primary shopping area and secondary shopping frontages are all as defined in the previous Local Plan. Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map FORD TC1 below shows the boundaries.



Map FORD TC1: Fordingbridge Town Centre

- 5.72 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12d), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.
- 5.73 The need for additional retail floorspace in Fordingbridge (identified in Policy CS20 of the Core Strategy) is small and will be addressed through extensions to existing shops.

Green Infrastructure and Open Space at Fordingbridge, Ashford and Sandleheath

Green Infrastructure Strategy for Fordingbridge, Ashford and Sandleheath

5.74 The Green Infrastructure Strategy for Fordingbridge, Ashford and Sandleheath is set out in Map *(to be inserted)*. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

[Insert map here]

5.75 The following transport proposals are particularly important with regard to the Green Infrastructure Strategy:

- FORD4.4 (FO/T/7): Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on road section linking to the town centre.
- FORD4.7: Footpath from Green Lane to Shaftsbury Street
- FORD4.8: Footpath along disused railway line from Ashford to Dorset

5.76 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

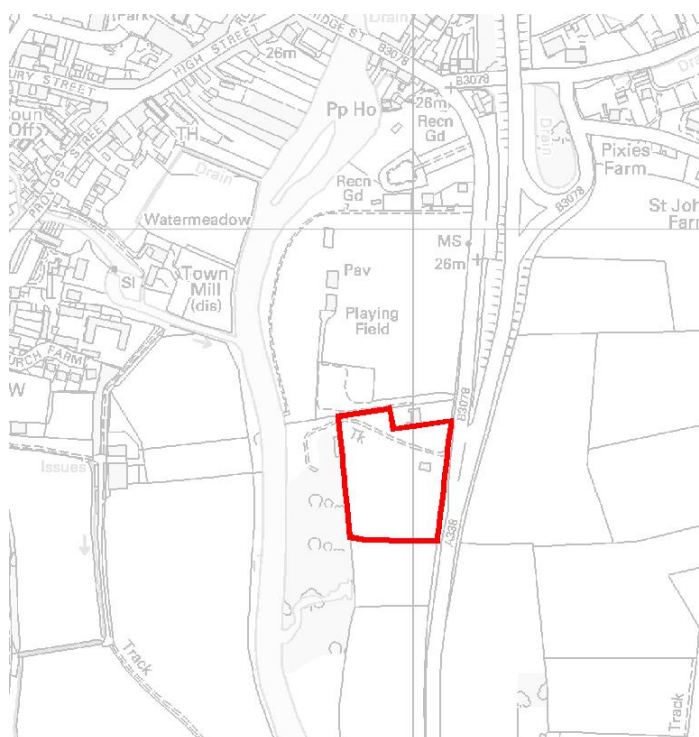
5.77 Since the previous Local Plan was adopted, no proposals for public open space have been implemented in Fordingbridge, Ashford or Sandleheath. Any areas provided as part of a development scheme will be shown as existing public open space on the Proposals Map and protected by Policy DM7 .

5.78 An open space allocation on land south of Fordingbridge Recreation Ground (FORD3) is proposed to be carried forward from the adopted Local Plan. This will be used to extend the recreation ground and provide additional sports pitches. It will assist in addressing the deficiency in formal open space in Fordingbridge.

FORD 3: Open Space south of Fordingbridge Recreation Ground
1.5 hectares of formal open space is allocated south of Fordingbridge Recreation Ground, as shown on Map FORD3

5.79 In addition, the proposed allocation of 2.8 hectares of formal open space at Land east of Whitsbury Road in association with new residential development will assist in addressing the deficiency in formal open space in Fordingbridge.

5.80 Projects relating to the improvement of existing open spaces in Fordingbridge, Ashford and Sandleheath will be set out in the Open Space SPD.



Map FORD3: Open space allocation, south of Fordingbridge Recreation Ground

Transport proposals at Fordingbridge, Ashford and Sandleheath

- 5.81 The transport improvements set out below are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 5.82 A full list of proposed transport schemes for Fordingbridge, Ashford and Sandleheath is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (See Background Paper 44).

FORD4: Transport Schemes

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Fordingbridge and Ashford are proposed (there are no specific proposals at Sandleheath):

Cycle route proposals

FORD4.1 (FO/T/1): Marl Lane to Station Road, Ashford, on and off road cycle route via Falconwood Close.

This scheme requires non highway land to implement, utilising an existing footpath route. This scheme will encourage cycling in the area by providing a safe off road route connecting Ashford to northern areas of Fordingbridge and other routes connecting to schools and Fordingbridge town centre.

FORD4.2 (FO/T/2): Pennys Lane to Marl Lane crossing Whitsbury Road via Charnwood Drive and Avon Meade and along former railway line.

This cycle route links through the residential area of this part of Fordingbridge with links to the schools off Burnham Road. The off road section of this route requires the use of non highway land to implement, providing a safe off road link across an area of open space. This route will encourage cycling, particularly to the Fordingbridge Infant and Junior Schools which may help reduce congestion and traffic in this area.

FORD4.3 (FO/T/6): Cycle route - Ashford to Normandy Way along Station Road.

This cycle route along Station Road to Fordingbridge town centre includes an adjacent to road section on Station Road which will require the use of non highway land to implement. The route will provide improved cycle links to and from Fordingbridge town centre and the west of the town and Ashford area. This can encourage cycling to the town centre, helping reduce congestion in the town.

FORD4.4 (FO/T/7): Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on road section linking to the town centre.

This cycle route requires the use of non highway land to implement and provides a link to the town from areas to the south of Fordingbridge. This will encourage cycling as a viable alternative to car travel to the town, due to the provision of a safer off road route connecting to the town.

FORD4.5 (FO/T/8): Avon Meade to Green Lane: On and off road cycle route.

This proposal includes sections along Avon Meade, Parsonage Park Drive and across an existing footpath route from Meadow Avenue to Green Lane and on road sections along Green Lane. The section of route through the area of open space between Meadow Avenue and Green Lane requires non highway land to implement. The route provides improved accessibility and permeability of the town for cyclists, encouraging cycling for shorter trips in the town.

Footpath improvement

FORD4.6 (FO/T/13): Improved footpath route from Flaxfields End (off Station Road).

This scheme provides improved access and links to the play area and residential development on Reeder Close. The footpath requires the use of non highway land to implement and will provide greater permeability of pedestrian routes encouraging walking through the town.

FORD4.7: Footpath from Green Lane to Shaftsbury Street

The creation of a 0.5km footpath from Green Lane to Shaftsbury Street, through the southern part of Sweatfords Water, will create better links from north Fordingbridge from the town centre and provide greater recreational opportunities within the town.

FORD4.8: Footpath along disused railway line from Ashford to Dorset

This will provide a recreational route from Ashford to footpaths in Dorset

- 5.84 The proposal in the previous Local Plan (Policy FB-11) to extend the car park adjoining the A338 slip road will not be carried forward into this Plan as a proposal.

(Transport proposals Map to be added)

Appendices

- Appendix 1: List of Background Papers
- Appendix 2: National Planning Policy Statements and Guidance
- Appendix 3: “Saved” policies of the New Forest District (outside the National Park) Local Plan and its First Alteration which shall cease to be in force on adoption of the Sites and Development Management Development Plan Document.
- Appendix 4: Schedule and associated maps of proposed changes to Built-Up Area boundaries and Green Belt boundaries.
- Appendix 5: Other deletions from adopted Local Plan
- Appendix 6: Existing open spaces to be protected by proposed policy DM7

Appendix 1: Local Development Framework Background Papers

Background Paper Number	Name/Title	Date of Publication	Available via NFDC Website?
1	Citizens Panel Survey on Planning Issues	2004	Yes
2	Young People's Panel Survey on Planning Issues	2007	Yes
3	Response to Employment DPD Preferred Options consultation	2007	Yes
4	Future Matters - Issues and Options	December 2006	Yes
5	Future Matters Issues and Options – Report on Responses	February 2007	Website only
6	Summary of response to Future Matters consultation	2007	Yes
7	Core Strategy Development Plan Document Preferred Options (including Appendices)	October 2007	Yes
8	Response to Preferred Options consultation	2008	Yes
9	Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (at September 2008)	September 2008	Yes
10	Summary of Progress with Preparation of Town and Village Plans		Yes
11	Range of facilities in the Plan Area's main towns and villages		Yes
12	New Forest District Town Centre Strategy – Strategic Assessment	July 2006	Yes (Conclusions and recommendations)
12a	Lymington Town Centre Strategy Study	July 2006	Yes (Conclusions and recommendations)
12b	New Milton Town Centre Strategy Study	July 2006	Yes (Conclusions and recommendations)
12c	Ringwood Town Centre Strategy Study	July 2006	Yes (Conclusions and recommendations)
12d	Totton Town Centre Strategy Study	July 2006	Yes (Conclusions and recommendations)

Background Paper Number	Name/Title	Date of Publication	Available via NFDC Website?
13	PPG 17 Sport, Recreation and Open Space Study	February 2007	Yes
14	Employment Land Review	2005	Yes
15	Economic Profile of New Forest District	2006 (HCC)	Yes
16	Analysis of Employment Development Trends	2006	Yes
17	Employment allocations in adjoining districts	2006	Yes
18	Property Market Review - a commercial viewpoint 2005 (Vail Williams)	2005	Yes
19	Business Needs Survey Report	2005	Yes
20	Urban Housing Potential Study (Draft)	October 2007	Yes
21	Strategic Housing Land Availability Assessment	October 2008	Yes
22	Gypsy & Traveller Accommodation Assessment (Hampshire)	2007	Contact Policy and Plans Team
23	South Hampshire Housing Market Assessment (Parts I and II)	April 2005/October 2006	Yes
24	Central Hampshire and New Forest Strategic Housing Market Assessment	November 2007	Yes
25	Affordable Housing Economic Viability Assessment	August 2007	Yes
26	Affordable Housing Economic Viability Study: Report on Residential to Residential sites and the impact of other community charges (Community Infrastructure Levy)	September 2008	Yes
27	Sustainability Appraisal Scoping Report	May 2006	Yes
28	Strategic Flood Risk Assessment	October 2007	Yes
29	Draft Habitats Regulations Assessment of Preferred Options document (Appropriate Assessment)	October 2007	Yes
30	Habitats Regulations Assessment (Appropriate Assessment) of Core Strategy	September 2008	Yes

Background Paper Number	Name/Title	Date of Publication	Available via NFDC Website?
31	Transport Assessment/Assessment of Preferred Option and 2008 Update	June 2007/September 2007/July 2008	Yes
32	Sustainability Appraisal Report of Preferred Options	October 2007	Yes
33	Sustainability Appraisal Report of Core Strategy	October 2008	Yes
34a	Core Strategy Delivery Plan	October 2008	Yes
34b	Core Strategy Draft Infrastructure Delivery Plan	February 2009	Yes
Sites and Development Management DPD Background Papers			
35	Renewable Energy Potential Assessment in the New Forest District	September 2010	No
36	Poole and Christchurch Bays SMP2	November 2010?	No
37	North Solent SMP	November 2010?	No
38a	New Forest District (outside the National Park) Green Infrastructure Strategy	January 2011	Yes
38b	New Forest District (outside the National Park) Open Space Profiles	January 2011	Yes
39	Update to Sustainability Appraisal Scoping Report	January 2011	Yes
40	Sustainability Appraisal/ Strategic Environmental Assessment of New Forest District (outside the National park) Sites and Development Management DPD	January 2011	Yes
41	Habitats Regulations Assessment Screening Statement	January 2011	Yes
42	Town Centres Review	January 2011	Yes
43	New Forest District Town Centre Study Update	July 2010	No
44	Review of Transport Proposals (Portfolio Holder Reports)	2010 (Various Dates)	Yes

Appendix 2: National Planning Policy

Below is a list of national Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs) and key relevant circulars. This list is correct as of December 2010, although it is expected that the national policy framework will change as the government has announced its intention to produce a streamlined planning system with a reduced number of PPGs and PPSs. This table will be updated in the submission document to reflect any changes that the government makes to the national planning policy framework.

Name/Title	Date of Publication
Planning Policy Statement 1: Delivering Sustainable Development	2005
Planning Policy Statement : Planning and Climate Change - Supplement to Planning Policy Statement 1	2007
Planning Policy Statement: Eco-towns – A Supplement to Planning Policy Statement 1	2009
Planning Policy Guidance 2: Green Belts	1995
Planning Policy Statement 3: Housing	2010
Planning Policy Statement 4: Planning for Sustainable Economic Growth	2009
Planning Policy Statement 5: Planning for the Historic Environment	2010
Planning Policy Statement 7: Sustainable Development in Rural Areas	2007
Planning Policy Guidance 8: Telecommunications	2001
Planning Policy Statement 9: Biodiversity and Geological Conservation	2005
Planning Policy Statement 10: Planning for Sustainable Waste Management	2005
Planning Policy Statement 12: Local Spatial Planning	2008
Planning Policy Guidance 13: Transport	2001
Planning Policy Guidance 14: Development on Unstable Land	1990
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation	2002
Planning Policy Guidance 18: Enforcing Planning Control	1991
Planning Policy Guidance 19: Outdoor Advertisement Control	1992
Planning Policy Guidance 20: Coastal Planning	1992
Planning Policy Statement 22: Renewable Energy	2004
Planning Policy Statement 23: Planning and Pollution Control	2004
Planning Policy Guidance 24: Planning and Noise	1994
Planning Policy Statement 25: Development and Flood Risk	2010
Planning Policy Statement 25 Supplement: Development and Coastal Change	2010
ODPM Circular 04/00: Planning Controls for Hazardous Substances	2000
ODPM/DfT/NAFW Circular 01/2003: Safeguarding, Aerodromes, Technical Sites and Military Explosives Storage Areas	2003
DfT Circular 01/2002: Control of Development in Airport Public Safety Zones	2002
ODPM Circular 05/2005: Planning Obligations	2005

Add web site link

Appendix 3: “Saved” policies of the New Forest District (outside the National Park) Local Plan and its First Alteration which shall cease to be in force on adoption of the Sites and Development Management Development Plan Document.

Policy No.	Policy title
H-1	Release of sites for housing development
DW-E7	Content of landscape scheme
DW-E8	Trees
DW-E9	Hedgerows
DW-E11	Areas of Special Character
DW-E12	Protection of landscape features
DW-E13	Protection of historic street and footpath patterns
DW-E16	Shopfronts
DW-E17	Advertisements
DW-E18	Alterations, extensions and repairs to listed buildings
DW-E19	Demolition of listed buildings
DW-E21	Change of use of listed buildings and other important buildings
DW-E22	Exceptional development to retain listed buildings or other important buildings
DW-E23	New development in Conservation Areas
DW-E25	Shopfronts in Conservation Areas
DW-E26	Advertisements in Conservation Areas
DW-E27	Development affecting archaeological sites
DW-E28	Archaeological field assessment
DW-E29	Historic landscapes
DW-E35	River valleys
DW-E38	Locally designated sites
DW-T3	Totton western bypass
DW-T6	Freight sites and routes
DW-T10	New and improved footpaths and cycleways
DW-T11	Safeguarding proposed footpaths and cycleways
DW-T12	Protection of existing and proposed public rights of way
DW-T14	Improvements to footpaths, cycleways and bridleways
DW-C1	Coastal development
DW-C2	Restricted uses on coastal sites
DW-C4	Coastal protection works
DW-C6	Coastal erosion
DW-C7	Coastal land reclamation
DW-C8	Pedestrian and vehicular coastal access

Policy No.	Policy title
DW-C9	Coastal car parks
DW-C10	Beach huts
DW-C11	Marinas and moorings
CO-H1	New residential development in the countryside
CO-H2	Extensions to dwellings in the countryside outside the New Forest
CO-H3	Replacement dwellings in the countryside outside the New Forest
CO-H4	Outbuildings in the countryside outside the New Forest
CO-H5	Dwellings for agricultural or forestry workers in the countryside outside the New Forest
CO-H6	Removal of agricultural occupancy conditions in the countryside outside the New Forest
CO-H8	Caravans in the countryside outside the New Forest
CO-H9	Replacement of residential caravans or mobile homes in the countryside outside the New Forest
CO-B1	Agricultural development in the countryside outside the New Forest
CO-B2	New employment uses in the countryside outside the New Forest
CO-B3	Redevelopment of established employment sites in the countryside outside the New Forest
CO-B4	Extensions to employment premises in the countryside outside the New Forest
CO-B5	Retention of existing employment sites in the countryside outside the New Forest
CO-TM4	Holiday parks and camp sites in the countryside outside the New Forest
CO-TM5	Extensions to holiday parks and camp sites in the countryside outside the New Forest
CO-TM6	Up-grading of holiday parks and touring caravan sites in the countryside outside the New Forest
CO-TM7	Upgrading of camp (tenting) sites in the countryside outside the New Forest
CO-TM9	Extensions to visitor attractions in the countryside outside the New Forest
CO-S1	Shops in villages
CO-S3	Shops outside villages
CO-F1	Food and drink premises in the countryside outside the New Forest
CO-F2	Loss of public houses in the countryside outside the New Forest
CO-R1	#Outdoor recreation in the countryside outside the New Forest
CO-R2	Development ancillary to recreation uses in the countryside # outside the New Forest
CO-R3	Golf courses in the countryside outside the New Forest
CO-R6	Indoor recreation facilities for local needs in the countryside outside the New Forest

Policy No.	Policy title
CO-R7	Commercial riding establishments in the countryside outside the New Forest
CO-R8	Recreational horse-keeping in the countryside outside the New Forest
CO-R9	Stables and field shelters in the countryside outside the New Forest
CO-R10	Maneges in the countryside outside the New Forest
CO-P1	New schools and extensions in the countryside outside the New Forest
CO-P2	Redundant schools in the countryside outside the New Forest
CO-P4	Care homes in the countryside outside the New Forest
CO-P5	Extensions to care homes in the countryside outside the New Forest
CO-RB1	Re-use of buildings
AV-1	Avon Valley Lakes - nature conservation
AV-2	Avon Valley Lakes - water storage
AV-3	Avon Valley Lakes - water storage plant
AV-4	Avon Valley Lakes - recreational uses
AV-5	Avon Valley Lakes - recreation facilities
AV-6	Avon Valley Lakes: country recreation area
EH-1	Efford Horticultural Research Station, Efford
SC-1	Sopley Camp
BU-TC1	Primary shopping areas
BU-TC2	Shopping frontages outside the primary shopping area within defined town centres
BU-TC3	New shopping development outside primary shopping areas and other shopping frontages in town centres
BU-TC4	Leisure and entertainment facilities in town centres
BU-TC5	Retention of leisure and entertainment uses in town centres
BU-TC7	Hotels and guest houses in town centres
BU-TC8	Visitor attractions in town centres
BU-TC9	Community facilities and services in town centres
BU-TC12	Residential uses and care homes in town centres
BU-TC13	Town centre office development
BU-TC14	Retention of employment sites in defined town centres
BU-CE6	Local shopping frontages outside town centres
BU-CE8	Loss of shops in built-up areas outside town centres and local shopping frontages
BU-LC1	Food and drink uses in built-up areas outside town centres
BU-LC2	Loss of Public Houses in built up areas outside town centres
BU-LC3	Leisure and entertainment facilities in built-up areas outside town centres
BG-1	Open space in Bransgore
EV-1	Land off Everton Road
EV-2	Land at Everton recreation ground
FA-1	Fawley Oil Refinery
FB-1	The Dairy/ Salvation Army site
FB-2	New footpath
FB-3	Rear of Nos. 2 to 14 Bridge Street and 1 to 9 High Street

Policy No.	Policy title
FB-4	Nos 5 to 11 Provost Street
FB-5	South side of the High Street and Provost Street
FB-6	Rear access to properties on the south side of the High Street
FB-7	22 Provost Street
FB-10	Sites in Fordingbridge Conservation Area
FB-11	Car park extension
FB-12	Public open space allocations
FB-13	Land at Whitsbury Road/ Parsonage Park Drive
HH-1	Land adjoining Hardley Industrial Estate
HD-1	The Pier Head
HD-2	Ferry ticket office
HD-3	Pedestrian link between Pier Head and Promenade
HD-4	Dreamland, Shore Road
HD-5	Goods Yard, Shore Road
HD-6	Builder's yard adjoining St John's Street car park
HD-8	Marsh Parade
HD-9	Marsh Parade street frontages
HD-10	Pylewell Precinct
HD-11	Premises fronting the New Road car park
HD-12	Railway Station, New Road car park
HD-13	Community Centre
HD-15	Land adjoining Jones Lane
HD-16	Land South of Cedar Road
HD-17	Land off Mullins Lane
HD-18	Dibden Distributor Road
HD-19	Primary School, Claypits Lane
HD-20	Extensions to Noadswood School playing fields
HD-21	Dibden local centre
HD-22	Allotments, Claypits Lane
LP-1	37 to 39 St Thomas' Street
LP-2	77 to 90 High Street / School Lane
LP-3	Furniture repository, New Street / Emsworth Road
LP-4	Burgage plots
LP-5	Earley Court
LP-6	Land at Queen Katherine Road / Grove Road
LP-7	Ampress Works
LP-8	Lymington Infirmary
LP-9	Lymington Hospital
LP-10	Gurney Dixon Centre
LP-11	Indoor recreation at Priestlands School
LP-12	Land at Woodside
LP-13	Vitre Gardens
LP-14	Land off Bramble Walk
LP-15	Seawater baths area
LP-16	Land at Lymington Marina
LP-17	Alexandra Road / A337
LP-18	Southern access road
MA-1	RNAD site
MA-2	Marchwood Power Station site
MA-3	Husbands Shipyard site
MA-4	Marchwood Military Port

Policy No.	Policy title
MA-5	Land South of Hythe Road
MA-6	Land between Cracknore Hard Lane and Normandy Way
MA-7	Twiggs Lane Junction
MA-8	Railway Station, Plantation Drive
MA-9	New infant school
MS-1	Development on seafront
MS-2	Land at Lymington Road / School Lane
MS-3	Land adjacent to the White House
NM-1	36 to 46 Station Road
NM-2	The Post Office 22 to 24 Station Road
NM-3	The Rydal Public House, Station Road
NM-4	Improvements to rear service areas
NM-5	Improvements to shopping frontages
NM-8	Land east of Fernhill Lane
NM-9	Land east of Caird Avenue / south of Carrick Way
NM-10	Development on the seafront, Barton-on- Sea
NM-11	Land east of Caird Avenue (southern part)
NM-12	Land west of Caird Avenue
NM-13	Land west of Fernhill Lane
NM-15	Land north of Lake Grove Road
NM-17	Caird Avenue junctions
NM-18	Allotments, Lower Ashley
NM-19	Allotments, Moore Close
NM-20	Naish Farm Holiday Park
RW-1	Bus Depot
RW-2	Town centre development, The Furlong
RW-3	Facilities in the lorry park
RW-4	29 to 33a Southampton Road
RW-6	Bickerley Road
RW-7	Sites in Ringwood Conservation Area needing enhancement
RW-8	Rear service yards
RW-9	Land south of Castleman Way
RW-10	Land east of Christchurch Road
RW-11	Land adjoining Headlands Business Park, Salisbury Road
RW-12	Land west of Crow Lane
RW-13	Land between Long Lane and Green Lane
RW-14	Land at Hurst Ponds
RW-15	Land east of Hightown Lake
TE-1	Traffic in the Town Centre
TE-3	The Precinct
TE-4	Library Road
TE-6	The Civic Building complex
TE-7	Commercial Road (north side)
TE-8	Rumbridge Street Local Shopping Area
TE-9	21 to 23 Rumbridge Street
TE-10	Brokenford Lane
TE-11	Land at Hanger Farm
TE-14	Land at Durley Farm, Hounslow
TE-15	Land at Eling Wharf / Eling Quay
TE-16	Land at Newmans Copse
TE-17	Land at Bartley Park


Policy No.	Policy title
TE-18	Land at Hanger Farm
TE-19	Land at Hazel Farm
TE-21	Land adjoining Little Testwood Farm
TE-22	Totton "Greenroute"
TE-23	Railway station, Bartley Park
TE-24	Railway station, Hounslow
TE-25	Land at Jacob's Gutter Lane

Appendix 4: Schedule and associated maps of proposed changes to Built-Up Area boundaries and Green Belt boundaries

Settlement Boundary Reviews

(Note: Main ones shown – minor ones to be added)

Totton

Ref.	Change considered and reason for change	Map illustrating change
1	<p>North Totton Extend settlement boundary to incorporate development at north Totton (see main report)</p>	
2	<p>Brunel Road, South Hampshire Industrial Park Amend settlement boundary to follow Brunel Road (keep Riverside House within the settlement). Existing boundary cuts through tree belt landscaping. Roadway offers more distinct and logical route.</p>	
3	<p>Nutwood Way, South Hampshire Industrial Park Amend settlement boundary to follow base map and exclude woodland. Existing boundary in part doesn't follow base map and includes area of woodland.</p>	
4	<p>Hawkers Close, Testwood Amend settlement boundary to follow map base. Boundary doesn't follow extent of new development.</p>	

5	Hounslow Business Park Amend settlement boundary to follow map base. Boundary doesn't follow map base.	
6	Calmore Road Amend settlement boundary to follow map base. Boundary doesn't follow map base.	
Any other changes arising as a result of new allocations at Totton.		

Marchwood

Ref.	Change considered and reason for change	Map illustrating change
Only changes arising as a result of new allocations are proposed at Marchwood.		

Hythe

Ref.	Change considered and reason for change	Map illustrating change
1	Sizer Way Amend settlement boundary to follow National Park boundary on opposite side of Sizer Way. Narrow strip of 'countryside' between settlement and National Park boundaries.	
2	Main Road and West Street Amend settlement boundary to follow National Park boundary on opposite side of road. Narrow strip of 'countryside' between settlement and National Park boundaries.	
3	Hythe Marine Park Amend boundary to follow map features. Existing boundary does not follow any map features.	
4	Fawley Road Amend boundary to follow map features. Base map update.	
Any other changes arising as a result of new allocations at Hythe.		

Holbury

Ref.	Change considered and reason for change	Map illustrating change
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1	Long Lane Realign boundary to accord with base map features. Current boundary doesn't follow any map features.	
2	Long Lane Realign boundary to accord with base map features. Current boundary doesn't follow any map features.	
3	Rolleston Road Adjust settlement boundary to follow National Park boundary alongside Rolleston Road. National Park boundary on one side of road, settlement boundary on the other.	
4	Holbury Drove / Shapton Close Adjust settlement boundary to follow National Park boundary alongside Holbury Drove. National Park boundary leaves narrow gaps between it and the settlement boundary.	
5	Limekiln Lane Adjust settlement boundary to follow National Park boundary alongside Lime Kiln Lane. National Park boundary on one side of road, settlement boundary on the other.	
6	Hardley Industrial Estate Adjust settlement boundary to follow National Park boundary alongside Lime Kiln Lane. National Park boundary leaves narrow gaps between it and the settlement boundary.	

Blackfield

Ref.	Change considered and reason for change	Map illustrating change
1	Heather Road Amend settlement boundary to follow National Park boundary south east of	

	Heather Road Estate. National Park boundary comes inside existing settlement boundary.	
2	Saxon Road Amend settlement boundary to follow National Park boundary at Saxon Road. Narrow strip of land between edge of settlement boundary and National Park boundary.	
3	Green Lane Amend settlement boundary to follow National Park boundary at Green Lane. Narrow road between edge of settlement boundary and National Park boundary.	
4	Lepe Road and West Common Amend settlement boundary to follow National Park boundary at Lepe Road and West Common, Langley. Small areas inside and outside the National Park and National Park boundary follows other side of road.	
5	Kings Ride Amend settlement boundary to follow National Park boundary. Small areas inside and outside the National Park.	
6	East of Dunfield Copse Amend settlement boundary to follow National Park boundary. Small areas inside and outside the National Park.	
Any other changes arising as a result of new allocations at Blackfield.		

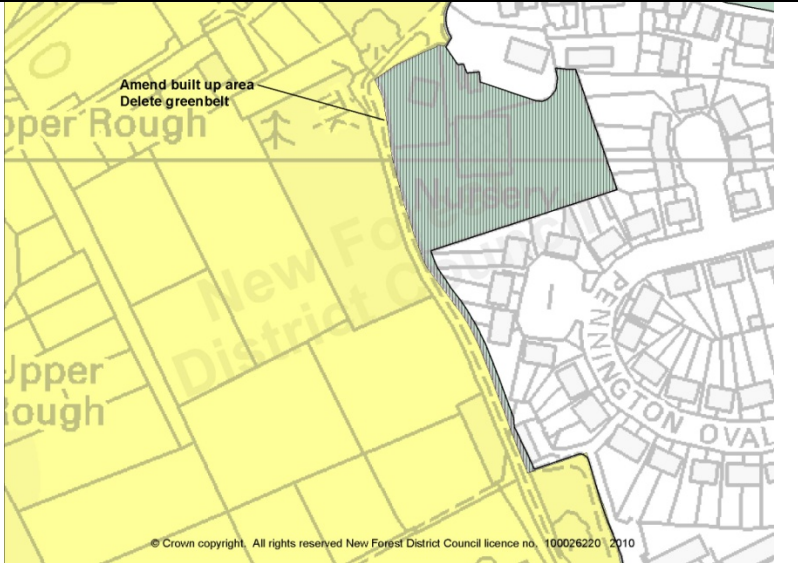
Fawley

Ref.	Change considered and reason for change	Map illustrating change
1	Copthorne Lane Amend settlement boundary to follow NP boundary along Copythorne Lane. NP boundary on one side of road, settlement boundary on the other.	
2	Fawley Road	

	Amend settlement boundary to follow NP boundary alongside Fawley Bypass. NP boundary to the south side of Fawley Bypass, settlement boundary to the north.	
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Lymington

Ref.	Change considered and reason for change	Map illustrating change
1	North-east of Marsh Lane Amend boundary to follow NP boundary. Narrow sliver of Green Belt and area of countryside following railway line between settlement and National Park boundaries.	
2	Mill Lane Boat Yard Realign settlement boundary with map features and Green Belt. Settlement boundary doesn't follow map features.	
3	Kings Saltern Road / All Saints Road / Viney Road Amend boundary to follow National Park boundary on opposite side of road. Narrow sliver of Green Belt between settlement and National Park boundaries.	
4	Denese Copse Amend Green Belt to follow settlement boundary. Amend both boundaries to follow map features. Settlement boundary doesn't follow map features.	

5	<p>Land between Wainsford Road and Pennington Oval Amend settlement boundary to follow NP boundary. Residual area of Green Belt between settlement and National Park boundaries.</p>	
6	<p>Wainsford Road and Ramley Road Amend settlement boundary to follow National Park boundary on opposite side of road. Narrow sliver of Green Belt between settlement and National Park boundaries.</p>	
7	<p>Ramley Road Amend settlement boundary to follow National Park boundary on opposite side of road. Small area of Green Belt between settlement and National Park boundaries.</p>	
8	<p>Passford Bridge Amend settlement boundary to follow National Park boundary. Small area of residual Green Belt between settlement and National Park boundaries.</p>	
<p>Any other changes arising as a result of new allocations at Lymington.</p>		

Milford

Ref.	Change considered and reason for change	Map illustrating change
1	<p>East of Aubrey Close Amend Green Belt and settlement boundaries to follow map features. Boundaries don't follow any map features in this location.</p>	
<p>Any other changes arising as a result of new allocations at Milford.</p>		

Hordle & Everton

Ref.	Change considered and reason for change	Map illustrating change
1	East of Woodlands Caravan Park Amend Green Belt and settlement boundaries to follow map features. Illogical boundary. Following edge of development would make more sense and a more defensible GB boundary.	
2	Sidney Street Amend Green Belt and settlement boundaries to incorporate new development within the settlement. New development permitted in the Green Belt has extended the settlement.	
3		
Any other changes arising as a result of new allocations at Hordle and Everton.		

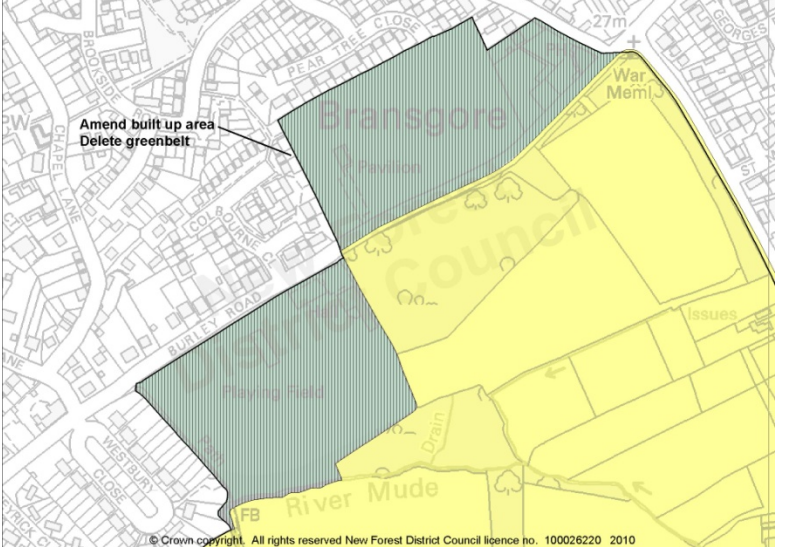
New Milton

Ref.	Change considered and reason for change	Map illustrating change
1	Sway Road Amend settlement boundary to follow National Park boundary on opposite side of road. Sliver of Green Belt between settlement boundary and National Park boundary.	
2	Earlswood Park Amend settlement boundary to follow National Park boundary. Area of "white land" now developed	
Any other changes arising as a result of new allocations at New Milton.		

Bransgore

Ref.	Change considered and reason for change	Map illustrating change

<p>1</p>	<p>Open space between Ringwood Road and Burnt House Lane Amend settlement boundary to follow National Park. Remnant area of Green Belt between settlement and National Park.</p>	
<p>2</p>	<p>Burnt House Lane and Burley Road Amend settlement boundary to follow National Park. National Park comes into settlement.</p>	
<p>3</p>	<p>East of Poplar Close Amend settlement boundary to follow National Park boundary. Residual area of Green Belt between settlement and National Park boundaries.</p>	


4	<p>North and south of Burley Road Amend settlement boundary to follow National Park. Residual areas of Green Belt between settlement and National Park boundaries.</p>	
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Any other changes arising as a result of new allocations at Bransgore.

Ringwood

Ref.	Change considered and reason for change	Map illustrating change
1	<p>Highwood Lane, Poulner Amend settlement boundary to follow National Park boundary on opposite side of road. Gap between boundaries.</p>	
2	<p>Narrow Lane Amend settlement boundary to follow National Park boundary on opposite side of lane. Gap between boundaries.</p>	
3	<p>A31, Poulner Amend settlement boundary to follow map features. Settlement boundary doesn't follow map features.</p>	
4	<p>Hightown Road Amend settlement boundary to follow more logical map feature. Boundary should follow more sensible boundary.</p>	
5	<p>East of Forestlake Avenue Amend settlement boundary to follow National Park boundary on opposite side of path. Gap between boundaries.</p>	
6	<p>South of Linnet Close, ease of Swan Mead</p>	

	Amend settlement and Green Belt boundaries to exclude gardens from the Green Belt. Also, small gap between settlement and Green Belt. Boundaries cut across gardens and don't follow map features.	
7	South-west of New Road Amend settlement and Green Belt boundary to follow map feature. Boundaries should follow map features.	
8	West of Christchurch Road Amend settlement and Green Belt boundary to follow map feature. Boundaries should follow map features.	
9	East of Salisbury Road Amend settlement boundary to follow map features and exclude open verges. Boundary doesn't follow map base. Also exclude open verges and follow extent of built development more closely.	
10	33 North Poulner Road Amend settlement boundary to follow map features. Map base change following development.	
11	12 & 13 Linbrook Drive Amend settlement boundary to follow map features. Boundary cuts across gardens.	

12	<p>Blashford Proposed new settlement boundary for Blashford. (see main report)</p>	 <p>The map shows the settlement of Blashford with various features labeled: Ashford House, Upper Hurst Farm, Kingfisher Park, Kingfisher Lake, Hurst Pond, Boat House, Slipway, Car Park, and Mus. A shaded area is labeled 'Amend built up area'. Roads shown include SAUSBURY ROAD, HURST BECK, and HURST ROAD. A copyright notice at the bottom reads: © Crown copyright. All rights reserved New Forest District Council licence no. 100026220 2010.</p>
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Any other changes arising as a result of new allocations at Ringwood.

Fordingbridge

Ref.	Change considered and reason for change	Map illustrating change
1	<p>Horseport Amend settlement boundary to reflect base map changes. Boundary doesn't follow map features.</p>	
2	<p>South of High Street Amend settlement boundary to better reflect extent of built up area and map base. Current boundary cuts across development.</p>	
3	<p>West of West Street Amend settlement boundary to follow map feature. Current boundary doesn't follow map features.</p>	

Any other changes arising as a result of new allocations at Fordingbridge.

Ashford

Ref.	Change considered and reason for change	Map illustrating change
1	<p>Land at Fordingbridge Business Park Amend settlement boundary to follow extent of development and base map. Development has taken place outside the existing settlement boundary which should be taken into account.</p>	
2	<p>Sandle Copse</p>	

	Amend settlement boundary to exclude woodland. Boundary could better reflect extent of development by following line of curtilage.	
Any other changes arising as a result of new allocations at Ashford.		

Sandleheath

Ref.	Change considered and reason for change	Map illustrating change
1	Sandleheath Industrial Estate Amend settlement boundary to incorporate development area. Extension of Sandleheath Industrial Estate to be taken into the settlement.	
2	Sandlewood, north of Station Road Amend settlement boundary to follow map features. Current boundary doesn't follow map features.	
Any other changes arising as a result of new allocations at Sandleheath.		

Appendix 5: Other deletions from adopted Local Plan

(To follow)

Appendix 6: Existing open spaces to be protected by proposed policy DM7

(To follow)