

## PORTFOLIO: PLANNING AND TRANSPORTATION

ENVIRONMENT REVIEW PANEL  
PLANNING DEVELOPMENT CONTROL COMMITTEE } - 2 DECEMBER 2011  
(all Members invited)

CABINET - 7 DECEMBER 2011

### SITES AND DEVELOPMENT MANAGEMENT DEVELOPMENT PLAN PRE-SUBMISSION DOCUMENT

#### 1. PURPOSE OF THIS REPORT

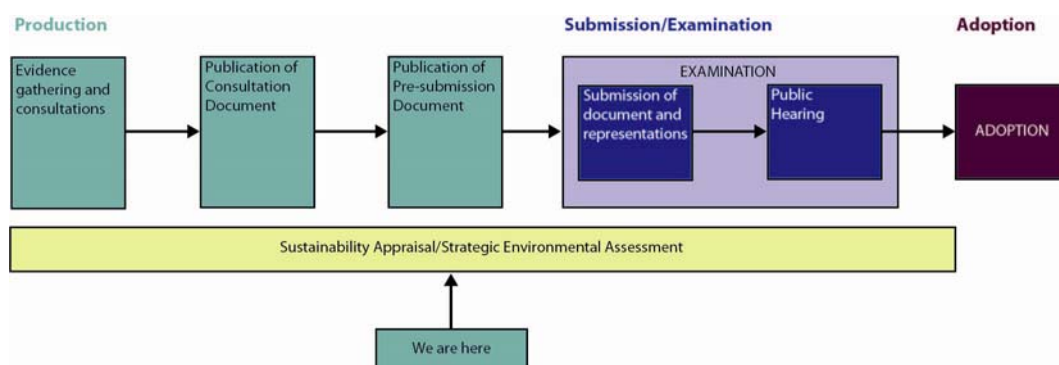
- 1.1 This report recommends Cabinet to agree, for publication, the “Sites and Development Management Development Plan Pre-Submission Document”. At this stage in the process, following extensive earlier public consultation, this is the document that the Council intends to Submit to the Secretary of State. If the recommendation to publish is agreed, then there will be a statutory 6 week period during which the public and organisations may make representations of support or objection. The Council will then need to consider whether, in the light of the representations made, the document should formally be submitted for Public Examination to the Secretary of State.
- 1.2 The Sites and Development Management DPD (Appendix 1 to this report) sets out detailed planning policies and proposals within the framework set by the Council's adopted Core Strategy.
- 1.3 Prior to consideration by Cabinet on 7th December, the document is to be considered by a joint meeting on 2<sup>nd</sup> December of Environment Review Panel and Planning Development Control Committee (to which all members are invited). At that meeting Panel and Committee are invited to make any comments on the report that they wish Cabinet to take into account in making its decision. These comments will be reported to Cabinet.

#### 2. BACKGROUND

- 2.1 The Sites and Development Management Development Plan Document will, once adopted, be the second key document of the Council's Local Development Framework. The first part, the Core Strategy, was adopted in October 2009.
- 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, the subject of this report, sets out - within the framework set out in the Core Strategy - detailed planning policies and proposals.
- 2.4 When the “Sites and Development Management Development Plan Document” has progressed to adoption, the Council will then have in place a complete and up-to-date development plan. This should put the Council in a strong position to achieve its aims regarding the future planning of its area.

### Stages in document preparation



- 2.5 The diagram above shows where are in the process of preparing the Sites and Development Management DPD. Prior to the current stage a substantial amount of evidence-gathering and consultation has taken place. This included extensive public consultation on a draft document in early 2011. More than 1,000 people attended the consultation events held across the plan area and more than 1,000 sent in comments. These comments, which are available to view on the Council’s website, have all been carefully considered in preparing the Pre-submission Document.

## 3. MEMBER INVOLVEMENT IN DRAWING UP THE DOCUMENT

- 3.1 There has been substantial member involvement in drawing up the proposals included in the document, including:
- Approval of the earlier Public Consultation Document, following its consideration by a joint meeting of the (then) Planning and Transportation Review Panel and Planning Development Control Committee (to which all Council Members were invited)
  - Regular meetings of a Members Advisory Group (comprising the Cabinet Member for Planning and Transportation, the Chairman of Planning and Transportation/Environment 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
  - Discussions and consultations with individual members on some specific issues
  - Progress reports to meetings of the Planning and Transportation Review Panel during its existence.

## 4. CONTENT OF THE SITES AND DEVELOPMENT MANAGEMENT DOCUMENT

4.1 The structure of the Document is:

- **Section 1: Introduction.** This sets out basic information about the Development Plan Document, the background and the processes to prepare it.
- **Section 2: Proposed Development Management policies.** This section sets out policies that are intended to apply where relevant anywhere in the Plan Area. Most of the necessary Development Management Policies are already included in the adopted Core Strategy, or are set out in national planning policy. 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 sites, employment sites, 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 sites, employment sites, 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 sites, employment sites, town and local centres, green infrastructure and open space and transport)
- **Appendices:** (Note: Because of their size, the Appendices are not included in the Papers circulated to all Members. They will be placed on the Council’s web-site and members will be notified as to where they can be seen.)

**Appendix 1: Schedule of changes to Proposals Map**

**Appendix 2: List of Local Development Framework Background Papers**

**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**

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

4.3 The main documents are backed up by a series of Background Papers, which set out the key parts of the evidence and appraisals. These will be made available on the Council’s web-site at the same time as the Pre-Submission Document.

## **5. THE PROCESS FROM NOW ON**

- 5.1 Subject to Cabinet agreeing to the publication of the Pre-Submission Document, it will be published January, accompanied by the usual publicity. There will then be a statutory 6 week period during which people and organisations may submit representations of support or objection. These representations must relate to the “soundness” or otherwise of the proposals having regard to the required processes and evidence.
- 5.2 After this 6 week period, the issues raised in the representations will be carefully considered and reported to Members.
- 5.3 The Council will need to consider whether any of the representations made raise new issues of such significance that the proposals need to be revised before they are submitted to the Secretary of State. Should this be the case, further public consultation could be required before Submission. Otherwise, the documents can proceed to formal submission and the Public Examination into the “soundness” of the document. All representations received during the 6 week period will be forwarded to the Inspector who conducts the Public Examination. Provided that the policies and proposals are properly justified by the evidence, it would be expected that the document would be found “sound”. The Council would then be able to formally adopt the Sites and Development Management DPD as the second part of the Council’s statutory development plan. This would complete the replacement of the Council’s previous Local Plan policies by the new up-to-date Local Development Framework (Note: Minerals and Waste are dealt with separately by the relevant Minerals and Waste Planning Authorities).

## **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 and Habitats Regulations Assessment/Appropriate Assessment.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 None beyond existing budgets.

## **8. COMMENTS OF PLANNING AND TRANSPORTATION PORTFOLIO HOLDER**

- 8.1 A great deal of work and consultation has gone into producing this plan so far. There is now a further opportunity for public comment and I commend the document to the Cabinet for this purpose.

## **9. RECOMMENDATIONS**

- 9.1 **Environment Review Panel and Planning Development Control Committee** are RECOMMENDED to consider the attached document and to make any comments to Cabinet that they wish Cabinet to take into account in reaching its decision.



**Cabinet** is RECOMMENDED to:

(i) agree to publish the Sites and Development Management Pre-Submission Document, having regard to any views expressed by Environment Review Panel and Planning Development Control Committee; and

(ii) authorise the Policy Planning Manager, in consultation with the Planning and Transportation Portfolio Holder, to make editing changes in preparing the document for publication.

**For further information contact:**

Graham Ashworth,  
Planning Policy Manager,  
Tel: 023 8028 5588  
e-mail: [graham.ashworth@nfdc.gov.uk](mailto:graham.ashworth@nfdc.gov.uk)

Louise Evans  
Principal Policy Planner  
Policy and Plans Team  
Tel: 023 8028 5588  
e-mail: [louise.evans@nfdc.gov.uk](mailto:louise.evans@nfdc.gov.uk)

**Background Papers;**

Published documents, including  
Background Papers to be made available  
with the Pre-Submission Document

PLEASE NOTE THE APPENDICES TO THIS REPORT, CONTAINING THE SITES AND DEVELOPMENT MANAGEMENT DEVELOPMENT PRE-SUBMISSION DRAFT HAVE BEEN CIRCULATED UNDER SEPARATE COVER. PLEASE BRING THESE PAPERS WITH YOU TO THE MEETING.

New Forest District Council Local Development Framework

# Sites and Development Management Development Plan Document

New Forest District outside the National Park

## **Pre Submission Document**

January 2012

### **Section 1: Introduction**

### **Section 2: Development Management Policies**

Section 3: Site Specific Proposals – Totton and the Waterside

Section 4: Site Specific Proposals – The Coastal Towns and Villages

Section 5: Site Specific Proposals – Ringwood, Fordingbridge, the Avon Valley and Downlands

## **Important Note on the publication of the pre-submission Sites and Development Management Development Plan Document.**

1. This document is being published so that the public and organisations may make formal representations of support or objection. Such representations must be made on the specified form. Information on how to make representations is set out on the Council's website at [www.newforest.gov.uk/xxxxx](http://www.newforest.gov.uk/xxxxx) and with the Sites and Development Management DPD Publication Stage Representation Form that accompanies this document.
2. Unless the representations received raise major new issues that lead the Council to reconsider its proposals, this document will be formally submitted to the Government. It is hoped to submit the document in June of 2012. An independent Inspector will conduct a Public Examination into the "soundness" of the document. All representations received in response to this document will be forwarded to the Inspector. Having regard to the representations received, the Inspector will examine whether required procedures have been properly followed and ensure that the proposals are founded on a robust and credible evidence base.
3. 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 early 2013.

### **How to make representations**

4. Representations from the public and organisations are invited on any of the policies and proposals put forward in this document. Each representation must be made on a separate form. Representations at this stage must relate to the **soundness or unsoundness** of the document. Representations should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change(s) to the document, as there will not normally be a subsequent opportunity at this stage to make further representations.
5. Full details of how to make representations, together with a comment form are available on the Council's website [www.newforest.gov.uk](http://www.newforest.gov.uk), xxxxxx or from the Policy and Plans Team at New Forest District Council (tel: 023 8028 5588).
6. **Representations should be sent to the Council by no later than xx March 2012.**

## **Foreword by Councillor Paul Vickers**

This important document sets out detailed planning policies and proposals for New Forest District (outside the National Park for which the New Forest National Park Authority is the relevant local planning authority).

The Core Strategy, which sets out the broad planning framework for the area, was adopted in October 2009 following extensive consultation and a testing Public Examination. This second development plan document now sets out detailed proposals and policies by which the Council sees the aims and objectives of the Core Strategy being best achieved.

This document sets out the Council's intentions following a considerable amount of evidence-gathering and consultation. In particular, more than 1,000 people and organisations sent in comments in response to the Consultation Document published in January 2011. I would like to thank all of those who responded. All of these comments have been carefully considered in drawing up this revised document.

There is now an opportunity for people to make formal representations, either in support of or objecting to the Council's proposals. The Council considers that the proposals and policies in this document are the best way of meeting the aims and objectives of the Core Strategy. Our approach has ensured that the proposals are properly backed up by evidence and that the document has been produced meeting the procedural requirements. Representations made by other parties at this stage should relate to the "soundness" or otherwise of the plan. All representations will be forwarded to the Inspector who conducts the public examination. The Council hopes that at the end of this process we will have in place a complete and up-to-date statutory development plan that best helps the District's population meet their needs while protecting and enhancing the local environment.

## Contents *(to be completed)*

Section		Page
	Foreword	
<b>1</b>	<b>Introduction</b>	
<b>2</b>	<b>Development Management Policies</b>	
	Sustainable Development Principles, Design Quality, and Protecting our Special Environment (Heritage and Nature Conservation)	
	Energy and Resource Use	
	Safe and Healthy Communities, and Flood Risk	
	Green Infrastructure, Open Spaces, Sport and Recreation	
	Community Services and Infrastructure	
	Spatial Strategy	
	Housing	
	Gypsies, Travellers and Travelling Showpeople	
	Employment and Business	
	Tourism	
	Town, Village and Local Centres	
	Rural Areas and Countryside	
	Transport	
	General development requirements for site allocations	
<b>3</b>	<b>Site Specific Proposals – Totton and the Waterside</b>	
	Totton and Eling	
	Marchwood	
	Hythe and Dibden	
	Hardley, Holbury, Blackfield, Langley and Fawley	
<b>4</b>	<b>Site Specific Proposals – The Coastal Towns and Villages</b>	
	Lymington and Pennington	
	Milford on Sea	
	Hordle and Everton	
	New Milton and Barton on Sea	
<b>5</b>	<b>Site Specific Proposals – Ringwood, Fordingbridge, the Avon Valley and Downlands</b>	
	Bransgore	
	Sopley	
	Ringwood	
	Avon Valley Lakes	
	Fordingbridge, Ashford and Sandleheath	

Section		Page
<b>Appendices</b>		
Appendix 1	Schedule of changes to Proposals Map	
Appendix 2	List of Local Development Framework Background Papers	
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	

## Index of Policies

Policy Ref:	Policy Title	Page
<b>Section 2: Development Management Policies</b>		
Policy DM1	Protection of historic street and footpath patterns	
Policy DM2	Locally designated sites of importance for nature conservation	
Policy DM3	Renewable and low carbon energy generation	
Policy DM4	Contaminated Land	
Policy DM5	Coastal Change Management Area	
Policy DM6	Restrictions on new soakaways	
Policy DM7	Protection of public open space, private playing fields and sports grounds and school playing fields	
Policy DM8	Protection of landscape features	
Policy DM9	Green Infrastructure	
Policy DM10	Occupancy of housing provided to meet a local need	
Policy DM11	Residential accommodation for older people	
Policy DM12	Employment land identified as particularly suitable for marine uses	
Policy DM13	Tourism and visitor facilities	
Policy DM14	Additional retail floorspace in Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge	
Policy DM15	Primary Shopping Areas	
Policy DM16	Secondary Shopping Frontages	
Policy DM17	Town centre development	
Policy DM18	Local Shopping Frontages in the built-up areas of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge	
Policy DM19	Local Shopping Frontages in Marchwood, Blackfield, Holbury, Fawley, Milford on Sea, Hordle, Bransgore	

<b>Policy Ref:</b>	<b>Policy Title</b>	<b>Page</b>
Policy DM20	Small Local Shops and Public Houses	
Policy DM21	Residential Development in the Countryside	
Policy DM22	Removal of restrictive conditions on agricultural workers and forestry workers dwellings.	
Policy DM23	Employment development in the countryside	
Policy DM24	Shops, services and community facilities in rural areas	
Policy DM25	Loss of rural employment sites, shops, public houses and community facilities	
Policy DM26	Recreational uses in the countryside – including horse-keeping/riding	
Policy DM27	Development generating significant freight movements	
<b>Section 3: Totton and the Waterside</b>		
TOT1	Land at Durley Farm, Hounslow	
TOT2	Land at Loperwood Farm	
TOT3	Land at Hanger Farm	
TOT4	Land off Oleander Drive, north of Michigan Way	
TOT5	Land north of Michigan Way, east of Garland Way	
TOT6	Land east of Brokenford Lane	
TOT7	Stocklands, Calmore Drive	
TOT8	Land off Blackwater Drive, Calmore	
TOT9	Bus Depot, Salisbury Road	
TOT10	Land at Little Testwood Farm caravan site	
TOT11	Eling Wharf	
TOT12	Land at Little Testwood Farm	
TOT13	Land at Sunnyfields Farm, Jacob's Gutter Lane	
TOT14	Industrial estate west of Brokenford Lane	
TOT15	Totton town centre opportunity sites	
TOT16	The Civic Building complex	
TOT17	Environmental and transport improvements in Totton Town Centre	
TOT18	Rumbridge Street Local Shopping Area	
TOT19	New public open space north east of Bartley Park	
TOT20	Extension to public open space south of Bartley Park	
TOT21	Land for allotments, Jacobs Gutter Lane	

<b>Policy Ref:</b>	<b>Policy Title</b>	<b>Page</b>
TOT22	Transport Schemes	
MAR1	Land between Cracknore Hard Lane and Normandy Way	
MAR2	Land at Park's Farm	
MAR3	Land south of Hythe Road	
MAR4	Land off Mulberry Road	
MAR5	Marchwood Industrial Park	
MAR6	Cracknore Industrial Park	
MAR7	Marchwood Military Port (Sea Mounting Centre)	
MAR8	Transport Schemes	
HYD1	Land at Forest Lodge Farm	
HYD2	Land off Cabot Drive, Dibden	
HYD3	Land between Jones Lane and Southampton Road, Hythe	
HYD4	Hythe town centre opportunity sites	
HYD5	Car Park extensions	
HYD6	New public open space south of Hardley Lane, west of Fawley Road	
HYD7	New public open space west of Lower Mullins Lane	
HYD8	Transport Schemes	
BLA1	Land adjacent to Blackfield Primary School	
FAW1	Fawley Oil Refinery	
HAR1	Land adjoining Hardley Industrial Estate	
<b>Section 4: The Coastal Towns and Villages</b>		
LYM1	Pinetops Nurseries	
LYM2	Land north of Alexandra Road	
LYM3	Land at Queen Katherine's Road/Grove Road	
LYM4	Land south of Ampress Lane, north of Buckland Gardens	
LYM5	Fox Pond Dairy Depot and Garage, Milford Road, Pennington	
LYM6	Riverside Site, Bridge Road (Former chicken factory site)	
LYM7	Ampress Park, Southampton Road	
LYM8	Lymington town centre opportunity sites	
LYM9	Burgage Plots	
LYM10	Transport Schemes	
MoS1	Land north of School Lane	
MoS2	Transport Schemes	



<b>Policy Ref:</b>	<b>Policy Title</b>	<b>Page</b>
HOR1	Land to the rear of 155-169 Everton Road, Hordle	
HOR2	Land at Hordle Lane Nursery	
HOR3	Transport Schemes	
EVT1	Milford Road (A337)/Lymington Road (B3058)	
NMT1	Land south of Gore Road, east of the Old Barn	
NMT2	Land east of Caird Avenue , south of Carrick Way (Residential development)	
NMT3	Land east of Caird Avenue (Business and employment development))	
NMT4	Land east of Caird Avenue, south of Carrick Way woodland (Residential, business and employment development)	
NMT5	Land east of Fernhill Lane	
NMT6	Ashley Cross Garage and Motor Repairs, Ashley Lane	
NMT7	Land west of Caird Avenue	
NMT8	New Milton town centre opportunity sites	
NMT9	New public open space west of Fernhill Lane	
NMT10	New public open space off Culver Road	
NMT11	New public open space south of Lymington Road, north of Chestnut Avenue	
NMT12	Land for allotments	
NMT13	Transport Schemes	
<b>Section 5: Ringwood, Fordingbridge, the Avon Valley and Downlands</b>		
SOP1	Sopley Camp (Merryfield Park)	
RING1	Industrial land (including former Wellworthy site) east of Christchurch Road, Ringwood	
RING2	Land south of Castleman Way	
RING3	Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane	
RING4	Ringwood Town centre opportunity sites	
RING5	Public Open Space Proposal, land west of Green Lane	
RING6	Transport Schemes	
FORD1	Land east of Whitsbury Road, Fordingbridge	
ASH1	Land adjoining Jubilee Crescent, Ashford	
SAND1	Land to west of Scout Centre, south of Station Road	
SAND2	Sandleheath Industrial Estate	

<b>Policy Ref:</b>	<b>Policy Title</b>	<b>Page</b>
FORD2	Transport Schemes	

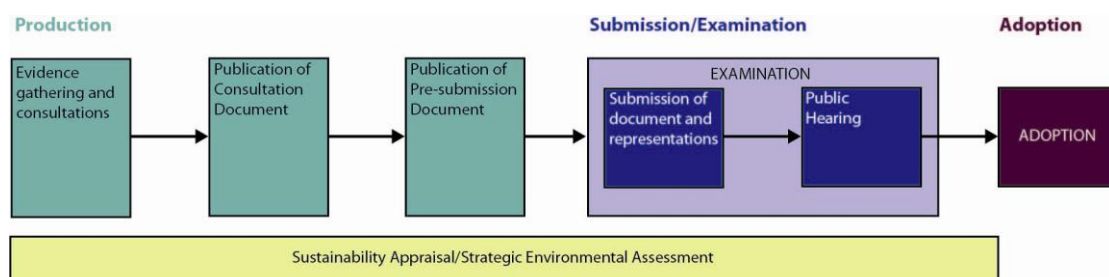


## The background to this document – the adopted Core Strategy

- 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. The Sites and Development Management Development Plan Document sets out 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:  
[www.newforest.gov.uk/media/adobe/o/t/FINAL\\_DOCUMENT.pdf](http://www.newforest.gov.uk/media/adobe/o/t/FINAL_DOCUMENT.pdf)  
It looks ahead to the year 2026 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; and
  - 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 main purposes of this document.

## What has been done to prepare this document?

- 1.8 The diagram in Figure 2 summarises the process for preparing this Development Plan Document (DPD).



**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 [www.newforest.gov.uk](http://www.newforest.gov.uk).
- 1.10 The Council’s Consultation Statement summarises the consultation that has been carried out in working up this document and draws out the main issues raised and how these issues have been addressed. The key stage of the consultation was the publication of the Sites and Development Management DPD Consultation Document for extensive public consultation in early 2011, but there has been a substantial amount of informal consultation throughout the period of preparing the document.

## Replacement of Local Plan

- 1.11 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). On the adoption of the Sites and Development Management DPD all remaining policies in the Local Plan, as listed in Appendix 3, will have been superseded and will no longer be in force. Some designations on the Proposals Maps are carried forward into the new Development Plan Document and will have a new policy reference related to them. These are set out in Appendix 1: Schedule of Changes to Proposals Map.

## How is this document set out?

- 1.12 The structure of this document follows the structure of the Core Strategy.
- 1.13 Section 2 sets out Development Management 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. Section 2 of this document only includes additional policies that are considered to be needed to provide a proper basis for local development management.
- 1.14 Sections 3 to 5 set out, for each of the towns and larger villages in the Plan Area, site specific proposals 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, and cycle routes and footpaths.

- Section 3 deals with Totton and the Waterside (including Totton and Eling, Marchwood, Hythe and Dibden, Hardley, Holbury, Blackfield, Langley and Fawley).
- Section 4 deals with the Coastal Towns area and Villages (including Lymington, Milford on Sea, Hordle, Everton and New Milton)
- Section 5 deals with Bransgore and Sopley, Ringwood, Fordingbridge, Ashford and Sandleheath, the Avon Valley and Downlands.

1.15 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.

## Section 2: Development Management Policies

- 2.1 The Core Strategy and the Sites and Development Management document forms 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. This document sets out policies additional to the Core Strategy policies and national planning policy.**

### **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]

- 2.3 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).
- 2.4 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 the Local Distinctiveness SPD for Lymington have been adopted; a Local Distinctiveness SPD for Ringwood is under preparation. Up to date information on the preparation of Local Distinctiveness SPDs is published on the Council's web-site.
- 2.5 Also, the Council has produced a series of Conservation Area Appraisals and this is being added to over time. Up to date information on the preparation of Conservation Area Appraisals is published on the Council's web-site.
- 2.6 This document includes two policies to supplement Core Strategy Policies CS1-CS3.

### **Heritage**

<b>Policy DM1: Protection of historic street and footpath patterns</b>
In development schemes, proposals should respect historic road, street and footpath patterns that contribute to the character and quality of an area.

- 2.7 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. The Local Distinctiveness Supplementary Planning Documents and Conservation Area

Appraisals will help identify historic streets and footpath patterns which are particularly important.

- 2.8 The Proposals Maps identifies Conservation Areas and Historic Landscapes. Listed buildings are not shown on the Proposals Maps. These heritage assets are protected under national policies (see Appendix 3) and Policy CS3 of the Core Strategy.

## Nature Conservation

- 2.9 Work on the New Forest Biodiversity Action Plan, covering the whole of New Forest District and the National Park, is being lead by the National Park Authority.

<b>Policy DM2: Locally designated sites of importance for nature conservation</b>
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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.
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- 2.10 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 3). 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.
- 2.11 Policy DM2 relates to designations made locally rather than through national designation orders. Locally designated sites (Sites of Importance for Nature Conservation) are not shown on the Proposals Maps as they are subject to frequent review.

## Energy and Resource Use [Section 6.4 of Core Strategy]

- 2.12 The Council considers that national planning policy and the Core Strategy already provide most of the necessary policies relating to this matter.
- 2.13 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
- 2.14 The following policy is included 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) land uses, including all nature conservation designations (with particular regard to any impacts on international designations within or near to the plan area) and heritage assets, including the setting of 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.

- 2.15 The Council and the New Forest National Park Authority 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, considered a range of renewable energy technologies and their potential within the New Forest District. The study did not identify extensive areas within the Plan Area which are especially suitable for renewable and low-carbon energy sources, and supporting infrastructure. The technologies considered include biomass, wind power, hydropower, marine energy, photovoltaic (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. biomass energy plants of up to 2.5MW using local biomass sources;
  - 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;
  - iv. infrastructure associated with offshore wind farm development.
- 2.16 Permitted development rights often allow the installation of micro-generation renewable technologies on residential properties. Micro-generation schemes which do require planning permission will be encouraged where they comply with Policy DM3 and other policies of the Local Development Framework.

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

- 2.17 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.
- 2.18 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 contaminated and need remediation work undertaken before development can safely take place.

## Contaminated land

<b>Policy DM4: Contaminated Land</b>
Where development is proposed on a site that is known or suspected to be contaminated, a detailed site assessment will be required to establish the nature and extent of the contamination. On some sites it will be necessary to complete a significant part of the investigation and assessment process before applying for a change of use so as to illustrate that the proposals are feasible. Where contamination issues are identified, development proposals for the site should incorporate appropriate remediation and subsequent management measures to remove unacceptable risks to human health, groundwater and the wider environment identified in the assessment process, as appropriate for the uses proposed. The full implementation of approved remediation measures will normally be required prior to the occupation of the proposed development.

- 2.19 Opportunities should be taken wherever possible to use the development process to assist and encourage the remediation of land already affected by contamination. It will be the responsibility of the landowner/developer to identify land affected by contamination and to ensure that remediation is undertaken to secure a safe development. The remediation of land affected by contamination through the granting of planning permission (with the attachment of the necessary conditions) should secure the removal of unacceptable risk and make the site suitable for its new use. Such measures are important for environmental protection and protection of human health.

## Flood risk and coastal erosion

### Flood risk

- 2.20 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 National Planning Policy Framework also guides the approach to be followed to minimise the risk of flooding. Proposals related to sites identified in this Plan may need to be the subject of a detailed Flood Risk Assessment at planning application stage

### Coastal erosion

- 2.21 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”. National planning policy requires 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

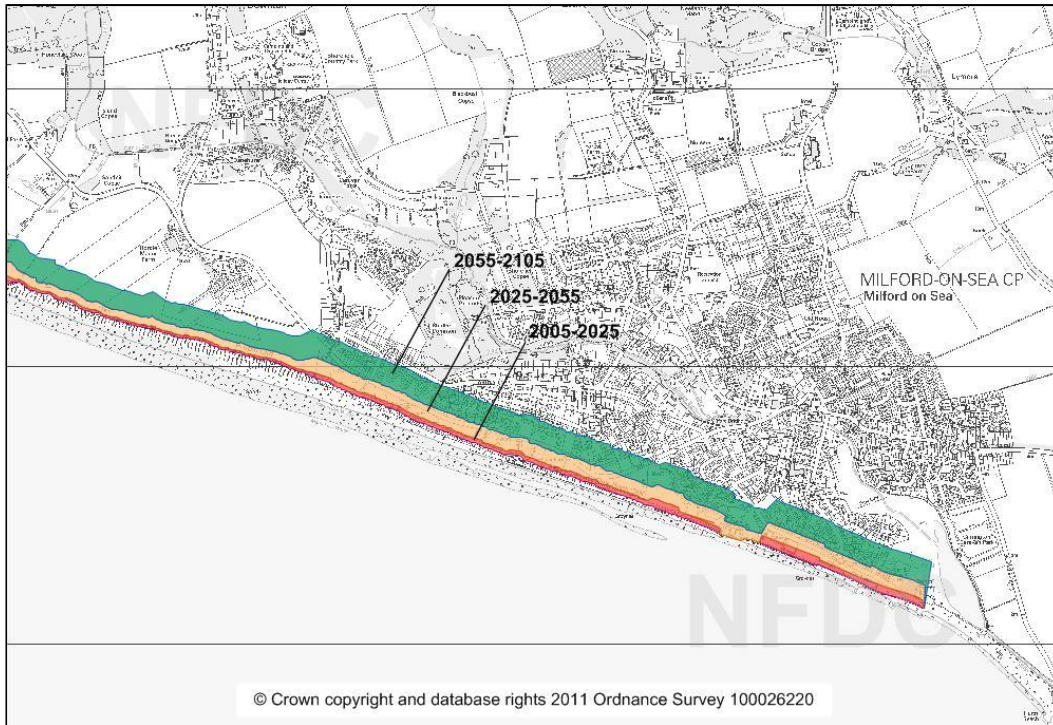
CCMA does not need to be defined here for this purpose. However, there is erosion on the southern coast and therefore a CCMA is needed here. The defined coastal erosion zone referred to in Core Strategy Policy CS5 is the Coastal Change Management Area shown on the Proposals Maps.

- 2.22 The defined CCMA, as shown on the Proposals Map affects the settlements of Barton on Sea and Milford on Sea. The CCMA is defined on the basis of the Poole and Christchurch Bay Shoreline Management Plan (SMP2), Policy Summary Maps “low-tide 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 countryside policies so the main impact of the CCMA policy will be within the defined built-up areas.

#### **Policy DM5: Coastal Change Management Area**

A coastal change management area (CCMA) is defined along the Plan Area’s southern coast as shown on the Proposals Map (See maps DM4a and DM4b below). Within this CCMA the following criteria will apply:

- a. New residential development will generally not be appropriate (subject to the exceptions in criteria e.i and e.ii, below);
- b. Certain types of essential infrastructure and Ministry of Defence installations may be permitted;
- c. 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.
- d. 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 to time-limited planning permission where appropriate:
  - 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;
- e. Within the indicative erosion zones from 2025 up to 2055, and 2055 to 2105, the following types of residential development may be permitted:
  - i. subdivisions of properties, including residential subdivisions; and
  - ii. limited residential extensions that are closely related to the existing scale of the property.



**Map DM5a: Coastal Change Management Area – Milford on Sea**



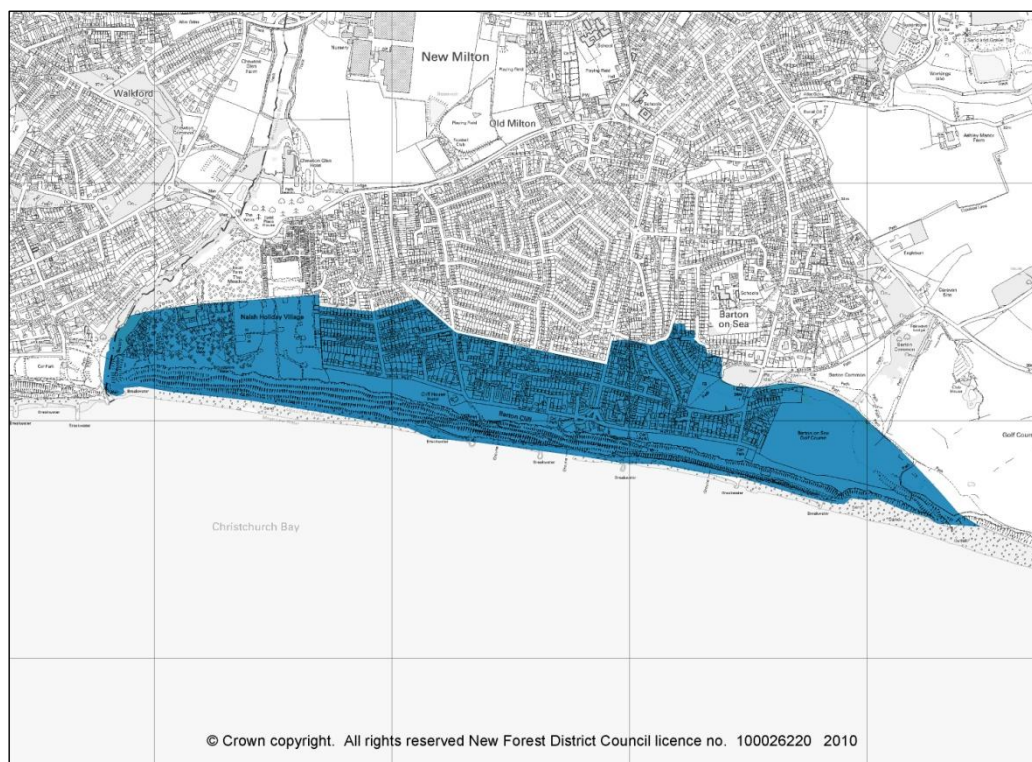
**Map DM5b: Coastal Change Management Area – Barton on Sea**



## Restrictions on soakaways

### Policy DM6: Restrictions on new soakaways

A soakaway restriction zone is defined at Barton on Sea. Within this zone, development will only be permitted if there is capacity to connect directly to an available surface water 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 DM6: Restriction on new soakaways – Barton on Sea**

- 2.23 Core Strategy Policy CS2 states that all new buildings should utilise sustainable urban drainage systems (SUDS) wherever practical. This is not appropriate within the area close to Barton on Sea cliff top because here groundwater is known to have a significant contribution on the cliff top recession rate. Policy DM6 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.

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

- 2.24 Policy CS7 of the Core Strategy is the principal policy relating to open spaces, sport and recreation.

- 2.25 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 Sections 3, 4 and 5 of this Plan).
- 2.26 The provision of additional public open space and green infrastructure also has a significant role in mitigating the recreational impacts of new residential development on internationally designated nature conservation sites (in accordance with the Habitats Regulations).
- 2.27 This Plan recognises the important contribution that the green spaces and features (green infrastructure) makes to the quality of life in the towns and villages, and the impact this can have on health and well-being.
- 2.28 Policies in this Plan:
- protect existing areas of public and private open space – both informal (amenity) and formal (sports pitches) (See Policy DM7 );
  - identify and protect important Landscape Features (See Policy DM8); and
  - set out the principles of a Green Infrastructure Strategy to be developed for each of the towns and main villages. (See Policy DM9).
- 2.29 In addition, policies set out in Sections 3, 4 and 5 of this Plan, give detailed proposals for the provision of new public open spaces and green infrastructure. Some are set out as site specific proposals, others are required as part of development proposals made in this Plan.

**Policy DM7: Protection of public open space, private recreation land and school playing fields**

Development will not be permitted on public open spaces, private recreation land/ playing fields /sports grounds and school playing fields, as shown on the Proposals Map, or on open space provided as a requirement of a development scheme. In appropriate circumstances, small scale development of ancillary facilities to enhance the recreational use of these areas may be permitted.

- 2.30 In the circumstance where the Education Authority has received approval for the disposal of surplus school playing fields from the Secretary of State, in accordance with Section 77 of the Schools Standards and Framework Act 1998, an exception may be made to this policy where equivalent or greater community benefits are provided.

**Policy DM8: Protection of Landscape features**

Development will not be permitted which would cause loss of, or significant damage to landscape features, including those identified on the Proposals Maps, which make an important contribution to the character and local distinctiveness, or the green infrastructure network, within the locality.

- 2.31 Policy DM7 and DM8 above relate to specific ‘green features’ which make a significant contribution to the green infrastructure within the towns and villages.
- 2.32 These designations alone can appear as isolated areas on the Proposals Maps. However they are usually part of a wider 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. The wider green infrastructure network in each town and village is an important part of the character of an area and its local distinctiveness, and is identified in the Green Infrastructure Strategy prepared as a Supplementary Planning Document to this Plan.
- 2.33 The following features 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.
- 2.34 Policy DM9 below provides the overall framework for the Green Infrastructure Strategy, identifying the key components which contribute to the local networks of green infrastructure and which will need to be taken into account in development proposals. Specific elements of the green infrastructure network for each town and village are identified in the Supplementary Planning Documents. Some of these features will also be identified in the adopted Local Distinctiveness Supplementary Planning Documents.
- 2.35 Detailed information about projects to improve and enhance open space and the green infrastructure network is set out in the Open Space Supplementary Planning Document and in the Green Infrastructure Strategy Supplementary Planning Document.

#### **Policy DM9: Green Infrastructure**

Development proposals should maintain, and where possible enhance, the integrity of the network of important green infrastructure (including those identified in the Green Infrastructure Strategy Supplementary Planning Document.)

In particular development proposals should:

- (i) maintain green buffers between development and major transport routes;
- (ii) maintain and enhance the character of tree lined streets and streets with spacious verges:
- iv) make a feature of watercourses and their banks, and avoid putting the watercourse into a culvert.
- (v) protect the open character of an area which is important to the setting of the settlement (‘landscape setting’), including for example, wedges of countryside extending into the settlement;
- (vi) enhance ‘green links’ between green spaces within the settlements and 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 pressures on internationally protected nature conservation sites.

The Green Infrastructure Strategy Supplementary Planning Document will give

guidance on the location of features where the above requirements will be particularly relevant to the consideration to a development proposal.

- 2.36 '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.
- 2.37 '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. '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.
- 2.38 Watercourses provide valuable ecological corridors and amenity value.
- 2.39 'Landscape setting' features are significant 'green lungs' of green space which extend from the countryside into the towns, or which provide green 'wedges' separating settlements.
- 2.40 'Green links' within the built up areas and from the built-up areas into 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 provide wildlife corridors, which enhance biodiversity.

## **Community Services and Infrastructure** **[Section 6.8 of Core Strategy]**

- 2.41 No additional policies are required to supplement Core Strategy Policy CS8: Community services and infrastructure

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

- 2.42 The detailed allocations and designations to achieve the spatial strategy set out in the Core Strategy are included in Sections 3, 4 and 5 of this consultation document.
- 2.43 This document sets out 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.

## **Built-up Area Boundaries**

- 2.44 The Built-up Area boundaries for defined settlements (Core Strategy Policy CS9, Levels 1, 2 and 3) are defined on the Proposals Maps. In these areas policies which

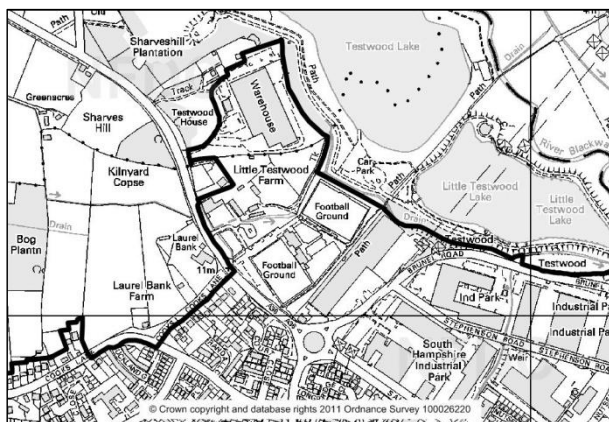


refer to 'in Built-up Areas' apply. Outside of these areas, including within Level 4 settlements (Core Strategy Policy CS9), 'countryside' / 'rural' policies apply.

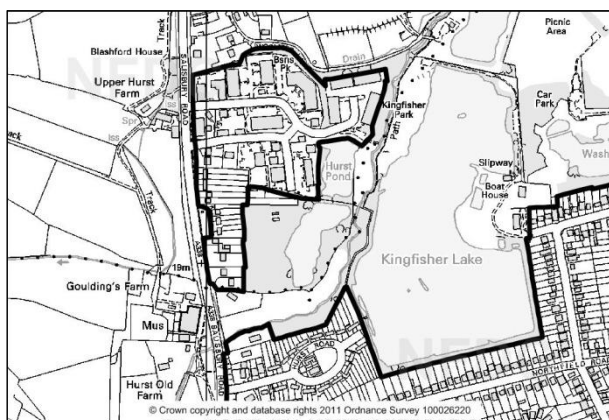
- 2.45 In some places the Built-up Area boundaries now defined vary from those defined in the previous Local Plan to:
- take account of new land allocations made in this Plan;
  - remedy anomalies which have arisen as a result of development since the previous boundaries were defined; and
  - rationalise policy boundaries where anomalies were created when the National Park boundary was defined.

The proposed changes to the built-up area boundaries, where they relate to development proposals of this Plan are set out within Sections 3, 4 and 5. Others are detailed in full in Appendix 1: Schedule of Changes to Proposals Map.

- 2.46 In addition to the above, two major changes to the previously defined Built-up Area boundaries are made:
- a) the built-up area boundary north-east of Totton is revised, as shown on Map BU-TOT below, to include the land occupied by the football stadium and related uses, existing employment development and caravan site, together with the land proposed for employment development under Policy TOT12 of this Plan (see Section 3); and
  - b) a new built-up area is defined at Blashford, reflecting the extent of development already in this location (see Map BU-BLASH).



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



**Map BU-BLASH: Built-up area boundary change – Blashford**

- 2.47 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.

## **Green Belt**

- 2.48 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. Limited changes are made to the Green Belt boundary, as a consequential of making provision for housing development to meet a local need under Policy CS12 of the Core Strategy, in Lymington, Milford on Sea, Hordle and New Milton, and to meet the development requirements of Policies CS11 and CS18 at Ringwood. Details of these changes are set out in Section 4 and Section 5 of this Plan. In addition some minor revisions to the Green Belt boundary are made to correct current anomalies, including some very small areas left as isolated Green Belt following removal of Green Belt designation from the New Forest National Park. Appendix 1: Schedule of changes to Proposals Maps, sets out the changes made and the reasons for them.
- 2.49 National Planning Policy on Green Belts applies within the defined Green Belt shown on the Proposals Map.

## **Housing (Section 7.3 of Core Strategy)**

2. 50 The principal 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; and
  - Policy CS22: Affordable housing in rural areas.

- 2.51 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.
- 2.52 In addition to the Core Strategy and national policies on housing development, local policies are included relating to ensuring that affordable housing meets the needs of local people and to clarify the locations where developments providing residential accommodation (including Care Home) to meet the needs of older people will be appropriate.

### Occupancy of affordable housing provided to meet a local need

<b>Policy DM10: Occupancy of housing provided to meet a local need</b>
<p>To ensure that the affordable housing, as provided for under Core Strategy Policy CS12, is directed primarily towards the needs of the community in which the development is located, the following occupancy criteria will be applied.</p> <p>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).</p> <p>The strength of an applicant’s local connection with a parish will be defined according to the following bands:</p> <p>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, or a designated key-worker performing an essential service for the community where there is an established need for an applicant to be re-housed to maintain the service.</p> <p>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.</p> <p>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.</p>

- 2.53 This policy seeks to ensure that the additional affordable housing provided in allocations made in accordance with Policy CS12 of the Core Strategy area, will be primarily for the benefit of the local communities in which the development is located. Applicants who do not fall into any of Bands A to C as set out in the policy would not be considered as having a local connection.

## Residential accommodation for older people

### **Policy DM11: Residential accommodation for older people**

Residential accommodation designed specifically to meet the needs of older people, including care homes and extra care housing, will normally be permitted on sites appropriate for residential development. Care homes will not be permitted on sites allocated for residential development under Core Strategy policies CS11 and CS12.

- 2.54 Core Strategy Policy CS13(e) refers to providing housing which meets the needs of older people. Policy DM11 seeks to achieve this in appropriate locations.

## **Gypsies, travellers and travelling showpeople (Section 7.4 of Core Strategy)**

- 2.55 Core Strategy Policy CS16: Gypsies, travellers and travelling showpeople sets out criteria for determining locations for gypsy, traveller and showpeople sites.
- 2.56 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); and
  - Hampshire and Isle of Wight Travelling Showpeople Accommodation Assessment (March 2008).
- 2.57 Based on these assessments, and having regard to the aims and objectives of the Core Strategy, 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.
- 2.58 As the level of new provision required is small it does not justify the allocation of new sites in the Plan Area, as the need can be met through an increase in the capacity of the existing site at Little Testwood Farm Totton (See Policy TOT10, Section 3).
- 2.59 With regard to travelling showpeople, 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 Core Strategy)

- 2.60 Sections 3, 4 and 5 set out proposals for employment and business development in the Plan Area to help meet the needs of local businesses in accordance with the Core Strategy.
- 2.61 The principal 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; and
  - CS21: Rural economy.
- 2.62 The main supply of land for business start-ups, expansions and relocations will come from the re-use of existing sites and from a number of undeveloped employment land allocations carried forward into this Plan from the previous Local Plan.
- 2.63 Details of sites which are allocated for employment development area set out in Sections 3, 4 and 5.

### Marine-related employment sites

<b>Policy DM12: Employment land identified as particularly suitable for marine uses</b>
<p>Land adjoining the water frontage within the following sites is identified as being particularly suitable for marine-related businesses;</p> <ul style="list-style-type: none"><li>a) Marchwood Industrial Park (wharf and environs)</li><li>b) Cracknore Industrial Park</li><li>c) Marchwood Military Port</li><li>d) Hythe Marina Boat Yard, Endeavour Way</li><li>e) Hythe Boat Yard, St. Johns Street</li><li>f) Hythe Marine Park, Shore Road</li><li>g) Lymington Marina, Bath Road</li><li>h) Bath Road, Lymington, yacht clubs, harbour office, car and boat parks</li><li>i) Boat Yard, Mill Lane, Lymington</li><li>j) Boat Works, Undershore Road, Lymington</li><li>k) Lymington Yacht Haven, Kings Saltern Road</li></ul> <p>New employment development on these sites should secure opportunities for marine-related businesses to have access to the water frontage.</p> <p>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.</p>

- 2.64 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 coastal sites suitable for marine-related businesses.

## Tourism (Section 7.6 of Core Strategy)

- 2.65 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.
- 2.66 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.

### **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 DM23; 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.



- 2.67 Policy DM13 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.

## **Town, village and local centres (Section 7.7 of Core Strategy)**

- 2.68 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.
- 2.69 In addition to Core Strategy and National Planning Policy and Guidance, this Plan sets out additional policies aimed at protecting existing centres and directing new development to appropriate locations.
- 2.70 For the purposes of Policies DM15, DM16 and DM17, ‘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 in the definition of an ‘appropriate non-retail use’.

## **The Main Town Centres (Totton, Hythe, Lyminster, New Milton, Ringwood and Fordingbridge)**

- 2.71 Policy CS20 of the Core Strategy identifies the levels of provision to be made for additional shopping floorspace in the Plan Area’s main shopping centres up to 2018. The impact of changes in economy since the Core Strategy was adopted in 2009, has been considered in the preparation of this Plan. (See Background Paper 42.) It has been concluded that the impact of the economic downturn has been to delay the need for additional retail floorspace until the later part of the Plan Period.

## **Provision for additional retail floorspace**

<b>Policy DM14: Additional retail floorspace in Totton, Hythe, Lyminster, New Milton, Ringwood and Fordingbridge</b>
Within the Town Centre boundary, as defined on the proposals maps, (see Map TOT-TC1, Map HYD-TC1 (Section 3), Map LYM-TC1, Map NMT-TC1 (Section 4), Map RING-TC1, Map FORD-TC1 (Section 5)) 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 metres<sup>1</sup> of the primary shopping area. Preference will be given to the “town centre opportunity sites” identified in Policies TOT15, HYD4, LYM8, NMT8 and RING4.

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.

- 2.72 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. Additional retail development 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 is made provision for in Policy DM14. Sections 3, 4 and 5 of this Plan contain policies identifying town centre opportunity sites where the additional retail floorspace requirements of Policy CS20 can be met, and sites which would provide additional town centre office floorspace in accordance with Core Strategy Policy CS18.

## Town centre policy areas

### **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 frontage<sup>2</sup>. Non-retail uses will not be considered appropriate in premises in prominent locations within a primary shopping area; and
- (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

<sup>1</sup> Locations which are within 300 metres of the primary shopping area will be considered as ‘well connected’ and ‘within easy walking distance’ of the primary shopping area.

<sup>2</sup> The assessment will take into account unimplemented planning permissions for changes of use.



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; and
- (b) the change of use of retail premises to appropriate non-retail uses.

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 DM14;
- (b) entertainment and community uses;
- (c) office and business development; and
- (d) residential development provided:
  - (i) it does not result in the loss of retail, appropriate non-retail (as defined in para. 2.69), or other employment or business uses, or sites 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 TOT15, HYD5, LYM8, NMT8 and RING4.

- 2.73 Policy DM15, Primary shopping areas, Policy DM16, secondary shopping areas and Policy DM17, town centre developments, provide additional detailed policy implementing Policy CS20 of the Core Strategy.
- 2.74 Town centre boundaries, primary shopping areas, secondary shopping frontages and local shopping frontages are defined in this Plan on the Proposals Maps. They are also illustrated in Sections 3, 4 and 5 of this document. (For Town centre boundaries, primary shopping areas and secondary shopping frontages see the following maps. In Section 3: Totton - Map TOT-TC1, Hythe - Map HYD-TC1; in Section 4: Lymington - Map LYM-TC1, New Milton - Map NMT-TC1; in Section 5: Ringwood - Map RING-TC1, Fordingbridge - Map FORD-TC1. Local Shopping Frontages are also illustrated in Sections 3, 4 and 5 of this document as well as being formally defined on the Proposals Maps).

2.75 Appropriate non-retail uses are defined in paragraph 2.70.

### Local Shopping and services

**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.

2.76 Policies DM18 and DM19 aim to retain a minimum proportion of shop units in a retail use within the defined local shopping frontages.

### Small Local Shops and Public Houses

### **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 provide 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 or if this would leave the local area without such a facility. Change of use to an alternative business/employment or community use will be acceptable where the loss of a shop or public houses is permitted.

- 2.77 Within the towns and villages there are 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. Policy DM20 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). In addition to small local shops or groups of shops, public houses can provide an important local facility for a community.

## **Rural areas and countryside (Section 7.8 of Core Strategy)**

- 2.78 The countryside is defined as all of the Plan Area outside the defined built-up areas of the towns and villages (Level 1, Level 2 and Level 3 settlements defined in Core strategy Policy CS9.). 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 site-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.
- 2.79 The additional development management policies set out below supplement policies in the Core Strategy.

## **Housing in the Countryside**

- 2.80 New housing development is very tightly restricted in the countryside. Policy DM21 below sets out the circumstances under which residential development may take place in the countryside (i.e. outside the defined “built up areas”).
- 2.81 Core Strategy Policy CS22 continues the longstanding policy within New Forest District to allow small scale residential development to meet a rural community’s need for affordable housing for local people. It is the Council’s intention to continue to seek

suitable small sites for rural affordable housing, in accordance with Core Strategy Policy CS22: Affordable housing for rural communities.

#### **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<sup>3</sup>; 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 use; and/or
  - (iii) it 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 dwelling in accordance with Policy DM22.

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.

Replacement dwellings and dwelling extensions should not normally provide for an increase in habitable floorspace<sup>4</sup> of more than 30%. A dwelling may be permitted to exceed the 30% limit provided the increased floorspace will not result in a dwelling in excess of 100 sq. metres floorspace. In all cases proposals 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.

- 2.82 The 30% limit is applied as a limit to all cumulative extensions since 1<sup>st</sup> July 1982. In exceptional circumstances, a larger extension may be permitted to:
- (i) meet the genuine family needs of an occupier who works in the immediate locality; or
  - (ii) meet the design considerations relating to the special character of the building e.g. listed buildings.
- 2.83 Any internal floorspace created since 1<sup>st</sup> July 1982 within the original envelope of the building, e.g. a loft conversion, will be excluded from the 30% limit applied in the policy.
- 2.84 In considering proposals for a conservatory<sup>5</sup>, some flexibility may be applied in implementing the 30% limit to cumulative extensions, having regard to the impact of the proposal on the setting of the dwelling and character of the area.

#### **Agricultural, forestry and other occupational dwellings in the countryside**

- 2.85 Policy DM22 sets out the circumstance where a new dwelling may be permitted in the countryside to address the essential needs of a rural enterprise.

<sup>3</sup> 'Existing dwelling' means the dwelling as it existed on 1 July 1982, or as the dwelling was originally built or legally established, if the residential use post-dates 1 July 1982.)

<sup>4</sup> Floorspace will be measured as the total internal floorspace of the whole building including all attached buildings, irrespective of whether their current use is as habitable floorspace.

<sup>5</sup> A conservatory is defined as a structure that has not less than three-quarters of the area of its roof and not less than one-half of the area of its external walls made of translucent material.

**Policy DM22: Agricultural or forestry workers dwellings**

New permanent dwellings will be allowed to support existing agricultural/ forestry activities on well-established agricultural or forestry enterprises, where:

- (i) there is a clearly established existing functional need;
- (ii) the need relates to a full-time worker, or one who is primarily employed in the agriculture/ forestry enterprise and does not relate to a part-time requirement;
- (iii) the unit and the agricultural/ forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so ;
- (iv) the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned.

Where the need is established the dwelling should be sited so as to meet the identified functional need and be well-related to existing farm buildings, or other dwellings. All dwellings permitted under this policy will be subject to an appropriate restrictive occupancy condition.

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.

- 2.86 Restrictions on the removal of occupancy conditions on agricultural and forestry workers dwellings is to ensure that they normally remain available for the purposes for which they were originally permitted.

**The Rural Economy**

- 2.87 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.
- 2.88 Policy DM23, below, supplements 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.

**Rural employment development**

**Policy DM23: Employment development in the countryside**

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

- (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) the re-use of existing permanent buildings which is structurally sound so that it can be re-occupied without major rebuilding or extension.  
And, for an established rural enterprise:  
(c) the redevelopment of an existing employment site which results in local environmental benefits; or  
(d) the extension to an existing building in employment use.  
In all cases, development should be of an appropriate design, scale and appearance and should not be harmful to the rural character of the area by reason of visual impact, traffic and other activity generated or other impacts.

2.89 For farm diversification projects, supporting evidence required would include a business plan for the farm. Parts (c) and (d) of the policy give established rural businesses scope to grow on-site without the need to relocate.

### Rural shops and Services

**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 provide for the day to day needs of a community which otherwise would not be provide 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 adaptation 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.

2.90 Policy DM24 allows development related to the needs of local communities in rural areas. In implementing this policy, particular regard will be had to specific local needs which have been identified by the community in a Parish Plan.

**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.

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

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

Development associated with 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 result in harmful increases in riding pressures on sensitive parts of the New Forest (in particular those subject to international nature conservation designations) or otherwise have unacceptable impacts on neighbouring uses, the rural landscape, local roads or on road safety.

- 2.93 Back-up grazing land can be under pressure from recreational horse-keeping. Particular regard will be had to Core Strategy Policy CS21(f) in considering proposals.

## **Transport (Section 7.9 of Core Strategy)**

- 2.94 The principal policies in the Core Strategy relating to travel and transport are:
- CS23: Transport proposals; and
  - CS24: Transport considerations.
- 2.95 In the preparation of this Plan previous transport proposals and safeguardings have been reviewed, and the need for new proposals considered. 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 has been agreed with Hampshire County Council. The list of schemes is monitored and regularly updated to take account of local needs and includes measures to minimise the impact of new development on the existing transport infrastructure, improve accessibility by non-car modes and reduce the adverse impact of traffic. Sections 3, 4 and 5 of this document give more details of 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 is the main spending priority. It is envisaged that the majority of transportation proposals will need to be developer funded.

### **District Statements**

- 2.96 The Local Transport Plan 3 (2011-31) gives details of the high level strategic vision for transport in Hampshire as well as providing the context for the delivery of more detailed transport policies. Following adoption of the Local Transport Plan Hampshire County Council, as the Highway Authority, will produce District Statements which will cover the whole of each district including areas, such as Ringwood, already covered by a Town Access Plan (see Section 5 Ringwood). The District Statements will help secure and prioritise transport improvements at the local level and provide the policy and evidence base to inform and support the implementation of the transport contributions policy. This will include provision of measures, funded by developers' contributions, to mitigate the impact of new development.

### **Parking**

- 2.97 The Provision of Car Parking Space in Residential Development, Supplementary Planning Document, adopted in February 2008, gives details of the parking standards for residential developments in the District outside the National Park. A separate Supplementary Planning Document covers parking standards for non residential developments.
- 2.98 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).

### **Vehicle charging points**

- 2.99 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. In accordance with national planning policy, new developments should be designed to enable the provision of electric plug in points for both electric vehicles and plug in hybrid vehicles. The design of parking should also consider the provision of electric plug in points, the cabling for the charging infrastructure and the charging infrastructure itself.

## Freight

- 2.100 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 can be viewed on the Hampshire County Council web-site. A Freight Strategy for Hampshire prepared by County Council will be a supplementary policy document to the Hampshire LTP3 Strategy.

<b>Policy DM27: Development generating significant freight movements</b>
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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.
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- 2.101 Any proposals for freight development should accord with Hampshire sub-regional Freight Strategy and rail freight will be encouraged.

## General development requirements for site allocations

- 2.102 Sections 3, 4 and 5 of this Plan include site-specific policies allocating land for development. The intention of these policies is to establish the basic principles relating to how these sites should be developed over the Plan Period. They do not attempt to specify in detail the form or design of the future development. This will be resolved through the negotiation of a planning proposal for the site at the time that a developer brings a site forward for development or, for major sites, the preparation of a Site Development Brief.
- 2.103 In addition to any site specific policy, the development management policies in both this document and in the Core Strategy will need to be taken into account when considering development proposals for a site. In particular attention is drawn to the following policies:
- Policy CS2 Design Quality: Regarding the application of good design principles and contribution to local distinctiveness:
  - Policy CS4 Energy and resource use: Regarding standards to be achieved in new construction.
  - Policy CS7 Open spaces, sport and recreation: Regarding the provision of public open space
  - Policy DM9 Green Infrastructure: Regarding enhancement and provision of 'green links' (including retention of important trees and hedgerows) and provision of 'wildlife friendly' landscaping to create wildlife corridors
  - Policy DM9 Green Infrastructure: Regarding the enhancement of watercourses and avoidance of culverting.

- Policy CS13 Housing types, sizes and tenure: Regarding the type of housing to be provided
- Policy CS14 Affordable housing provision: Regarding the integration of different types of housing tenure across a site so that affordable housing is indistinguishable
- Policy CS15 Affordable housing contribution requirements from development
- Policy CS24 Transport considerations: Regarding the provision of safe access for motor vehicles, cyclists and pedestrian
- Policy CS24 Transport considerations: Regarding the provision of safe and convenient links to local pedestrian and cycle routes
- Provision of vehicle charging points in new developments (See paragraph 2.98).

2.104 For residential land allocations identified in Section 3, 4 and 5 of this Plan, for most sites an indicative indication of the number of houses that may be accommodated on the sites allocated is given in supporting text. However, these numbers should be regarded as a guideline figure only, not a policy objective. Actual numbers will only be determined through detailed work either through the preparation of a detailed Site Development Brief or through negotiation of a planning application.



New Forest District Council Local Development Framework

# Sites and Development Management Development Plan Document

New Forest District outside the National Park

## Pre Submission Document

January 2012

Section 1: Introduction

Section 2: Development Management Policies

### **Section 3: Site Specific Proposals – Totton and the Waterside**

Section 4: Site Specific Proposals – The Coastal Towns and Villages

Section 5: Site Specific Proposals – Ringwood, Fordingbridge, the Avon Valley and  
Downlands



## **Section 3: Site-specific Proposals – Totton and the Waterside**

- 3.1 The site-specific policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.
- 3.2 The general policies set out in:
- the Core Strategy,
  - National Planning Policy and
  - Development Management policies set out in Section 2 of this document
- all apply where relevant.
- 3.3 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.

### **Improving access to the Waterside**

- 3.4 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 area, but have wider implications for this area as a whole.

### **Re-opening the Waterside railway to passengers**

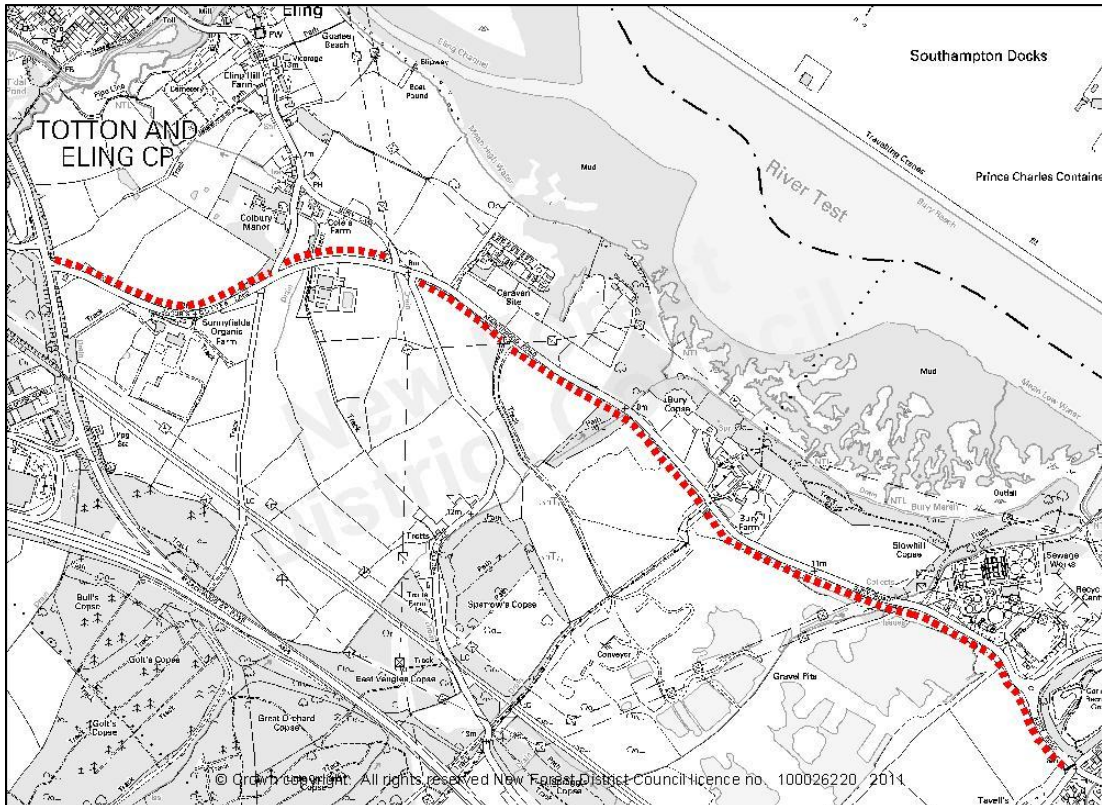
- 3.5 Policy CS23(f) of the Core Strategy seeks reinstatement of passenger services on the Waterside branch railway, including safeguarding land for the provision of new passenger stations and associated works and facilities. The previous proposal for a station in West Totton, at Bartley Park has been abandoned. The specific locations proposed for the remaining new station proposals and the associated proposed pedestrian and cycle links are set out in the sections for Totton, Marchwood and Hythe.

### **Improvements to the A326**

- 3.6 Core Strategy Policy CS23(c) places improvements to the A326 as a 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 public transport and car sharing. This scheme can be provided within highway land and so no land is safeguarded for its implementation.

## Improvements to footpath/cycleways

- 3.7 Numerous cycle routes are proposed for the Totton and Waterside area, detailed in the transport proposals for each settlement. While the principles of the improvement schemes have been appraised for their environmental and 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, particularly those that involve the removal of extensive existing hedgerows.
- 3.8 A cycle route proposed in policies TOT22.11 and MAR8.4 is of wider importance than just one settlement. As illustrated on the map below, 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.

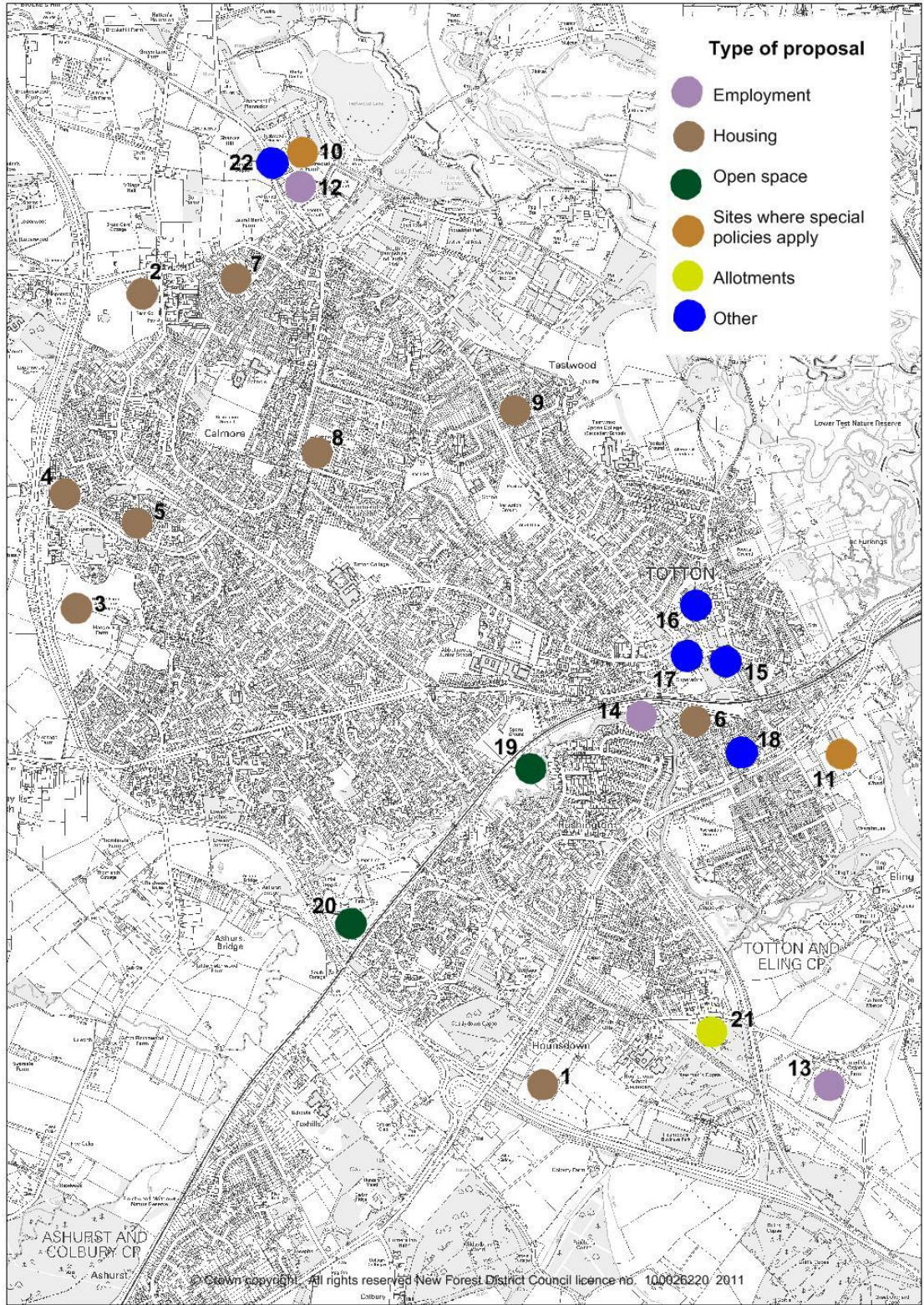


Map: Bury Road to Totton cycle route





# Totton and Eling



Totton overview map

<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
1	TOT1	Land at Durley Farm, Hounslow	Proposed residential development of up to 80 dwellings and public open space
2	TOT2	Land at Loperwood Farm	Proposed residential development of up to 20 dwellings and public open space
3	TOT3	Land at Hanger Farm, Totton	Existing housing allocation carried forward
4	TOT4	Land off Oleander Drive, north of Michigan Way	Proposed residential development
5	TOT5	Land north of Michigan Way, east of Garland Way	Proposed residential development
6	TOT6	Land at Brokenford Lane,	Proposed residential development
7	TOT7	Stocklands, Calmore Drive	Proposed residential development
8	TOT8	Land off Blackwater Drive, Calmore	Proposed residential development
9	TOT9	Bus Depot, Salisbury Road	Proposed residential development
10	TOT10	Land at Little Testwood Farm caravan site	Proposed extension to accommodate permanent residential caravan pitches for gypsies and travellers
11	TOT11	Eling Wharf	Redevelopment for more intensive employment uses with some housing, community and recreation uses and public access to the waterfront
12	TOT12	Land at Little Testwood Farm	Proposed employment development
13	TOT13	Land at Sunnyfields Farm, Jacob's Gutter Lane	Proposed employment development associated with food production and processing
14	TOT14	Industrial estate west of Brokenford Lane	Restrictions on extensions
15	TOT15	Town Centre	Town centre development opportunity sites
16	TOT16	The Civic Building	Existing allocation for civic and

<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
		complex	community uses carried forward
<b>17</b>	TOT17	Environmental and transport improvements in Totton town centre	Proposed environmental and transport improvements in the town centre
<b>18</b>	TOT18	Rumbridge Street Local Shopping Area	Local Shopping Area
<b>19</b>	TOT19	North east of Bartley Park	Public open space proposal
<b>20</b>	TOT20	Bartley Park (South)	Public open space proposal
<b>21</b>	TOT21	Jacob's Gutter Lane	Allotments
	TOT22	Various	Transport schemes (see Maps TOT21)
<b>22</b>	BU-TOT	Little Testwood	Built-up area boundary change (See Section 2, Map BU-TOT).



## Totton and Eling

- 3.9 The strategy for Totton and Eling is summarised on page 84 of the Core Strategy.
- 3.10 The site-specific policies for Totton and Eling, as set out below, aim to help achieve the aims and objectives of the Core Strategy.

## Housing at Totton

- 3.11 Housing development will continue on acceptable sites within the defined built-up area of Totton and Eling. In addition, 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). Policies TOT1 and TOT2 below identify sites to achieve this. When considering new 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.
- 3.12 Core Strategy Policy CS12 also allows for possible sites for up to a further 50 dwellings to be identified specifically to address local needs for affordable housing. It has not been possible to identify any further acceptable sites to provide for this possible development.

## New housing allocations adjoining Totton

### **TOT1: Land at Durley Farm, Hounslow**

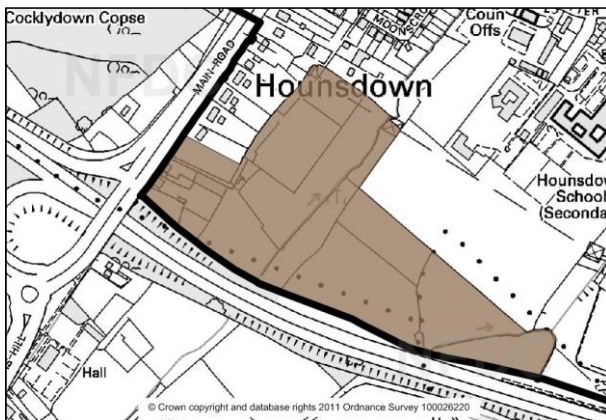
Land at Durley Farm, Hounslow is allocated for residential development including affordable housing in accordance with Policy CS15(a) of the Core Strategy, public open space and allotments. The overall amount of development will be limited by transport considerations and site constraints as set out below.

The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access to the site via Jacob's Walk and pedestrian and cycle links to Main Road (A35);
- implementation of appropriate measures to reduce the traffic impacts of the development on adjoining residential roads;
- provision of a cycle route through the site from Jacob's Gutter Lane to Hounslow Business Park (See Policy TOT 22.9);
- provision of a landscape buffer alongside the A326 Totton western bypass and Main Road in order to screen the National Park and reduce the impacts of traffic noise on the development;
- retention of existing woodland, mature trees and hedgerows within the site;
- protection and enhancement of the Site of Importance for Nature Conservation designated within the site. Where encroachment on the SINC is unavoidable appropriate compensation measures will be required,

involving the creation of compensatory habitats of equivalent biological value;

- provision of suitable land for a minimum of 10 full size allotment plots within the site;
- on site provision of 3.2ha of public open space to include an equipped play-space for children within the development and formal public open space accessible to Hounsdow School;
- appropriate provision for the future management of green infrastructure within the site including public open spaces, allotment land and areas designated Sites of Importance for Nature Conservation;
- no built development beneath power lines crossing the site.



**Map TOT1: Land at Durley Farm**

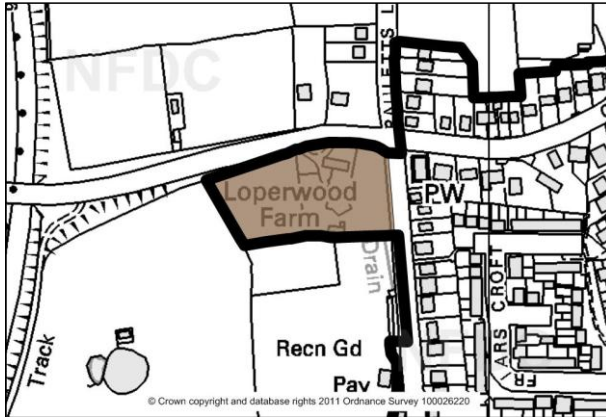
- 3.13 Land at Durley Farm has been allocated for housing development in the past and was most recently identified as a 'reserve' site in the last Local Plan to be released if needed to meet housing requirements. There has been an expectation that this land would be developed at some point in the future.
- 3.14 The development will be limited to about 80 dwellings in order to limit impacts upon local highways and the existing character of the area, to enable the provision of significant areas of public open space, and to protect and enhance the Site of Importance for Nature Conservation (SINC) on the site. Enhanced provision of public open space, to be provided on the site, will provide wider community benefits and mitigate the recreational impact of residential development on international nature conservation designations. The provision of allotments will also provide benefits to the wider community.

**TOT2: Land at Loperwood Farm**

Land at Loperwood Farm, is allocated for residential development including affordable homes in accordance with Policy CS15(a) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:



- provision of vehicular, pedestrian and cycle access to the site from Calmore Road;
- appropriate landscape treatment to the boundaries of the site, in particular to enhance the Loperwood and Calmore Road frontages and the setting of St. Anne's Church; and
- provision of public open space in accordance with Policy CS7, to include natural play space for young children on the site.



**Map TOT2: Land at Loperwood Farm**

- 3.15 The site occupied by the now derelict Loperwood Farmhouse will accommodate up to around 20 dwellings.

## Housing sites within Totton and Eling

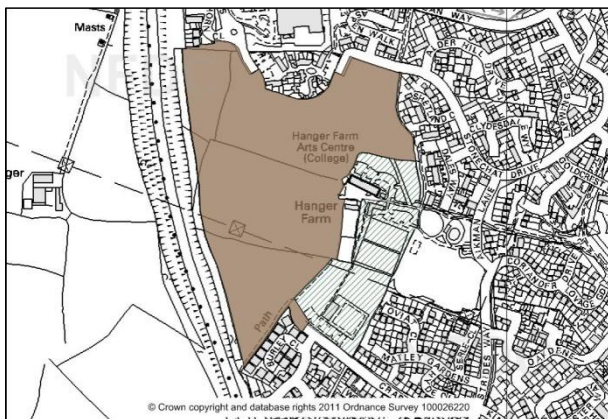
- 3.16 In addition to new greenfield sites on the edge of Totton, sites which were already allocated for development in the previous Local Plan, together with some new site allocations, are also identified in this Plan for new residential development within the existing built-up area of Totton and Eling.
- 3.17 In addition to specific site allocations, small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Proposals Map). When considering development within the existing built-up area, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

### **TOT3: Land at Hanger Farm, Totton**

Land at Hanger Farm, is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

The site will be developed in accordance with the following site-specific criteria:

- provision of public open space in accordance with Policy CS7, to include equipped play-space for children within the development;
- provision of a landscape buffer alongside the A326 Totton western bypass in order to screen the National Park and reduce the impacts of traffic noise on the development;
- provision of green infrastructure links through the site, including completion of the west Totton greenroute on land west of Dales Way to Stonechat Drive and the continuation of the west Totton greenroute from the Hanger Farm Arts Centre to the roundabout serving Morrisons supermarket; (See TOT22. 14 );
- provision of a wildlife corridor between the Hanger Farm Arts Centre and the landscape buffer on the western edge of the site.



**Map TOT3: Land at Hanger Farm**

3.18 Hanger Farm, Totton 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. Any revised development scheme for the site will be considered under the policies of this Plan and the Core Strategy. This may result in a reduced number of dwellings that can be developed in this area compared with the earlier planning permission.

3.19 Development of this site offers the opportunity to complete the west Totton greenroute. Proposals for greenroutes outlined in the policy will be expected to include a footpath and a cycleway.

**TOT4: Land off Oleander Drive, north of Michigan Way**

Land off Oleander Drive, north of Michigan Way is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the

**Core Strategy.** The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access to the site from Oleander Drive;
- retention of important trees and hedgerows on the site;
- retention and enhancement of the paddock along the Michigan Way frontage as part of the Green Infrastructure Strategy green buffer along Michigan Way;
- retention and enhancement of the route of the existing public right of way along the northern boundary of the site linking to the A326 underpass, to provide pedestrian and recreational cycling links to the countryside west of the bypass (See TOT.13);
- provision of public open space in accordance with Core Strategy Policy CS7 to include natural play space for young children on the site.



**Map TOT4: Land off Oleander Drive, north of Michigan Way**

3.20 This land was previously safeguarded for highway improvements, but is no longer needed.

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

Land north of Michigan Way, east of Garland Way is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access from Singleton Way and pedestrian and cycle access onto Garland Way and the green route link to the west;
- completion of the Green Infrastructure Strategy green buffer along the Michigan Way frontage;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.



**Map TOT5: Land north of Michigan Way**

- 3.21 This site was previously allocated as part of the Hazel Farm development. The green infrastructure buffer along the south side of the site adjoining Michigan Way is important to the character of this route into Totton.

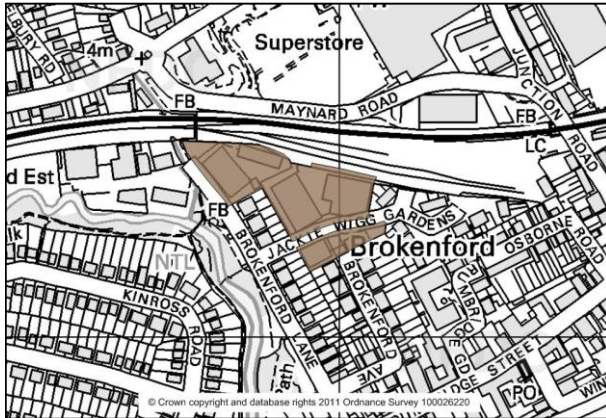
**TOT6: Land east of Brokenford Lane**

Land east of Brokenford Lane is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The further intensification of existing industrial uses by extension or new development will not be permitted.

The development should include the provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.

A site-specific Flood Risk Assessment (in accordance for Core Strategy Policy CS6) will be required. This must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.





**Map TOT6: Land at Brokenford Lane, Totton**

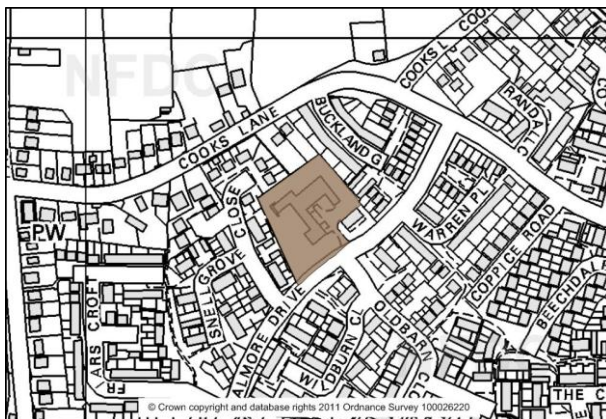
3.22 Brokenford Lane has a narrow entrance from Rumbridge Street which is unsuitable for industrial traffic. The loss of this industrial land is justified in terms of the environmental benefits to be gained. This longstanding housing allocation is in two parts, north and south of the entrance to Jackie Wigg Gardens. The larger site to the north has been cleared of industrial uses and was granted planning permission in 2010 for the development of 48 dwellings.

**TOT7: Stocklands, Calmore Drive**

As an alternative to the continued use of this site as a care home, the Stocklands site, north of Calmore Drive could be developed for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

Development should meet the following site-specific criteria:

- retention of existing trees and hedgerows on the site where possible and additional landscape treatment to enhance the frontage with Calmore Drive;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.



**Map TOT7: Stocklands, Calmore Drive**

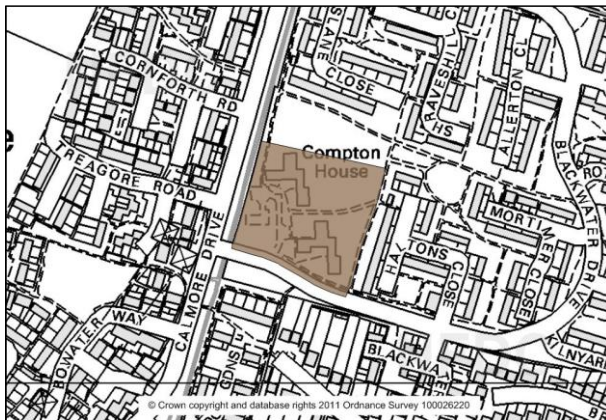
- 3.23 As an alternative to continued use of this site as a Care Home, redevelopment for residential development would also be an appropriate use of this site. Intensification of the use of the existing access could have traffic impacts on Calmore Drive as the existing access to the site lies directly opposite Old Barn Close. A traffic impact assessment of the proposed development will be required to demonstrate that the road junction can accommodate any additional traffic generated by development.

**TOT8: Land off Blackwater Drive, Calmore**

Should the existing sheltered housing scheme become redundant, land at Blackwater Drive, Calmore could be redeveloped for residential development including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

Development should meet the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Blackwater Drive;
- retention of existing trees where possible and provision of additional planting along Blackwater Drive;
- provision of public open space in accordance with Core Strategy Policy CS7;
- compensation for the loss of public open space through landscape enhancements to the existing open space to the north including play space provision for young children.



**Map TOT8: Land off Blackwater Drive, Calmore**

- 3.24 Land off Blackwater Drive, Calmore is currently occupied by a NFDC sheltered housing scheme. Should the existing sheltered housing scheme become redundant, a residential redevelopment (which could include a new sheltered housing scheme) would be appropriate. The existing development adjoins a large area of public open space to the north and east. Part of this open space has been incorporated into the allocation to provide the opportunity for a comprehensive redevelopment scheme, which should include improvements to the quality of the public open space in this area.

### **TOT9: Bus Depot, Salisbury Road**

The bus depot, Salisbury Road is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access to the site from Salisbury Road;
- an assessment of potential contamination on the site and any necessary remediation;
- retention of mature trees and hedgerows;
- provision of public open space in accordance with Core Strategy Policy CS7 to include play space for young children on the site.



**Map TOT9: Bus Depot, Salisbury Road**

3.25 This depot site has been identified as suitable for redevelopment for housing in order to provide local environmental improvements. The bus depot use may have resulted in ground contamination on this site. Prior to any residential development on this site contamination issues need to be investigated, and if necessary, appropriate remediation measures implemented. Appropriate ground condition surveys will be required.

3.26 In addition to the above residential land allocations, the redevelopment of the Eling Wharf site could include some provision for new housing, as part of a mixed use scheme for the whole site. (See Policy TOT11 below)

### **Residential pitches for gypsies**

#### **TOT10: Land at Little Testwood Farm caravan site**

Land used as a transit caravan site for gypsies and travellers at Little Testwood Farm is safeguarded for that use.

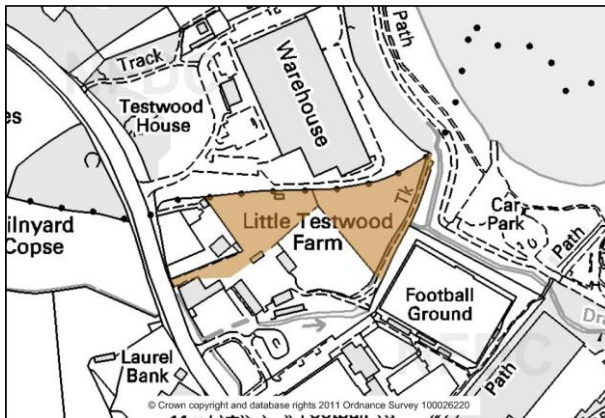
Land adjoining the east of the existing transit caravan site, up to the site boundary,



is allocated for the development of permanent residential caravan pitches for gypsies and travellers in accordance with Policy CS16 of the Core Strategy.

Development of the site should provide for:

- vehicular, pedestrian and cycle access to the site from Salisbury Road;
- the retention of trees and woodland around the site boundary;
- improved ablution facilities on the site;
- provision of public open space in accordance with Core Strategy Policy CS7 to include children's play space on the site.



**Map TOT10: Land at Little Testwood Farm caravan site**

- 3.27 The Council has identified a requirement for additional residential caravan pitches for gypsies and travellers to meet local needs. A small extension to the existing transit site at Little Testwood Farm is suitable to accommodate additional permanent pitches and will also improve facilities for families staying on the transit site for a temporary period.

## Eling Wharf

- 3.28 Eling Wharf is a large key site – a priority area for economic regeneration in the eastern part of the Plan Area. 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 low intensity employment uses. Redevelopment of this site will result in more intensive use of this site, enable contamination issues to be resolved and provide significant opportunities for the creation of new employment uses, in accordance with Core Strategy Policy CS17. As well as new employment development, this Plan proposes that a limited amount of housing and community/leisure uses be provided as part of the redevelopment scheme, together with significant associated environmental improvements.

### **TOT11: Eling Wharf**

Eling Wharf is allocated for a mixed use development, primarily for employment development in accordance with Policy CS17 of the Core Strategy. Residential development, community and leisure uses will also be acceptable as part of a comprehensive redevelopment of the site. In determining the appropriate balance between the uses on the site, regard will be had to:

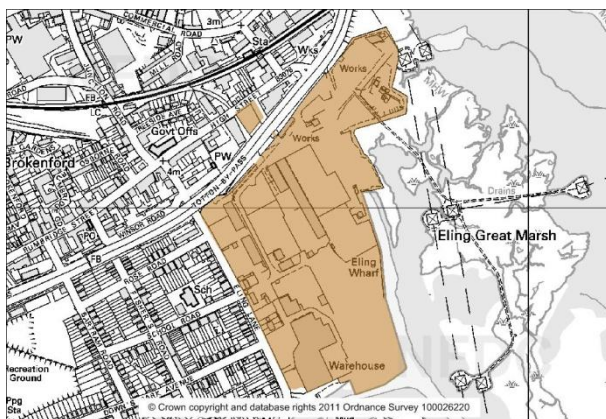
- (i) the need to enable a scheme which overall is financially viable and will produce overall benefits to the environment and local economy; and
- (ii) the need to avoid unacceptable significant impacts on the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, the site will be developed in accordance with the following site-specific criteria:

- the primary use of the site should be employment development, and in particular forms of business development creating higher value and density of jobs;
- residential development, including affordable homes in accordance with Policy CS15(d), should be located on the western part of the site, adjoining Eling Lane.
- the primary access to the employment areas should be from the A35, and the primary access to the housing areas should be from Eling Lane with all accesses being to the satisfaction of the highway authority;
- adjoining Eling Quay, in the southern part of the site, provision of appropriate commercial and leisure uses, which could include limited retail and restaurant uses along the waterfront;
- public open space will need to be provided, including appropriate public access to the waterfront;
- existing contamination issues will need to be resolved prior to, or in association with development;
- significant environmental improvement will be required, including the provision of appropriate Green Infrastructure, to create a high quality environment across the whole site;
- unacceptable impacts will need to be avoided on the nearby areas of national and international importance for nature conservation and the adjoining Eling conservation area, and the implementation of appropriate mitigation measures to safeguard international nature conservation designations during the construction and occupation of the development;
- a Flood Risk Assessment will be required for development proposals on the site. If housing development is proposed in Flood Zones 2 and 3 then detailed control measures for flood protection will be required. Any necessary control measures must show that they:
  - are appropriate and consistent with the North Solent Shoreline Management Plan and the West Solent Coastal Defence Strategy
  - will not result in an increased level of flood risk to others
  - have clear responsibilities for their provision; and
  - have suitable arrangements in place for their future maintenance, where relevant;

- 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.

Appropriate mitigation measures will need to be incorporated into the design of the scheme to ensure avoidance of significant adverse impacts of the development on the international nature conservation designations. These measures should include mitigation of the effects of construction work.



**Map TOT11: Eling Wharf**

- 3.29 In considering the impact of development proposals on the international nature conservation designations, the impacts to be assessed will include:  
Loss of habitat, disturbance of habitats, impact of pollution and contamination on site and in adjacent areas, impact of noise from development, impact of lighting, impact on ground water, disturbance of ground water flows, noise, dust and vibration during construction, visual disturbance, disturbance from recreational activities.
- 3.30 When negotiating a detailed scheme for the redevelopment of Eling Wharf, the Council will take into account the overriding benefits to be gained from resolving the future of this site, and recognising that only financially viable schemes will be implemented. The Council will aim to negotiate a financially viable scheme within the framework provided by Policy TOT11. This may require some flexibility in the implementation of some of the requirements of Policy TOT11.
- 3.31 The close proximity of international nature conservation designations to the site requires an 'Appropriate Assessment' of the proposals to be undertaken (Article 6.3 of the Habitats Directive 92/43/EEC). An Appropriate Assessment of this policy has been carried out (Background Paper --). A full Appropriate Assessment of any planning application will also be required.

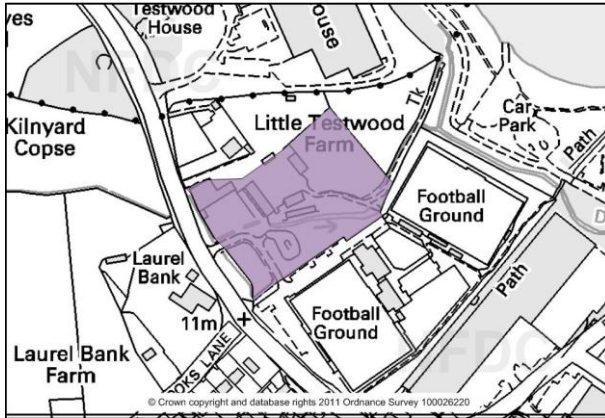
## New employment development at Totton

- 3.32 The Core Strategy proposes up to 5 hectares of additional employment land at Totton (Policy CS18). Given the constraints surrounding Totton (in particular the National Park to the west and the River Test to the east), the Council considers that maximising the use and employment potential of existing employment sites is the most appropriate way of providing for the majority of additional employment land in the Totton area. The redevelopment of Eling Wharf will make a significant contribution to addressing the need for new employment development in Totton. In considering possible sites for future employment development the Council wishes to avoid major new greenfield 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.
- 3.33 In addition to Eling Wharf, provision will be made in this Plan for new employment development to meet the requirements of Core Strategy Policy CS18, by the allocation of a modest greenfield site at Little Testwood Farm and by a policy to allow the expansion of a specific form of agricultural related enterprise at Sunnyfield Farm, to the south of the town. These three sites (Policies TOT11, TOT12 and TOT13) will between them provide a varied choice of sites to address the Core Strategy requirement for additional employment land provision in Totton.

### **TOT12: Land at Little Testwood Farm**

Land at Little Testwood Farm is allocated for employment development in accordance with Policy CS18 of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Salisbury Road;
- retention of important trees on the site;
- additional landscape treatment on the boundaries of the site to include retention and improvement of the hedge fronting Salisbury Road;
- retention and enhancement of watercourses on the site;
- an assessment of potential contamination on the site and the implementation of appropriate remediation measures.



**Map TOT12: Land at Little Testwood Farm**

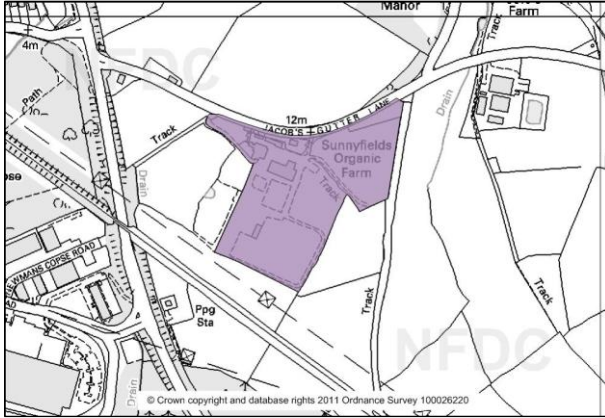
- 3.34 The 1.8 hectares site at Little Testwood Farm, lying between the new football stadium and the caravan site, provides an opportunity for further employment development in this area. There are existing buildings on the site which will need to be removed and there is potential ground contamination following unauthorised industrial uses in the past.

**TOT13: Land at Sunnyfields Farm, Jacob's Gutter Lane**

The development of food production and processing activities and ancillary training facilities at Sunnyfields Farm, south of Jacobs Gutter Lane will be permitted, subject to:

- (i) development being contained within the area defined on the Proposals Map;
- (ii) retail floorspace being restricted to that appropriate as ancillary to the food production and processing uses on the site;
- (iii) implementation of local environmental improvements to minimise the impact of development on the countryside, including appropriate landscaping to screen buildings;
- (iv) provision of safe connections to the off-road cycleway proposal along to Jacob's Gutter Lane (see TOT22.11); and
- (v) retention of woodland on the western boundary and other important trees on site.

A detailed Development Brief for the site should be prepared and agreed by the Local Planning Authority before further development is permitted.



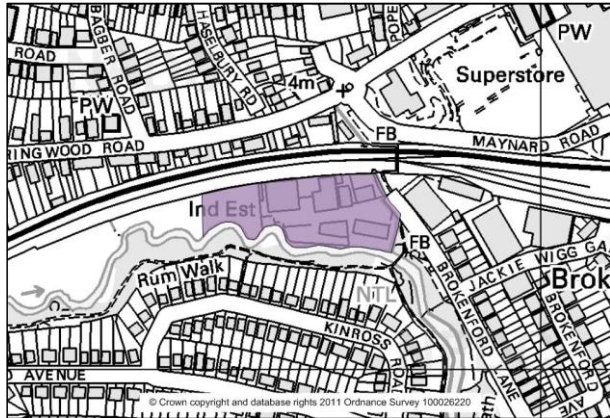
**Map TOT13: Land at Sunnyfields Farm**

- 3.35 The intention of policy TOT13 is 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 linked to the rural economy. 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 a connection to the site for cyclists, encouraging cycling to and from the site by linking to routes proposed connecting to Totton and Marchwood.
- 3.36 The intention of the policy is not to enable general employment development to take place in this rural location.
- 3.37 The Council will work with the site owners and operators to agree a Development Brief to guide future development in the area.

**TOT14: Industrial estate west of Brokenford Lane**

The extension of existing industrial uses within the existing employment site west of Brokenford Lane, will not be permitted if the proposed development would increase industrial traffic on Brokenford Lane.





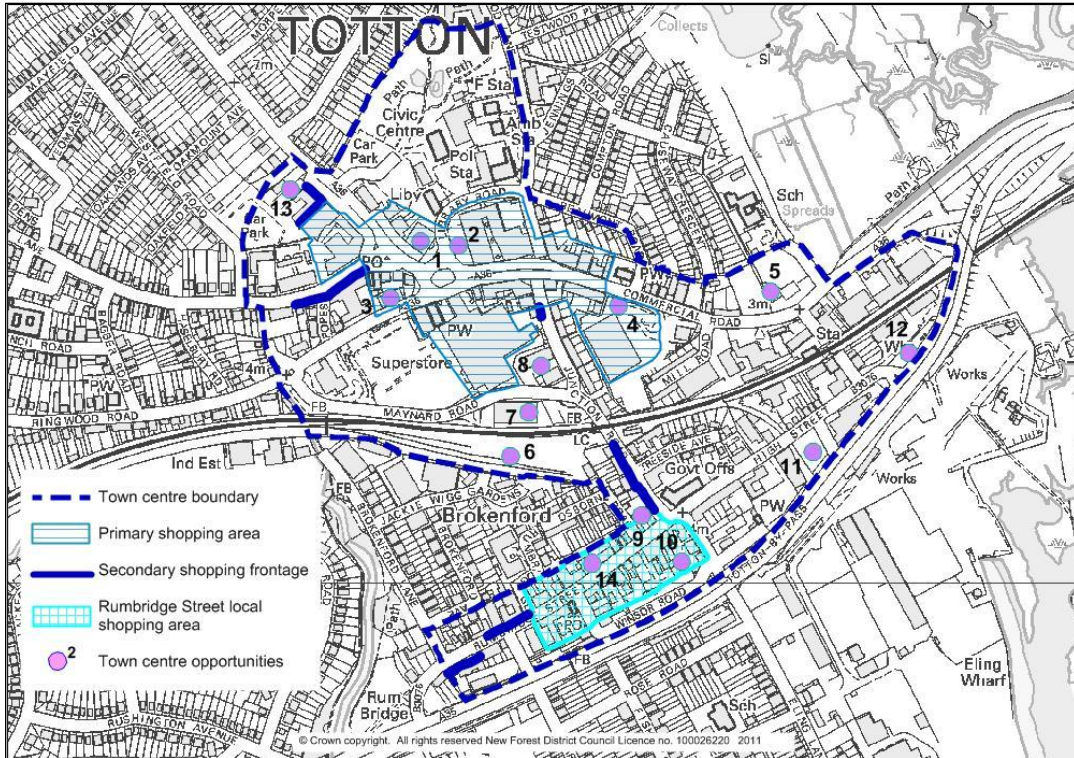
**Map TOT14: Industrial estate west of Brokenford Lane**

- 3.38 The existing industrial estate west of Brokenford Lane was identified in the previous Plan for residential development. However, the site is subject to significant flood risk which makes the site unsuitable for residential development. While existing employment uses on the site will continue and there is some scope for limited additional employment development, this policy is intended to ensure the traffic impacts on residential properties in Brokenford Lane are not exacerbated by further employment development.

## **Totton town centre**

- 3.39 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.
- 3.40 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for Totton). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 3.41 Map TOT-TC1 illustrates the policy areas shown on the Proposals Map for Totton town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy TOT15 below.





**Map TOT-TC1 – Totton Town Centre**

- 3.42 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), 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.
- 3.43 In Totton town centre a major extension to the Asda store has been given planning permission. Policy TOT15 identifies further possible development opportunities within Totton town centre.

<b>Policy TOT15: Totton town centre opportunity sites</b>		
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:		
<b>Ref.</b>	<b>Site address</b>	<b>Development opportunity primarily for the following uses:</b>

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.81-97, including Red Lion PH)	Retail/office/entertainment
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	Office
11	Land south of High Street	Office/commercial use
12	Car sales site north of Totton by-pass	Office
13	37-39 Salisbury Road	Office/community
14	26 Rumbridge Street	Office/retail/commercial use
Where appropriate, site specific supplementary planning guidance will be produced to guide the development of these sites.		

3.44 Development proposals on these sites should be primarily for the uses indicated in Policy TOT15, 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.

3.45 Additional guidance for development proposals in Totton town centre is given in the Totton Town Centre - Urban Design Framework (adopted 2003). Development schemes should be in accordance with the design principles set out in the Urban Design Framework.

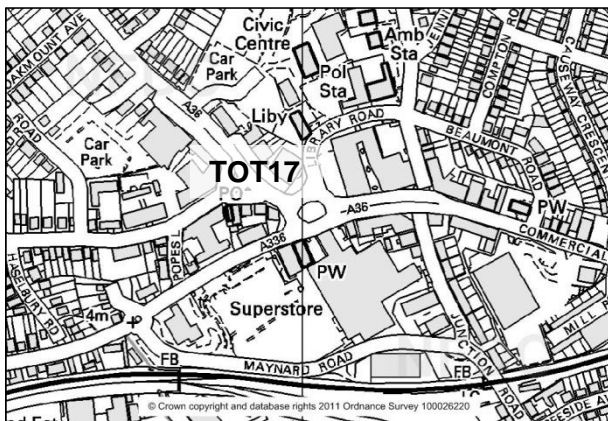
<b>TOT16: The Civic Building complex</b>
Only civic and community uses will be permitted in the area of the Civic Centre,

library, medical centres, fire and police stations, and associated car parks, as defined on the Proposals Map.

- 3.46 The concentration of civic and community uses in the area to the north of Library Road and east of Salisbury Road is an important feature of the town centre.

#### **TOT17: Environmental and transport improvements in Totton Town Centre**

Environmental and transport improvements will be undertaken in Totton town centre to improve accessibility for cyclists and pedestrians and improve the environment in the town centre by reducing the dominance of road traffic.



**Map TOT17: Environmental and transport improvements in Totton Town Centre**

- 3.47 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 TOT17 aim to improve accessibility for non-car modes of transport, aim to encourage walking and cycling as viable alternative modes of transport, and aim to help improve the physical urban environment of Totton town centre. This policy should be considered in conjunction with the Totton Town Centre – Urban Design Framework SPG and any other relevant Supplementary Planning Documents.

- 3.48 The transportation improvements to help alleviate the impact of traffic in Totton town centre include the following measures in the vicinity of the central roundabout:

- 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;
- replacement pedestrian crossing on Commercial Road;

- provision of a raised speed table (flat top road hump) at Beaumont Road junction to help create a gateway to the town centre and slow traffic speeds.

## Rumbridge Street

<b>TOT18: Rumbridge Street Local Shopping Area</b>
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.

- 3.49 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 Policy TOT18 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. Non-retail uses now (2011) occupy some 55% of the street frontage. Policy TOT18 recognises the existing situation, and seeks to prevent the further decline in retail activity in the area. (See Map TOT-TC1.)

## Totton Local Shopping Frontages

- 3.50 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In Totton, local shopping frontages have been identified at:
- Nutshalling Close, Calmore (See Appendix 1: Schedule of changes to Proposals Map - Change xx)
  - Testwood, Totton
  - West Totton.

## Green Infrastructure and Open Space at Totton

- 3.51 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This sets out in detail the Green Infrastructure Strategy for Totton, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 3.52 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space



- Proposed public open space
- Private/education authority recreational land
- Landscape features

3.53 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.

3.54 In addition to protecting existing open spaces within Totton, new open spaces accessible to the public will be created over the Plan Period in the following ways:

- New allocations of land for public open space
- Provision of public access to existing private green spaces
- New public open space provision required as part of a development proposal.

Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

#### **TOT19: New Public Open Space north east of Bartley Park**

Land south of the railway line, east of Lackford Avenue is allocated as Public Open Space.

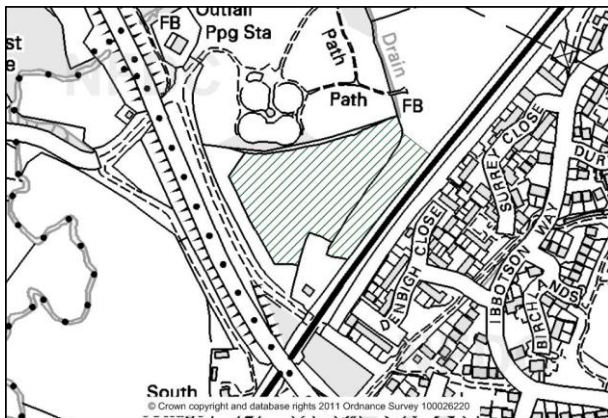


**Map TOT19: Public open space north east of Bartley Park**

3.55 The significant area of undeveloped green space, (4.44 hectares) lying between the railway line and Bartley Water, and including land off Bartley Avenue is proposed as informal public open space, as an extension to the existing Bartley Park. The proposals will make better use of this publicly owned asset.

#### **TOT20: Extension to Public Open Space south of Bartley Park**

Land north of the railway line, south of the Skateboard Park is allocated as Public Open Space.



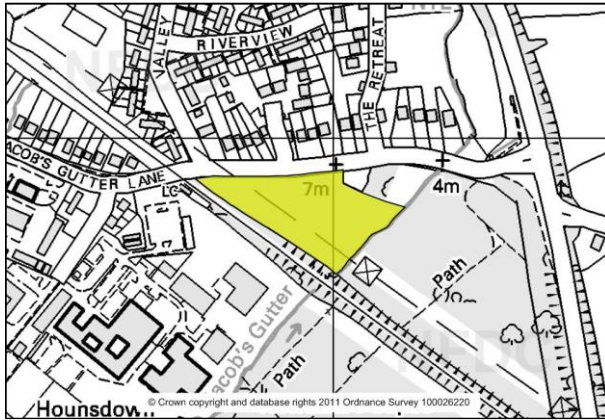
**Map TOT20: Public open space south of Bartley Park**

- 3.56 The provision of publically accessible informal open space on these sites and the increased public open space requirements associated with new residential development proposals will make a significant contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 3.57 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.
- 3.58 Some transport proposals will also play an important part in the Green Infrastructure Strategy, in particular:
- TOT22.7: Bartley Park to Brokenford Lane (via Bartley Water) cycle route;
  - TOT22.10: Jacob's Gutter Lane to Downs Park Crescent cycle route
  - TOT22.14: Hanger Farm to Spruce Drive footpath/cycleway.

## Allotments

### **TOT21: Land for allotments, Jacobs Gutter Lane**

Approximately 0.8 hectares of land at Jacob's Gutter Lane is allocated for allotments.



**Map TOT21: Allotments Jacob's Gutter Lane**

- 3.59 The land south of Jacob's Gutter Lane provides an appropriate site for new allotments. Existing trees and hedgerows around the site should be retained.

## Transport proposals in Totton

- 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). This list includes a variety of schemes including bus stop improvements and traffic monitoring measures.
- 3.61 The transport improvements set out in TOT22 are 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 the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
- 3.62 The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan Area. Policies TOT 22.1 – TOT22.3 below identify the land affected by these proposals, to be shown on the Proposals Map.

### **TOT22: Transport Schemes<sup>1</sup>**

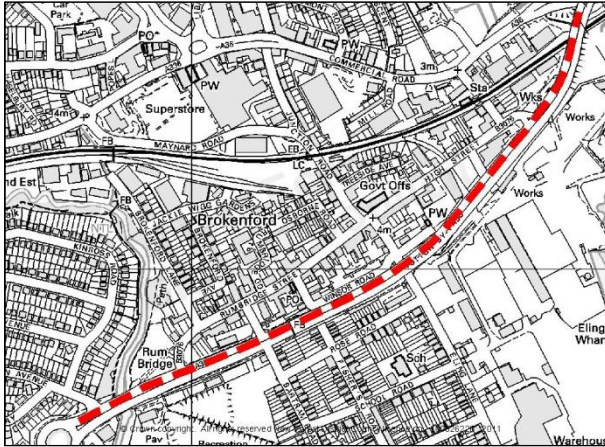
The following transport schemes in Totton are proposed, primarily to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking:

<sup>1</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).



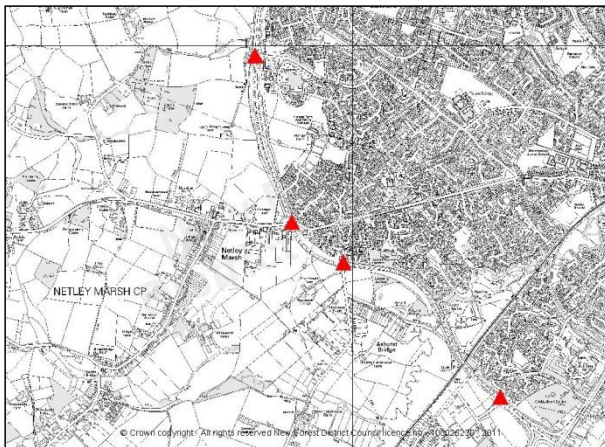
## Strategic transport improvements

TOT22.1 (TE/T/69): Totton A35 east of A326 – highway improvements, including bus priorities, to tackle congestion.



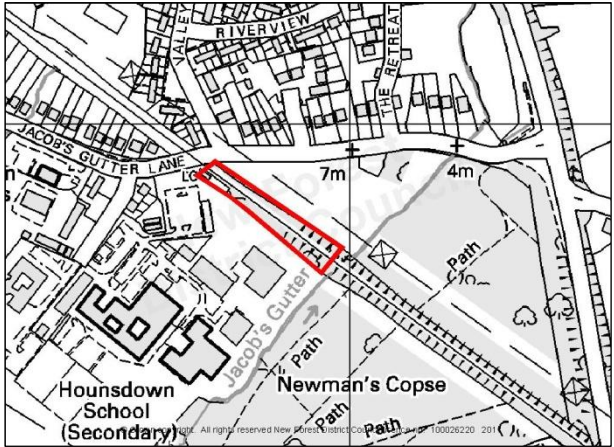
- 3.63 This is identified in Core Strategy Policy CS23(b). It is anticipated that most or all of the works will be within the highway boundary. This proposal will help ease congestion and reduce the negative impact of traffic in the area.

TOT22.2 (TE/T/42): Totton Western Bypass (A326): A35 - Michigan Way Junction to Cocklydown Lane junction, junction improvements.



- 3.64 This proposal is identified in Core Strategy Policy CS23(c). Junction improvements could take the form of signalisation at the junctions with Ringwood Road and Fletcher Lane and enhancements to existing layouts at the remaining junctions. This scheme will provide improved efficiency and capacity of the bypass relieving the town centre of through traffic and easing congestion.

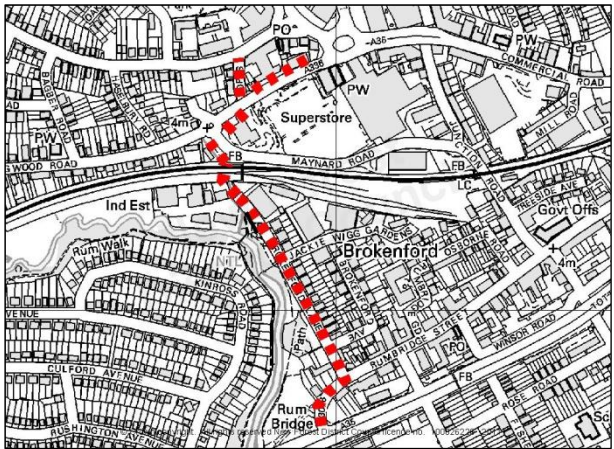
TOT22.3 (TE/T44): Hounsdawn - new railway station.



3.65 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. (See also paragraph 3.5.)

**Cycle route proposals**

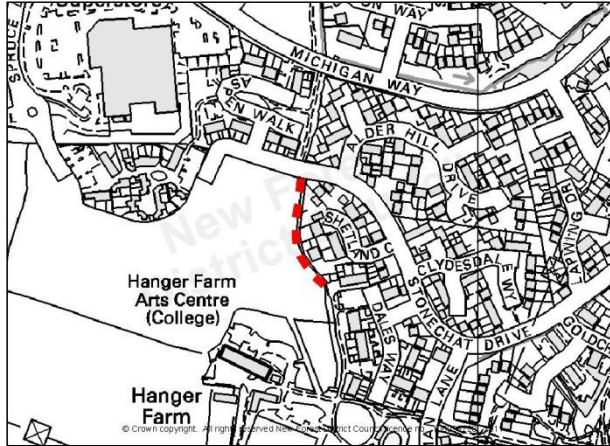
TOT22.4 (TE/T/2): Rumbridge Street to A336/Ringwood Road (via Brokenford Lane) cycle route.



3.66 This proposed cycle route comprises of on-road 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/channel 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

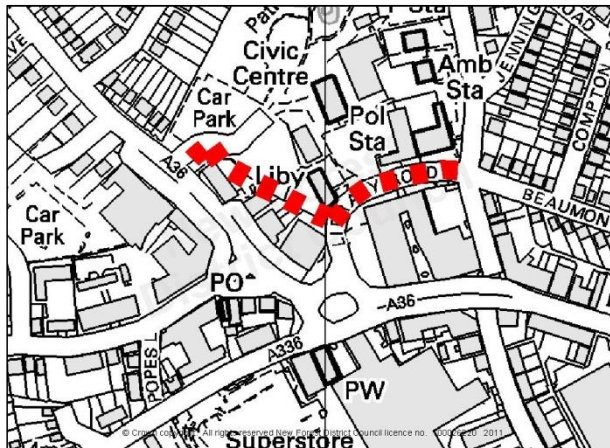
railway line, helping reduce severance caused by the rail line crossing the town and encouraging cycling to/from the town centre.

TOT22.5 (TE/T/4): Dales Way to Stonechat Drive cycle route.



3.67 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.

TOT22.6 (TE/T/11): Testwood Lane to Salisbury Road (via Library Road) cycle/pedestrian route.

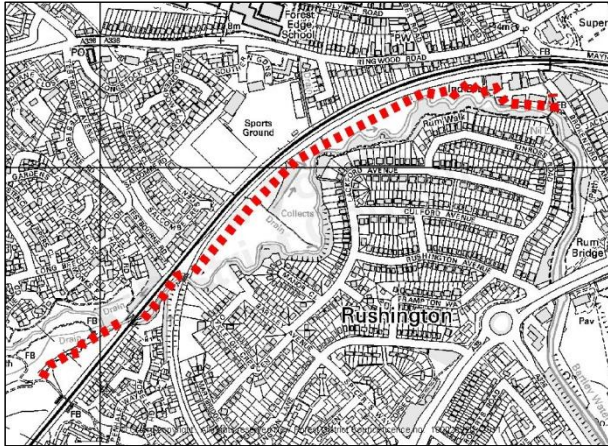


3.68 This cycle route consists of both on-road and off-road sections connecting Testwood Lane to Salisbury Road via a car park and the library site in Totton town centre. This route requires the use of non-highway land for the section that links through the car park and adjacent to the library; this section will be a shared pedestrian/cycleway. The proposed route helps provide better links through the



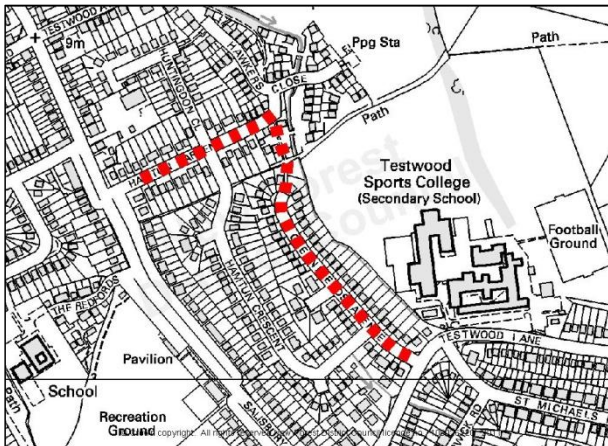
town centre encouraging both cycling and walking as a viable transport mode to and through the town centre.

TOT22.7 (TE/T/12): Bartley Park to Brokenford Lane (via Bartley Water) cycle route.



3.69 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.

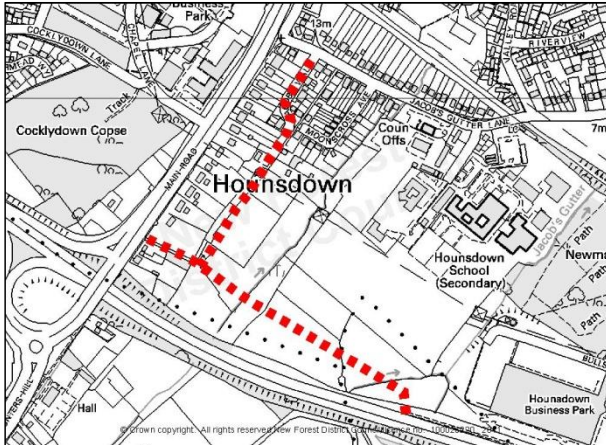
TOT22.8 (TE/T/14): Hamtun Gardens to Testwood Lane (via Greenfields Avenue) cycle route.



3.70 This is a predominantly an 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

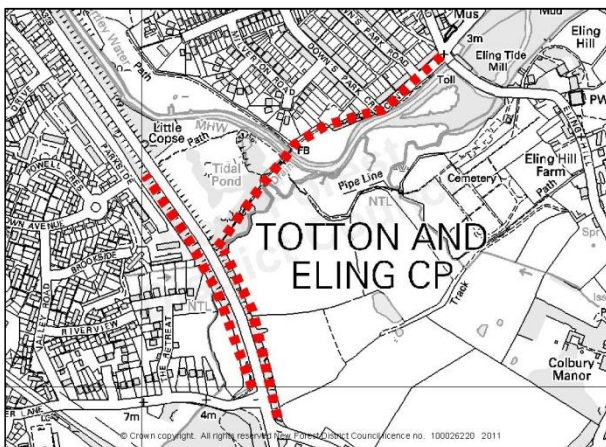
safer links in the Testwood College area of the town encouraging cycling to and from the college.

TOT22.9 (TE/T/17): Jacob's Gutter Lane (west) to Hounsdawn Business Park: On-road and off-road cycle route linking through Durley Farm site, connecting to A35 and A326.



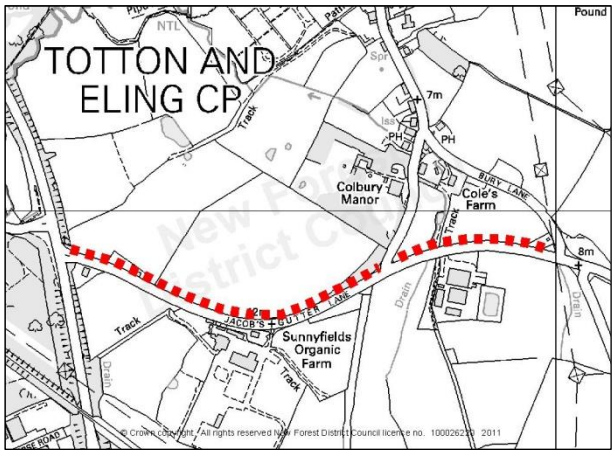
3.71 This cycle route consists of both on-road and off-road sections through the Durley Farm site connecting to the A35 in the west, Jacob's Gutter Lane to the north and Hounsdawn Business Park to the east. This route requires the use of non-highway land for the section that links through the Durley Farm site. The proposed route will provide good connections for cyclists and pedestrians through the site to the wider Totton area encouraging both cycling and walking as a viable transport mode.

TOT22.10 (TE/T/16): Jacob's Gutter Lane to Downs Park Crescent (Hounsdawn to Eling) cycle route.



3.72 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.

TOT22.11 (TE/T/19): Jacob's Gutter Lane (east of A326 spur) cycle route.

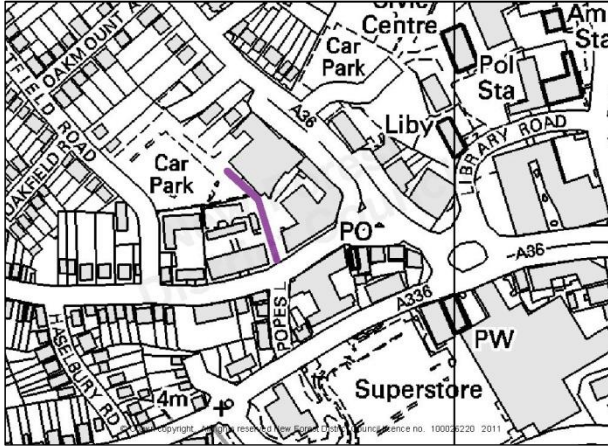


3.73 This cycle route, adjacent to the road, requires non-highway land to implement. The route will connect existing and proposed cycle routes improving connection around the southern area of Totton as well as to routes connecting Totton and Marchwood.

### Footpath improvements

TOT22.12 (TE/T/45): Water Lane/Westfield Car Park: Pedestrian link between car park/rear service area and eastern end of Water Lane.

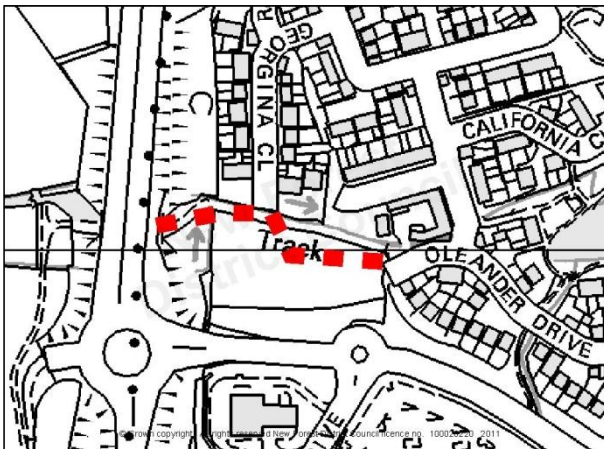




3.74 This scheme involves the use of non-highway land to implement the link through the car park connecting to Water Lane. This route helps provide better links within the town centre encouraging walking to and through the town centre.

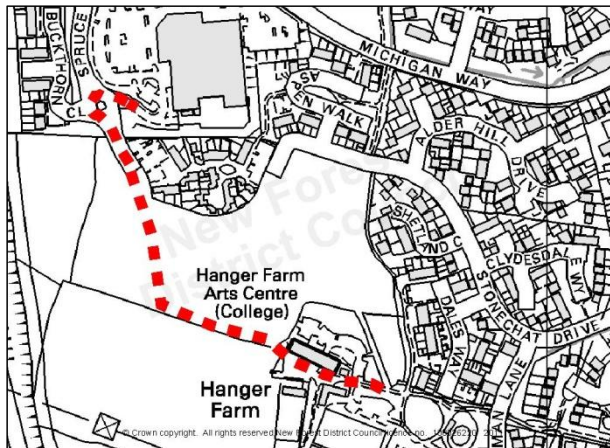
### Footpath/ cycleway improvements

TOT22.13 (TE/T/51): Footpath improvements/cycle route linking to existing cycle routes and paths in West Totton, Greenroute (extended) to Tatchbury Lane



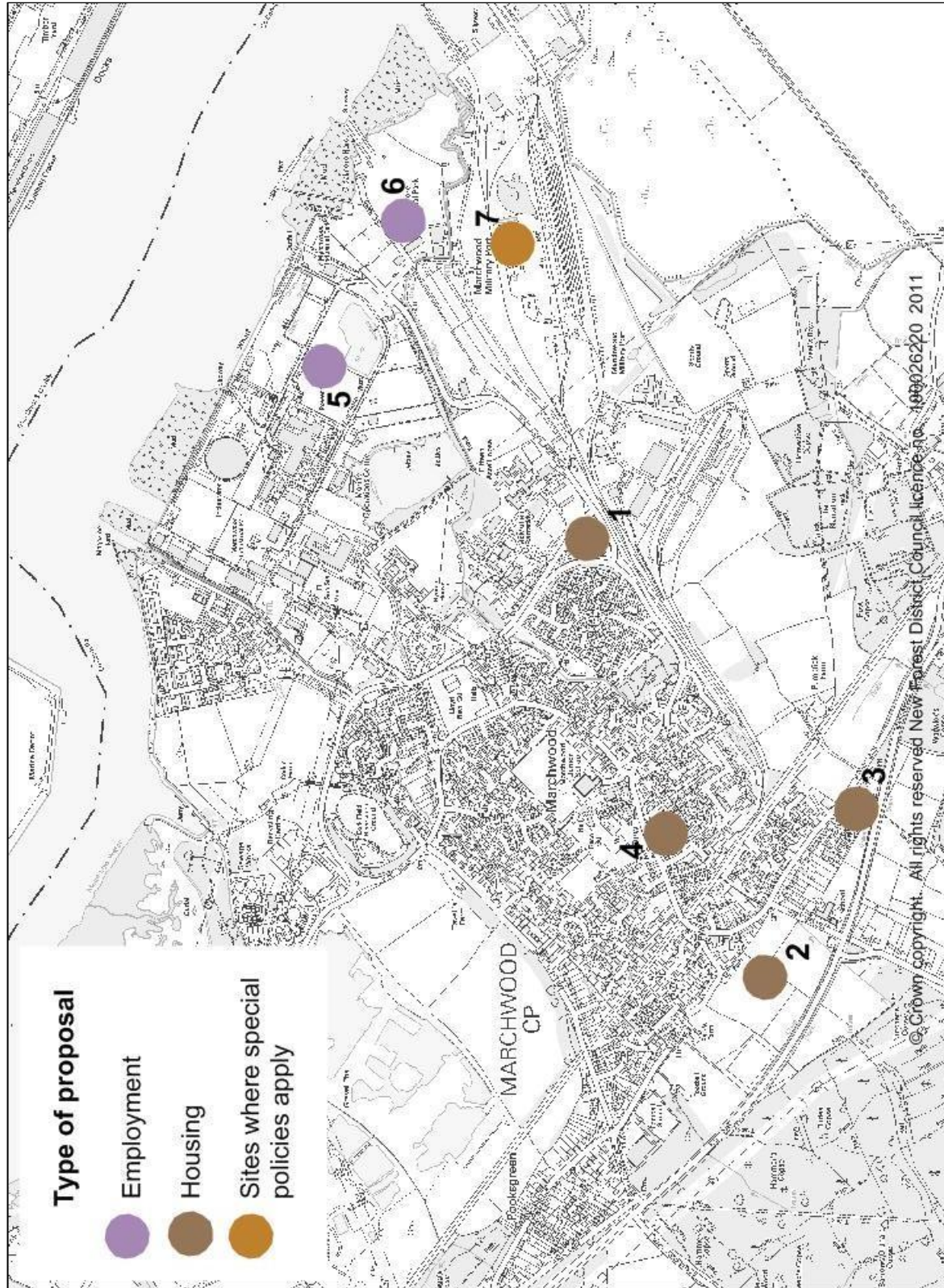
3.75 This proposal would be a development requirement of site TOT12: Land off Oleander Drive, north of Michigan Way, if it was allocated for development. This route is a green infrastructure proposal providing a leisure route linking towards the National Park.

TOT22.14: Footpath/cycleway route linking Greenroute at Hanger Farm Arts Centre to Spruce Drive.



3.76 This proposed cycle route consists of both on-road and off-road sections linking through the Hanger Farm site to Spruce Drive from the Hanger Farm Arts Centre. It would be implemented as part of the development of the residential development proposal at Hanger Farm (Policy TOT3). It will provide important linkages from the existing West Totton green route from the Arts Centre to the supermarket. It would also make a significant contribution to the network of green infrastructure in this area.

# Marchwood



Marchwood overview map



<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
<b>1</b>	MAR1	Land between Cracknore Hard Lane and Normandy Way	Proposed residential development of up to 12 dwellings
<b>2</b>	MAR2	Land at Park's Farm	Proposed residential development of up to 100 dwellings
<b>3</b>	MAR3	Land south of Hythe Road	Proposed residential development of up to 15 dwellings
<b>4</b>	MAR4	Land off Mulberry Road	Proposed residential development
<b>5</b>	MAR5	Marchwood Industrial Park	Employment development
<b>6</b>	MAR6	Cracknore Industrial Park	Employment development
<b>7</b>	MAR7	Marchwood Military Port	Employment development
	MAR8	Various	Transport schemes (see Maps MAR8)

## Marchwood

- 3.77 The strategy for Marchwood is summarised on pages 85-86 of the Core Strategy.
- 3.78 The site-specific policies for Marchwood, as set out below, aim to help achieve the aims and objectives of the Core Strategy.

## Housing at Marchwood

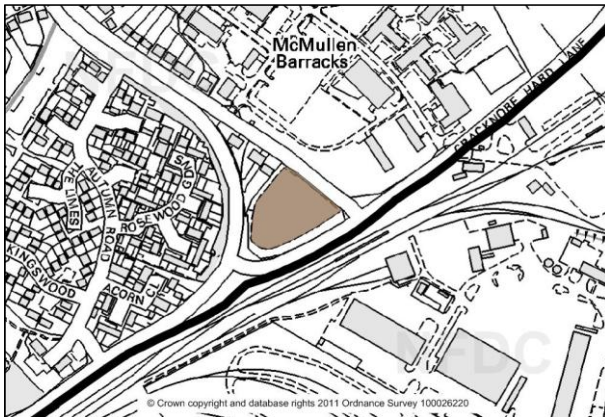
- 3.79 Housing development will continue on acceptable sites within the defined built-up area of Marchwood. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 150 dwellings to be identified specifically to address local needs for affordable housing. Policies MAR1, MAR 2 and MAR3 below identify sites to achieve the major part of this. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

## New housing allocations adjoining Marchwood

### MAR1: Land between Cracknore Hard Lane and Normandy Way

Land between Cracknore Hard Lane and Normandy Way, is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- 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; and
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.



Map MAR1: Land between Cracknore Hard Lane and Normandy Way

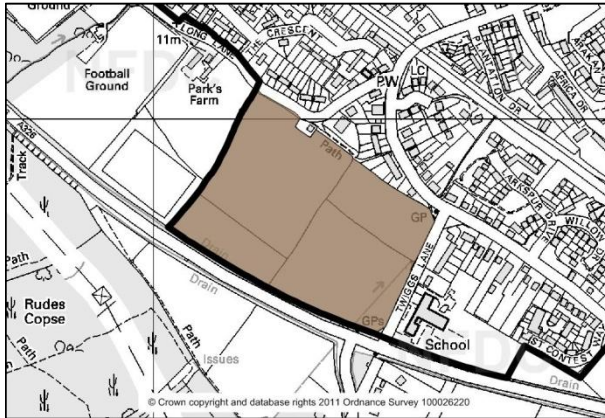


- 3.80 Land between Cracknore Hard Lane and Normandy Way is currently a car park which is owned by the Ministry of Defence. It is already identified as a housing “reserve site” in the previous adopted Local Plan. It could accommodate about 12 dwellings.

**MAR2: Land at Park’s Farm**

Land at Park’s Farm is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of pedestrian/cycle access to the site linking with footpaths and cycleways, and providing a green route (green infrastructure corridor) for pedestrians and cyclists through the site linking between Long Lane and Twiggs Lane;
- provision of measures to address the existing parking problems associated with Marchwood Infant School adjacent to the site;
- retention and enhancement of the Site of Importance for Nature Conservation in the southern corner of the site, or alternative compensatory nature conservation provision;
- provision of a landscape buffer adjacent to the A326 in order to screen the development and attenuate traffic noise;
- retention and enhancement of field boundary hedgerows within the site;
- provision of 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 Long Lane and to improve the biodiversity potential of green corridors;
- on-site provision of public open space in accordance with Policy CS7, including formal open space provision, and equipped play-space for children and designed space for young people located within the residential development;
- provision of suitable land for a minimum of 10 full size allotments plots either within the site, or on an alternative suitable site adjoining the village.



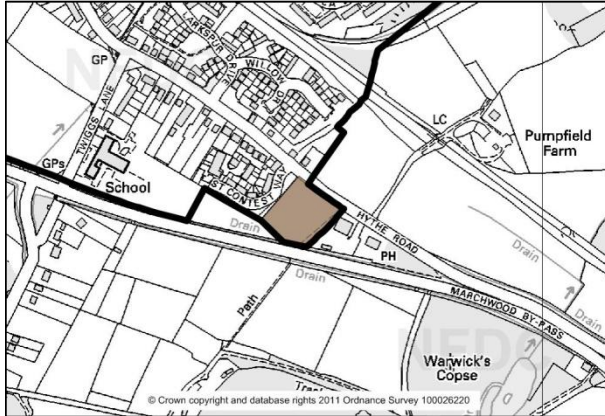
**Map MAR2: Land at Park's Farm**

- 3.81 The development of this site will provide up to around 100 new homes. Its development will assist in addressing local housing needs and provide wider community benefits including additional formal public open space and allotments. It will also provide an opportunity to introduce measures to relieve some of the traffic problems associated with the infant school in Twigg's Lane. Such measures may include provision of a safe pick-up and drop-off area or a parking area.
- 3.82 Any scheme for this site will need to be designed to enable the improvements to the junction between Twigg's Lane and the A326 to be improved (See Policy MAR8.1).

**MAR3: Land south of Hythe Road**

Land south of Hythe Road is allocated for residential development, specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access from St. Contest Way;
- provision of pedestrian/cycle access to the site which link with footpaths and cycleways, including, a direct pedestrian link through the development to the Hythe Road footway;
- retention of important trees and hedgerows on 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;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.



**Map MAR3: Land south of Hythe Road**

- 3.83 This site could accommodate up to around 15 dwellings. It should be developed towards the later part of the plan period.

### Housing sites within Marchwood

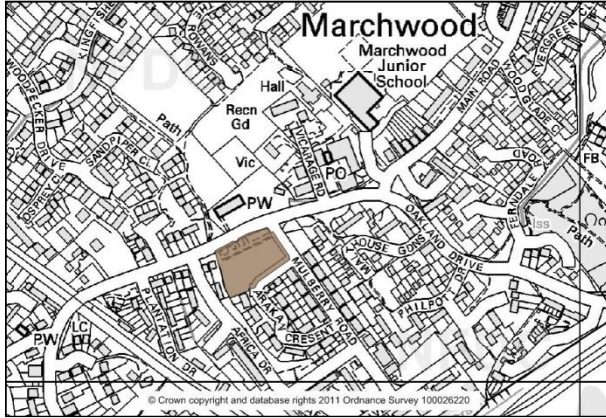
- 3.84 Within the existing built-up area land at Mulberry Road is allocated for residential development. Small scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map).

#### **MAR4: Land off Mulberry Road**

Land off Mulberry Road is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of satisfactory vehicular access from Arakan Crescent;
- retention of important trees and hedgerows on the site including enhancement of the existing frontage to Main Road (Green Infrastructure Strategy 'Streets with Spacious verge' feature);
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.

A site-specific Flood Risk Assessment (in accordance with Core Strategy Policy CS6) will be required.



**Map MAR4: Land off Mulberry Road**

- 3.85 The site could accommodate around 12-15 dwellings. The site-specific Flood Risk Assessment is required to ensure safe access and egress can be provided.

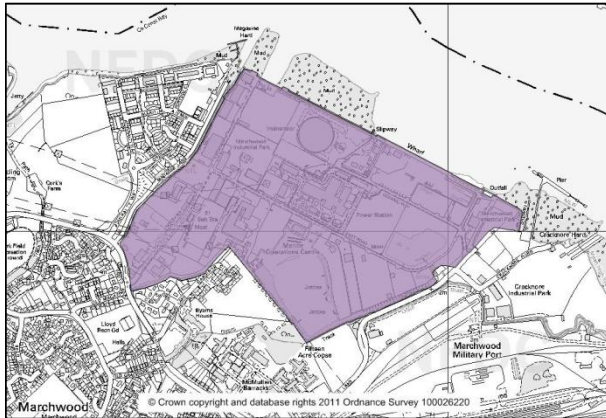
## **New employment development at Marchwood**

- 3.86 The Core Strategy makes no additional provision for new employment land allocations at Marchwood. There are three major areas of existing employment land in Marchwood that have potential for further development within the Plan period. Site-specific policies for these major employment sites are set out below.

### **MAR5: Marchwood Industrial Park**

The development, redevelopment and intensification of employment uses at Marchwood Industrial Park will be encouraged in accordance with Core Strategy Policy CS17. New development will be subject to the following site-specific criteria:

- retention of the wharf;
- provision of a cycle route linking from Cracknore Hard Lane to the waterfront;
- retention and enhancement of existing landscape features associated with the lakes and boundaries of the site to screen development and enhance biodiversity.



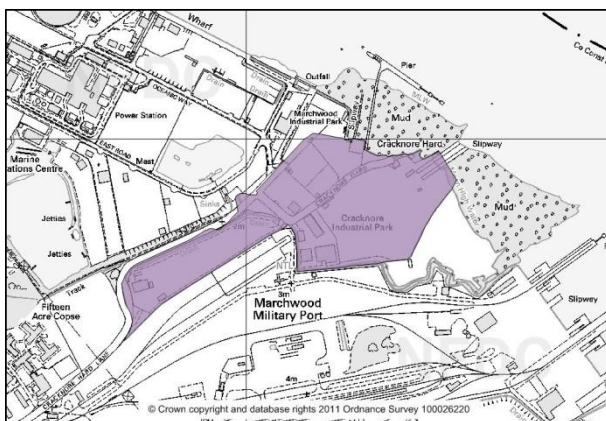
**Map MAR5: Marchwood Industrial Park**

3.87 Marchwood Industrial Park (formerly known as the 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 more efficient use of areas currently used for open storage by their replacement with built warehouse floorspace. This will contribute to the additional warehouse floorspace requirements of Core Strategy Policy CS18(b)(iii). Particular encouragement will be given to marine-related businesses.

**MAR6: Cracknore Industrial Park**

The development, redevelopment and intensification of employment uses at Cracknore Industrial Park will be encouraged in accordance with Core Strategy Policy CS17. New development will be subject to the following site-specific criteria:

- areas adjoining the waterfront should be reserved for marine-related employment uses which require direct access to the water (see also Policy DM12: Sites safeguarded for marine uses);
- retention of public access to Cracknore Hard for the launching and landing of boats by the public;
- provision of improvements to the parking, mooring and launching facilities associated with the public use of Cracknore Hard.





**Map MAR6: Cracknore Industrial Park**

- 3.88 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 ones for a hotel and marina. A large part of the site currently remains undeveloped. Like Marchwood Industrial Park there is scope for further employment development and intensification of uses on the site as encouraged by Core Strategy Policy CS17(c). There is also scope for this site to contribute additional warehouse floorspace to meet the requirements of Core Strategy Policy CS18(b)(iii). The site is suitable for marine uses. Development in this area should maintain public accessibility to the public hard.

**MAR7: Marchwood Military Port (Sea Mounting Centre)**

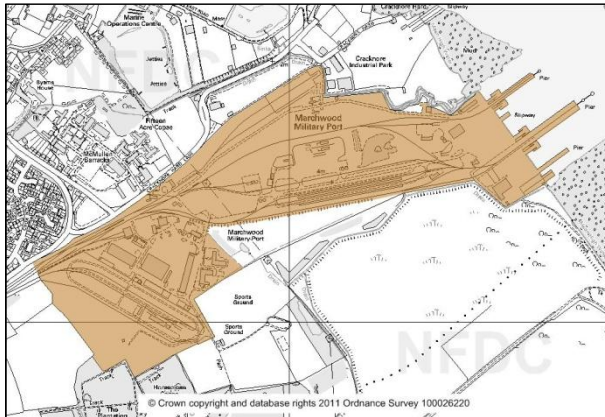
Marchwood Military Port, as defined on the Proposals Map, is safeguarded for military port use. Development proposals related to the continued use of the site as a military port should have particular regard to Core Strategy policies CS1 (Sustainable development principles), CS3 (Protecting and enhancing our special environment), CS5 (Safe and healthy communities), CS6 (Flood risk), and CS24 (Transport considerations).

In the event that the military port use ceases, in whole or in part, and land within the defined site becomes available for non-military development, the future use of the site will be addressed through the preparation of a Site Development Brief. The following principles will guide the preparation of a Development Brief for the site and the consideration of appropriate alternative uses:

- a.) Any use of the wharfage facilities should utilise the existing rail freight infrastructure. Associated storage uses will not be permitted to extend beyond the defined site boundary (as shown on the Proposals Map);
- b.) The developed area, currently occupied by military buildings south of the site entrance may be redeveloped. Future uses which may be considered appropriate as part of a redevelopment scheme include residential and business development.
- c.) Development proposals should make provision for the sports pitches to the south and east of the site to be retained as a sports facility or be returned to agricultural or other uses appropriate in the countryside;
- d.) The overall impact of traffic on the local roads, should not exceed that of the current low-key military uses.
- e.) Development proposals should be compatible with any remaining military port use.

In considering appropriate development proposals particular regard will be given to Core Strategy policies CS1 (Sustainable development principles), CS3 (Protecting and enhancing our special environment), CS5 (Safe and healthy communities), CS6 (Flood risk), and CS24 (Transport considerations).





**Map MAR7: Marchwood Military Port (Sea Mounting Centre)**

- 3.89 Planning policies have recognised the national importance of the Military Port facility at Marchwood. The Military Port has provided local jobs and military personnel have made a significant contribution to the community in Marchwood. The use of the site is non-intensive and low-key.
- 3.90 As part of the Strategic Defence Review in 2010, Marchwood was confirmed as the appropriate location for the delivery of the Defence Sea Mounting Centre services required by the Ministry of Defence. However, the future of the site remains unresolved, and the site may be put in private ownership, with or without the continuing use as a military port. The site is located outside the built-up area of Marchwood and lies within the defined countryside. Much of the MoD estate is undeveloped land, including a significant area of sports fields. Development constraints affecting the site significantly limit the scope to combine the existing use of the site as a military port with more general commercial or marine activities. Should the Military Port use cease, alternative uses of the site will be considered through the preparation of a site specific development brief. Initial guidance is given in Policy MAR7 above.

## **Marchwood Local Shopping Frontage**

- 3.91 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM218 applies to the Marchwood Local Shopping Frontage, as defined on the Proposals Map.

## **Green Infrastructure and Open Space at Marchwood**

- 3.92 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Marchwood, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

- 3.93 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space
  - Private/education authority recreational land
  - Landscape features.
- 3.94 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’ are identified in the Green Infrastructure Strategy.
- 3.95 In addition to protecting existing open spaces within Marchwood, new open spaces accessible to the public will be created over the Plan Period by new public open space provision required as part of a development proposal. In particular, the development at Park Farm (Policy MAR2) will provide additional formal public open space (playing pitches). Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.
- 3.96 The public open space requirements and the specific open space proposals included in MAR1 to MAR4 will contribute to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 3.97 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.

## **Transport Proposals in Marchwood**

- 3.98 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). This list includes a variety of schemes including bus stop improvements and footpath enhancements.
- 3.99 The transport improvements set out in MAR8 are proposed to be included in the Sites and Development Management 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.

- 3.100 The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan Area. Policies MAR8.1 and MAR 8.2 below identify land affected by strategic transport proposals, to be shown on the Proposals Map.

### MAR8: Transport Schemes<sup>2</sup>

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:

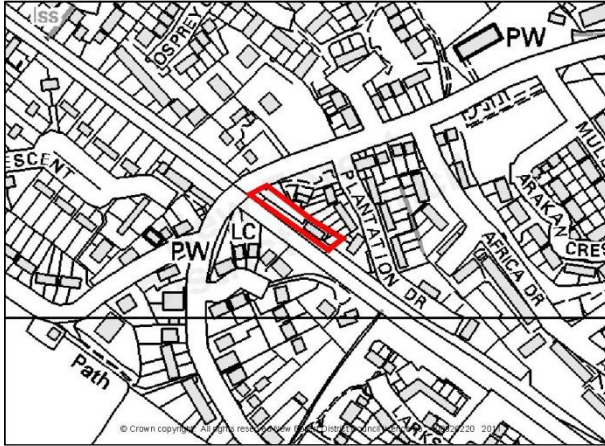
MAR8.1 (MA/T/19): Junction Improvement and crossing at the junction with A326 and Twiggs Lane.



- 3.101 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 MAR2)).

MAR8.2 (MA/T/20): New railway station at Plantation Drive.

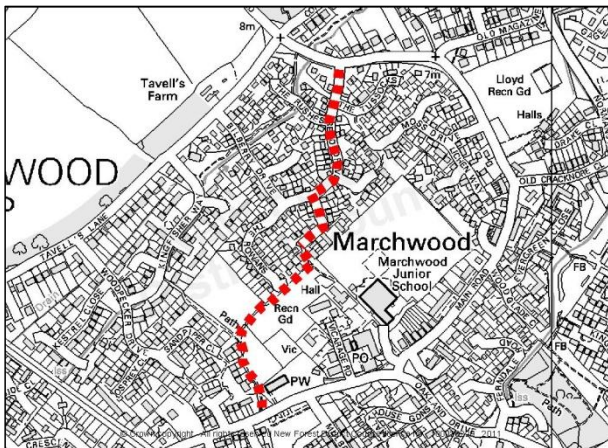
<sup>2</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).



3.102 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 also paragraph 3.5.) 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.

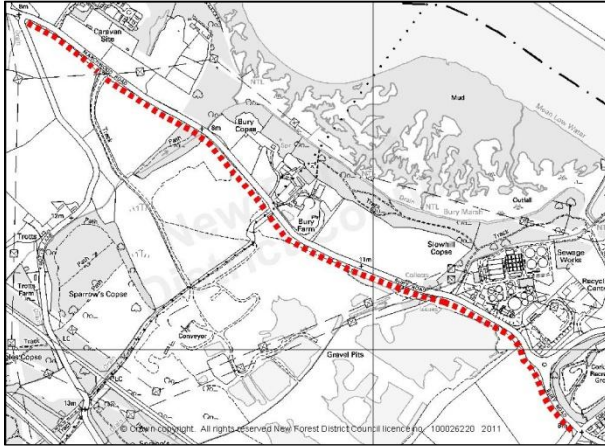
### Cycle route proposal

MAR8.3 (MA/T/6) Bury Road to Main Road (via Reed Drive and Cranberry Close) on- and off-road cycle route through the village centre.



3.103 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.

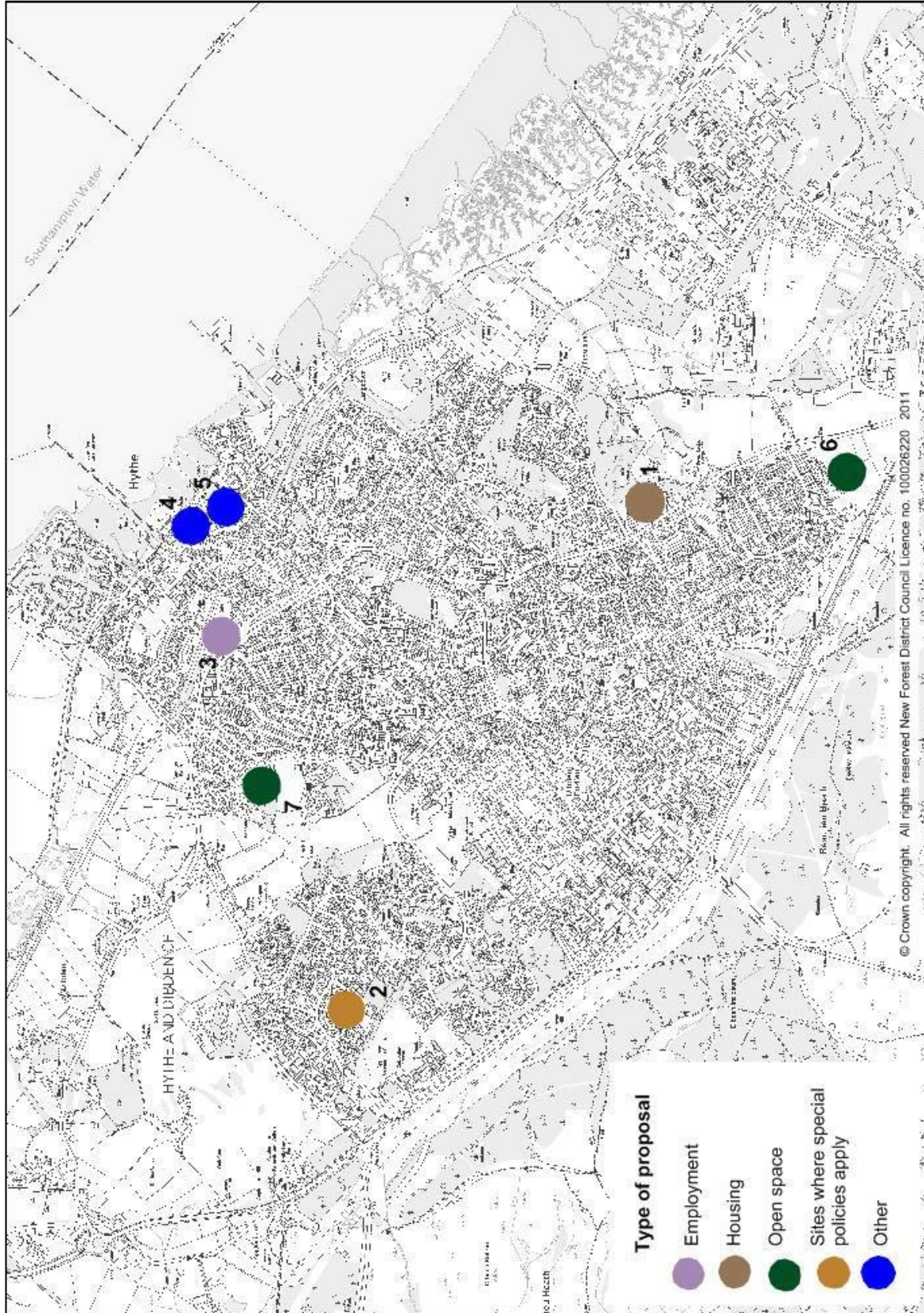
MAR8.4 (MA/T/7) Marchwood Road/Bury Road (from Tavell's Lane junction) - adjacent to road cycle route link to Totton cycle network.



3.104 This scheme, adjacent to the road, requires non-highway land to implement. The route will connect to other proposed cycle routes improving connections around Marchwood as well as to routes connecting Totton and Marchwood.

# Hythe and Dibden





**Hythe and Dibden overview map**

<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
1	HYD1	Land at Forest Lodge Farm	Proposed residential development of up to around 40-45 dwellings
2	HYD2	Land off Cabot Drive, Dibden	Proposed residential development and education development
3	HYD3	Land between Jones Lane and Southampton Road	Proposed employment development
4	HYD4	Hythe Town Centre	Town centre development opportunity sites
5	HYD5	Land adjoining St. John's Street car park Land adjoining New Road car park	Land safeguardings for car park extensions
6	HYD6	South of Hardley Lane, west of Fawley Road	Public open space
7	HY7	Land south of Cedar Road Land off Mullins Lane	Public open space
	HYD8	Various	Transport schemes (see Maps HYD8)

## Hythe and Dibden

- 3.105 The strategy for Hythe and Dibden is summarised on page 86 of the Core Strategy.
- 3.106 The site-specific policies for Hythe and Dibden as set out below aim to help achieve the aims and objectives of the Core Strategy.

## Housing at Hythe and Dibden

- 3.107 Housing development will continue on acceptable sites within the defined built-up area of Hythe and Dibden. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 50 dwellings to be identified specifically to address local needs for affordable housing. Policy HYD1 aims to achieve the major part of this. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

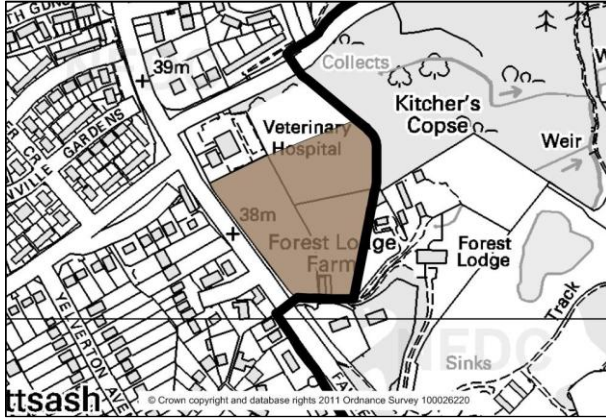
## Housing sites adjoining Hythe and Dibden

- 3.108 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Hythe to provide additional housing to meet a local housing need for affordable and low-cost housing. This is HYD1: Land at Forest Lodge Farm.

### **HYD1: Land at Forest Lodge Farm**

Land at Forest Lodge Farm, east of Fawley Road is allocated for residential development, specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Fawley Road with suitable links to cycle routes;
- the retention of important trees and hedgerows on the boundaries of the site;
- appropriate landscape treatment to Fawley Road boundaries of the site to screen development from the highway and provide a high quality setting for the development;
- provision of public open space in accordance with Core Strategy Policy CS7, to include provision of children's play space and provision for young people on the site;
- provision of suitable land for a minimum of 5 full size allotment plots within the site.



**Map HYD1: Land at Forest Lodge Farm**

- 3.109 The development of this site will provide around 40-45 new homes. Its development will assist in addressing local housing needs and provide wider community benefits including additional formal public open space and allotments.

### **Housing sites within Hythe and Dibden**

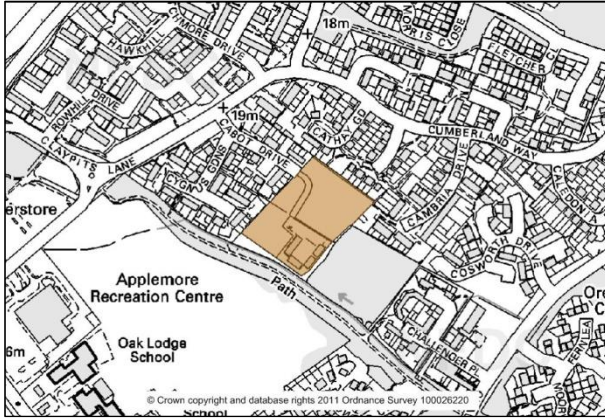
- 3.110 Within the existing built-up area land off Cabot Drive, Dibden is allocated for residential development. Small scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map).

#### **HYD 2: Land off Cabot Drive, Dibden**

Land off Cabot Drive is allocated for residential development, including affordable homes in accordance with Policy CS15(d), and education development. The site will be developed in accordance with the following site-specific criteria:

- residential development to be located in the northern part of the site;
- retention of existing trees and hedgerow across the site;
- provision of vehicular, pedestrian and cycle access from Cabot Drive;
- provision of a pedestrian route through the site linking the residential development to the footpath alongside Applemore playing fields;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.





**Map HYD2: Land off Cabot Drive**

- 3.111 The land off Cabot Drive has been safeguarded for education development. However, the whole site is no longer needed for this purpose. The northern part of the site has been identified for residential development.

### **New employment development at Hythe and Dibden**

- 3.112 The Core Strategy makes no provision for new employment land allocations at Hythe and Dibden. However, a previous proposal for employment development on land adjoining Jones Lane is carried forward into this Plan in an amended form.

#### **HYD3: Land between Jones Lane and Southampton Road, Hythe**

Land between Jones Lane and Southampton Road, Hythe is allocated for employment development.



**Map HYD3: Land between Jones Lane and Southampton Road**



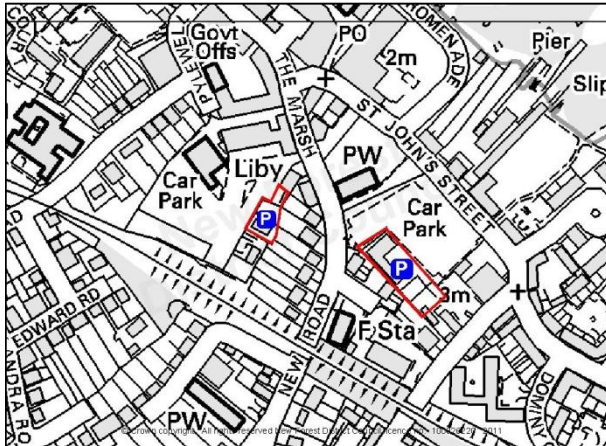


3.117 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. In Hythe, the requirement of additional retail floorspace is small. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the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

<b>HYD4: Hythe Town Centre Opportunity Sites</b>		
The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:		
<b>Ref</b>	<b>Site</b>	<b>Development opportunity primarily for the following uses:</b>
1	Land in vicinity of St. John's Street car park	Retail
2	Pier Head buildings	Retail/office/community/entertainment
Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.		

3.118 Development proposals on these sites should be primarily for the uses indicated in Policy HYD6, 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.

<b>HYD5: Car park extensions</b>
Land adjoining St John's Street car park and land adjoining New Road car park, as identified on the Proposals Map, is identified for possible car park extensions.



**Map HYD5: Land adjoining St John's Street car park and land adjoining New Road car park**

- 3.119 Land within the areas identified may be needed to replace public car parking spaces which would be lost within the New Road car park in the event of the rail station proposal being implemented (See Policy HYD8.1).

## Hythe and Dibden Local Shopping Frontages

- 3.120 Policy DM18 in Section 2 of this Plan seeks to ensure the day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In Hythe and Dibden, local shopping frontages have been identified at:

- Hollybank Crescent, Hythe (See Appendix 1: Schedule of changes to Proposals Maps - Change xx)
- Fairview Parade, Hythe
- Dibden Purlieu

## Green Infrastructure and Open Space at Hythe and Dibden

- 3.121 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Totton, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 3.122 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space
  - Private/education authority recreational land

- Landscape features

- 3.123 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘green buffers’, ‘tree-lined streets’ and ‘streets with spacious verges’ are identified in the Green Infrastructure Strategy.
- 3.124 In addition to protecting existing open spaces within Hythe and Dibden, new open spaces accessible to the public will be created over the Plan Period by new provision required as part of a development proposal and the proposals for new public open space set out in Policies HYD6 and HYD7. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

**HYD6: New Public Open Space south of Hardley Lane, west of Fawley Road**

Land south of Hardley Lane, west of Fawley Road is allocated as public open space.



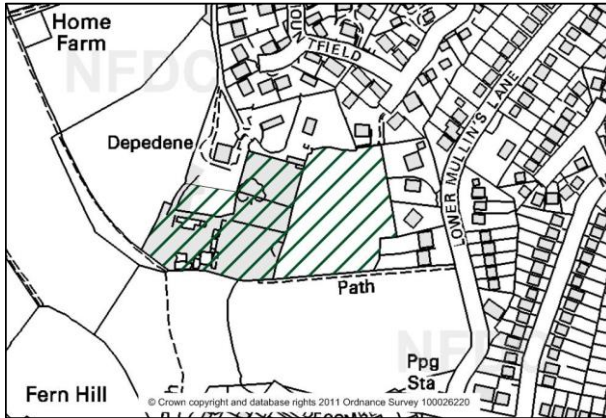
**Map HYD6: Public open space, south of Hardley Lane**

- 3.125 Land south of Hardley Lane is within Fawley Parish but adjacent to Hythe. The allocation will provide 6.2 hectares of land for formal public open space – playing fields, sports pitches. In part, the proposal involves the public use of an existing private sports facility.

**HYD7: New Public Open Space west of Lower Mullins Lane**

Land to the west of Lower Mullins Lane is allocated for public open space.





**Map HYD7: Public open space, west of Lower Mullins Lane**

- 3.126 The proposal is to provide 2.3 hectares of informal public open space.
- 3.127 The public open space provision included in HYD1, HYD2, HYD6 and HYD7, and public open space provision required as part of other development proposals, will contribute to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 3.128 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.

## **Transport Proposals in Hythe and Dibden**

- 3.129 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). This list includes a variety of schemes including improvements to bus stops, footways and traffic management measures to improve pedestrian and cyclist safety.
- 3.130 The transport improvements set out in HYD8 are proposed to be included in the Sites and Development Management 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.
- 3.131 The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan Area. Policy HYD8.1 below identifies the land affected by the proposal to reinstate rail passenger services on the Waterside by these proposals, to be shown on the Proposals Map.

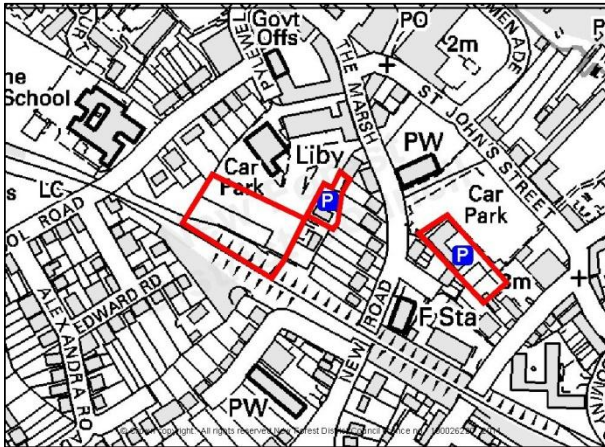


### HYD8: Transport Schemes<sup>3</sup>

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

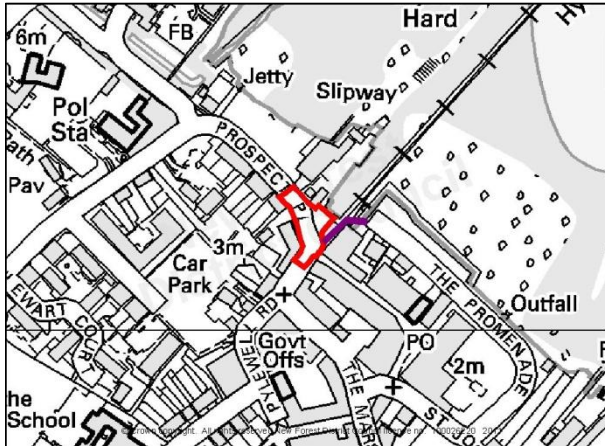
HYD8.1 (HY/T/49): New railway station - adjacent to New Road car park including pedestrian/cycle link to School Road.



- 3.132 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 also paragraph 3.5 and Policy HYD5: Car park extensions).

HYD8.2 (HY/T/47 and 48): Pier Head bus/ferry interchange improvements and pedestrian link between the pier head and the Promenade.

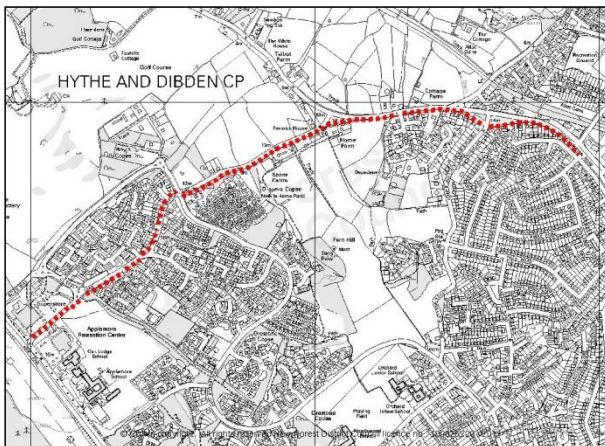
<sup>3</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).



3.133 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.) Improved and greater access to the interchange and information such as timetables and routings can promote use through greater awareness and knowledge of the services provided. A pedestrian link between the Pier Head and the Promenade, requiring the construction of a boardwalk will improve accessibility.

### Cycle route proposals

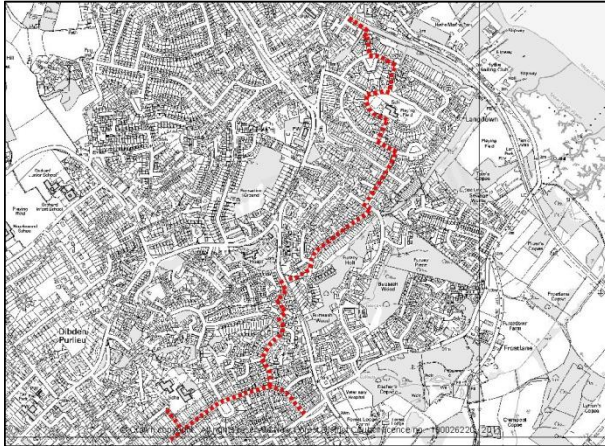
HYD8.3 (HY/T/2): Cycle route linking Applemore to National Cycle Network 2



3.134 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 encourage cycling and walking between the Applemore area and the town centre. In particular it will improve accessibility to the schools.



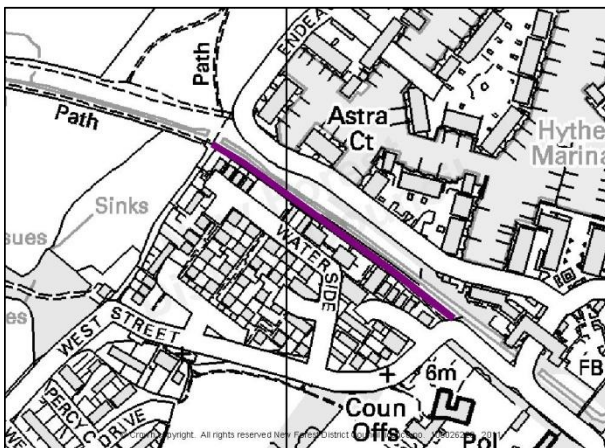




- 3.137 The majority of this cycle route is proposed to be on road, within the highway boundary. However there are sections that require non-highway land to implement. This route provides connections to/from the Buttsash/Dibden Purlieu area of Hythe and the town centre linking to Wild Ground Infant and 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

HYD8.7 (HY, MA, TE/T/C): Public Right of Way Footpath 10 - reconstruct footway connecting Hythe to Marchwood.



- 3.138 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.

# **Hardley, Holbury, Blackfield, Langley and Fawley**





Hardley, Holbury, Blackfield, Langley and Fawley overview map

<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
1	BLA1	Land adjacent to Blackfield Primary School	Proposed residential development for up to 30 dwellings
2	HAR1	Land at Hardley Industrial Estate	Employment development
3	FAW1	Fawley Oil Refinery	Petro-chemical development

## Hardley, Holbury, Blackfield, Langley and Fawley

- 3.139 The strategy for Hardley, Holbury, Blackfield, Langley and Fawley is summarised on pages 87-88 of the Core Strategy.
- 3.140 The site-specific policies for Hardley, Holbury, Blackfield, Langley and Fawley as set out below aim to help achieve the aims and objectives of the Core Strategy.

## Housing at Hardley, Holbury, Blackfield, Langley and Fawley

- 3.141 Housing development will continue on acceptable sites within the defined built-up areas of Hardley, Holbury, Blackfield, Langley and Fawley. In addition, Core Strategy Policy CS12 also allows 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. However, it has not been possible to identify acceptable sites in Hardley and Holbury, or in Fawley. Policy BLA1 identifies a site for up to about 30 dwellings at Blackfield. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

## New housing site allocation adjoining Blackfield

- 3.142 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Blackfield and Langley to provide additional housing to meet a local housing need for affordable and low-cost housing. This is BLA1: Land adjacent to Blackfield Primary School.

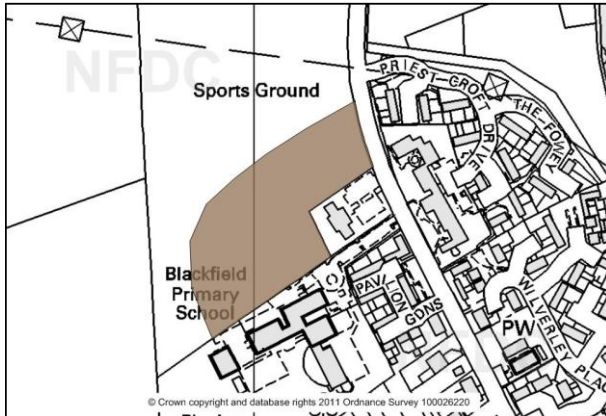
### **BLA1: Land adjacent to Blackfield Primary School**

Land north of Blackfield Primary School is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access to the site from Hampton Lane;
- retention of boundary hedgerows and 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;
- provision of public open space, including informal open space and an equipped or mixed natural and equipped play area should be provided on the site;
- provision of suitable land for a minimum of 5 full size allotments plots within the site.



- 3.143 This site could accommodate up to around 30 new homes to address local housing needs in Fawley parish. Particular attention will need to be given to boundary treatment to provide a 'soft' edge to the development.



**Map BLA1: Land adjacent to Blackfield Primary School**

### **Housing sites within Hardley, Holbury, Blackfield, Langley and Fawley**

- 3.144 Small-scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map). When considering new 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.

### **New employment development in Hardley, Holbury, Blackfield, Langley and Fawley**

- 3.145 The Core Strategy makes no provision for new employment land allocations in Hardley, Holbury, Blackfield, Langley and Fawley. However, previous proposals for employment development within Fawley Oil Refinery and petrochemical complex and on land adjoining Hardley Industrial Estate are carried forward into this Plan.

#### **FAW1: Fawley Oil Refinery**

Within the Fawley Oil Refinery and petrochemicals complex (as defined on the Proposals Map), 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.

- 3.146 The Fawley Oil Refinery complex is a major employment area. There is scope for further related development within the complex.

#### **HAR1: Land adjoining Hardley Industrial Estate**

Land adjoining Hardley Industrial Estate is allocated for industrial / office / business development. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access to the site from Hampton Lane;
- retention of existing trees along the northern and eastern boundaries of the site;
- provision of a landscape buffer between new employment development and existing housing adjoining the site to the south;
- 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;
- provision of lorry turning space incorporated into the design of the access in Lime Kiln Lane.



**Map HAR1: Land adjoining Hardley Industrial Estate**

- 3.147 This is a long-standing employment allocation identified in previous Local Plans. This one hectare site is the only area of land available for general industrial and business use in this part of the Plan Area. The site adjoins housing to the south, so appropriate screening in order to safeguard residential amenity will be required. Appropriate design of the access provides an opportunity to provide turning space to enable lorries to leave the Hardley Industrial Estate northwards via the direct link onto the A326 Hardley roundabout, rather than through residential areas. In view of the close proximity of residential properties to the south of the site, particular regard will be had to Core Strategy Policies CS2 (Design Quality) and CS5 (Safe and Healthy Communities).



## **Local Shopping Frontages at Blackfield, Holbury Drove, Long Lane Holbury and Fawley Village**

- 3.148 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM20 applies to the Local Shopping Frontages at Blackfield, Holbury Drove, Long Lane Holbury and Fawley Village, as defined on the Proposals Map.
- 3.149 In Blackfield, Holbury and Fawley local shopping frontages have been defined (see Appendix 1 for details) at:
- Blackfield
  - The Drove, Holbury
  - Long Lane, Holbury
  - Fawley Village

## **Green Infrastructure and Open Space at Hardley, Holbury, Blackfield, Langley and Fawley**

- 3.150 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Hardley, Holbury, Blackfield, Langley and Fawley, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 3.151 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space
  - Private/education authority recreational land
  - Landscape features
- 3.152 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the settlements – in particular the important green links between the green spaces within the built-up areas and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘recreational routes’ are identified in the Green Infrastructure Strategy.
- 3.153 In addition to protecting existing open spaces within Hardley, Holbury, Blackfield, Langley and Fawley, new open spaces accessible to the public will be created over the Plan Period by new public open space provision required as part of a development proposal, for example as part of the proposal for residential development north of Blackfield Primary School (Policy BLA1). Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

- 3.154 The public open space provision in new developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 3.155 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.

### **Transport Proposals in Hardley, Holbury, Blackfield, Langley and Fawley**

- 3.156 There are no transport improvements proposed for this area in the Sites and Development Management DPD, however a full list of proposed transport schemes for Hardley, Holbury, Blackfield, Langley and Fawley has been agreed to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44). This list includes a variety of schemes including traffic management measures and improvements to bus stops. These schemes are not included within this DPD as they are not of particular significance and/or do not require extensive use of non-highway land.



New Forest District Council Local Development Framework

# Sites and Development Management Development Plan Document

New Forest District outside the National Park

## Pre Submission Document

January 2012

Section 1: Introduction

Section 2: Development Management Policies

Section 3: Site Specific Proposals – Totton and the Waterside

**Section 4: Site Specific Proposals – The Coastal Towns  
and Villages**

Section 5: Site Specific Proposals – Ringwood, Fordingbridge, the Avon Valley  
and Downlands

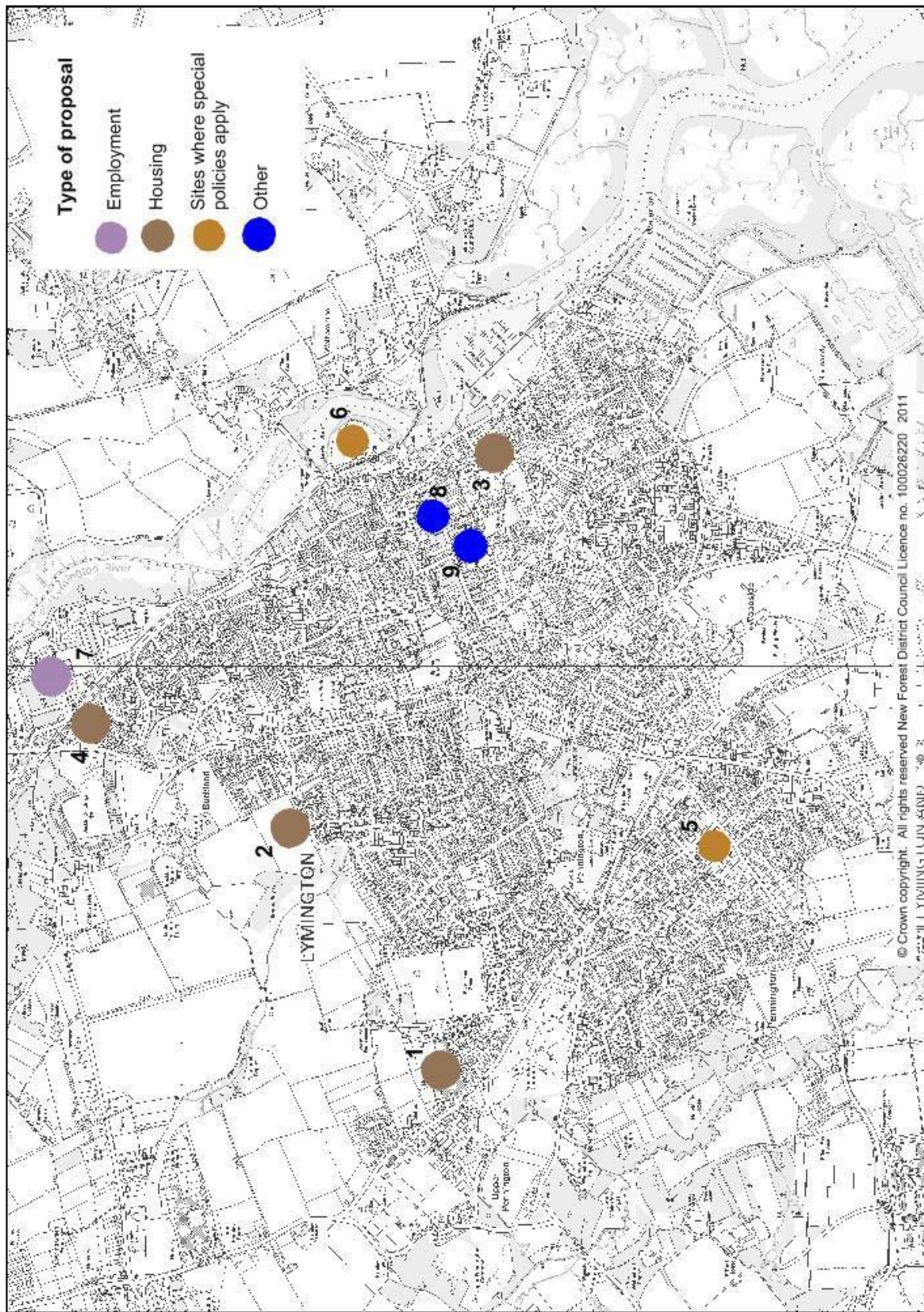


## Section 4: Site-specific Proposals – The Coastal Towns and Villages

- 4.1 The site-specific policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.
- 4.2 The general policies set out in:
- the Core Strategy,
  - National Planning Policy and
  - Development Management policies set out in Section 2 of this document
- all apply where relevant.
- 4.3 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.



# Lymington and Pennington



Lymington overview map

<b>No. on overview Map</b>	<b>Plan Ref</b>	<b>Site</b>	<b>Proposal</b>
<b>1</b>	LYM 1	Pinetops Nurseries	Proposed residential development of up to 45 dwellings
<b>2</b>	LYM 2	Land north of Alexandra Road	Proposed residential development of up to 80 dwellings
<b>3</b>	LYM3	Land at Queen Katherine's Road/Grove Road	Proposed residential development
<b>4</b>	LYM4	Land south of Ampress Lane, north of Buckland Gardens	Proposed residential development
<b>5</b>	LYM5	Fox Pond Dairy Depot and Garage, Milford Road, Pennington	Proposed residential development
<b>6</b>	LYM6	Riverside Site, Bridge Road	Proposed residential development
<b>7</b>	LYM7	Ampress Park, Southampton Road	Proposed employment development
<b>8</b>	LYM 8	Town centre	Town centre development opportunity sites
<b>9</b>	LYM9	Town centre	Burgage plots
	LYM10	Various	Transport Schemes See Maps NMT14

## Lymington and Pennington

- 4.4 The strategy for Lymington and Pennington is summarised on pages 85-86 of the Core Strategy.
- 4.5 The site-specific policies for Lymington and Pennington as set out below aim to help achieve the aims and objectives of the Core Strategy.

### Housing at Lymington and Pennington

- 4.6 Housing development will continue on acceptable sites within the defined built-up area of Lymington and Pennington. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 150 dwellings to be identified specifically to address local needs for affordable housing. Policies LYM1 and LYM2 below identify sites to achieve the major part of this. When considering new 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 (having regard to the Lymington Local Distinctiveness Supplementary Planning Document).

### New housing allocations adjoining Lymington and Pennington

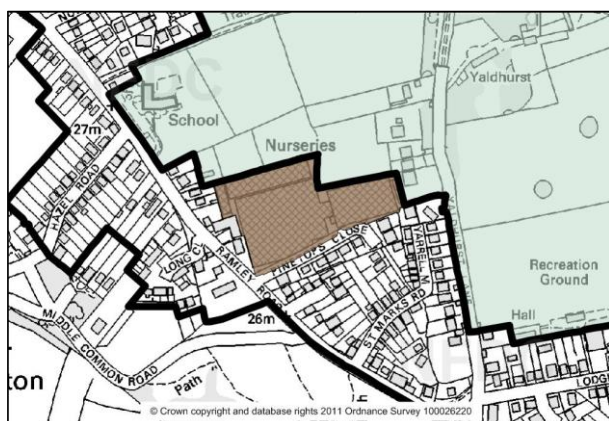
- 4.7 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two sites adjoining Lymington to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:
- LYM1: Pinetops Nurseries
  - LYM2: Land north of Alexandra Road

#### **LYM1: Pinetops Nurseries**

Land at Pinetops Nurseries, Pennington is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of pedestrian/cycle access to the site with the cycling access linking to the proposed on-road cycle route on Ramley Road;
- enhancement of the setting of the adjacent listed building, Myrtle Farm Cottage; and
- provision of public open space in accordance with Core Strategy Policy CS7, including provision of play space(s) for both younger and older children located within the residential development.





**Map LYM1: Pinetops Nurseries**

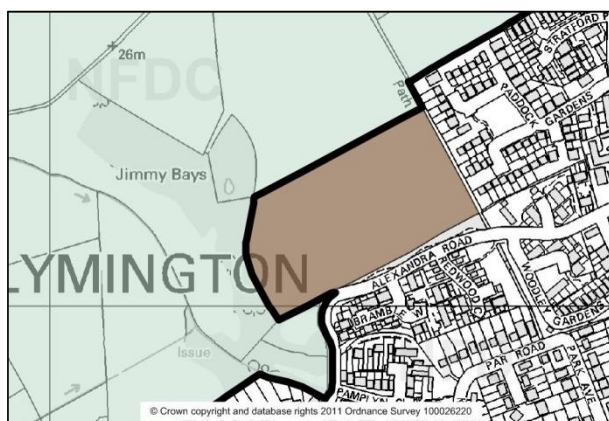
- 4.8 The redevelopment of this glasshouse site could accommodate around 40-45 new homes. The development may include redevelopment of adjacent properties south of Myrtle Farm Cottage (67-71 Ramley Road). As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

#### **LYM2: Land north of Alexandra Road**

Land north of Alexandra Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Alexandra Road, and pedestrian links to the public footpath along the eastern boundary of the site;
- retention and enhancement of important trees and hedgerows on site boundaries;
- provision of a green buffer landscape feature including a recreational footpath along the northern boundary of the site connecting with woodland to the west;
- on site provision of public open space in accordance with Policy CS7, including the provision of play space(s) for both younger and older children located within the residential development; and
- provision of suitable land for a minimum of 10 full size allotments plots within the site.





**Map LYM2: Land north of Alexandra Road**

- 4.9 The development of this site will provide up to around 80 new homes and significant areas of new green infrastructure, particularly along the northern boundary of the site. The creation of a substantial green infrastructure corridor linking the public footpath to the east with the woodland to the west of the site will create an additional wildlife corridor and will contribute towards the mitigation of the recreational impacts of development. The site layout and density of development should reflect the transition between the town and countryside within this development. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

### **Housing sites within Lymington and Pennington**

- 4.10 In addition to new greenfield sites on the edge of Lymington allocated under policies LYM1 and LYM2 above, sites within the built-up area are allocated for residential development to contribute towards the development requirements of the adopted Core Strategy (Policy CS10).
- 4.11 In addition to specific site allocations, small-scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Proposals Map). When considering development within the existing built-up area, 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 Lymington Local Distinctiveness SPD, adopted in February 2011 gives detailed guidance aimed at ensuring new development in Lymington and Pennington is well designed and respects local character and distinctiveness.

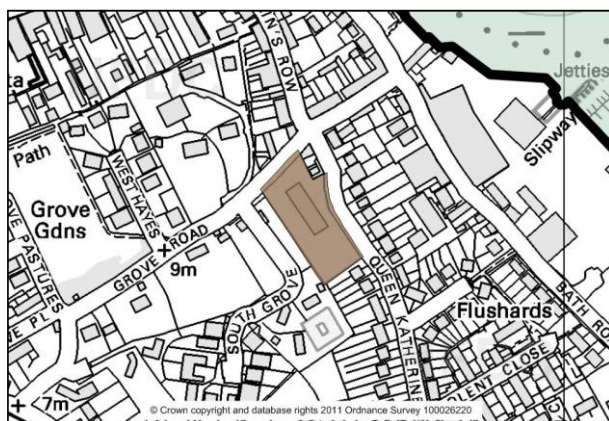
### **Sites allocated for residential development within the existing built-up area**

#### **LYM3: Land at Queen Katherine Road/Grove Road**

Land at Queen Katherine Road/Grove Road is allocated for residential development, including affordable housing in accordance with Policy CS15(c) of the Core Strategy.

The site will be developed in accordance with the following site specific criteria:

- provision of footpath improvements along Grove Road between South Grove and Captain's Row;
- provision of public open space in accordance with Core Strategy Policy CS7, to include a play space for younger children located within the development.



**Map LYM3: Land at Queen Katherine Road/Grove Road**

- 4.12 Environmental improvements should result from the redevelopment of this builders' merchant site on the edge of Lymington Conservation Area. The site could accommodate around 15 dwellings and a small children's play space. The scheme should include the provision of a footway, in keeping with the character of Grove Road. This would improve pedestrian links along this road which will help promote walking to and from the town centre.

**LYM4: Land south of Ampress Lane, north of Buckland Gardens**

Land south of Ampress Lane, north of Buckland Gardens, is allocated for residential development, including affordable housing in accordance with Policy CS15(c) of the Core Strategy.

The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, cycle and pedestrian access from Ampress Lane;
- retention of trees and enhanced landscaping on the Southampton Road frontage.



**Map LYM4: Land south of Ampress Lane, north of Buckland Gardens**

- 4.13 Much of this part of Southampton Road has been redeveloped with new housing in recent years. There are two plots remaining which could accommodate around 10 dwellings. The character of the tree-lined street fronting Southampton Road should be maintained to safeguard the setting of Buckland Rings and the National Park.

**LYM5: Fox Pond Dairy Depot and Garage, Milford Road, Pennington**

Land at Fox Pond Dairy Depot and Garage, Milford Road, Pennington is allocated for mixed use development, primarily for residential development, with commercial uses on the ground floor along Milford Road. The residential development will include affordable housing in accordance with Policy CS15(c) of the Core Strategy.



**Map LYM5: Land at Fox Pond dairy depot and garage, Milford Road**

- 4.14 The commercial uses should compliment the commercial activity within the Pennington shopping parade. The rear of the site should be for residential development. Development of this site will provide around 14 dwellings.

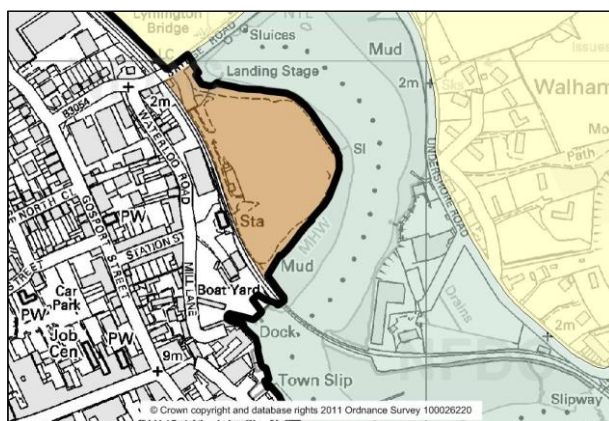
### **LYM6: Riverside Site, Bridge Road (former chicken factory site)**

Land adjacent to Lymington River, off Bridge Road, is allocated primarily for residential development, including affordable housing in accordance with Policy CS15(c) of the Core Strategy. The development should be designed to include a publically accessible river frontage, incorporating uses that will attract the wider public – such uses could include a cafes/restaurant/public house, small retail units and recreational/leisure uses. Employment generating uses may also be included within the scheme where they are compatible with other uses.

The site will be developed in accordance with the following site-specific criteria:

- provision of a development of the highest quality of design which significantly adds to the character and attractiveness of this part of Lymington and in public views of the Lymington River frontage ;
- provision of the principal vehicular access from Bridge Road;
- provision of public access through the site and along the whole river frontage, including the provision of a pedestrian footbridge to cross the railway line in the vicinity of the station as part of a pedestrian route linking the site with the town centre;
- inclusion of appropriate measures to address flood risk (See Core Strategy Policy CS6, (c) and (d) in particular);
- provision of public open space in accordance with Core Strategy Policy CS7, to include public open space on the river frontage and provision of play space(s) for both younger and older children located within the residential development; and
- implementation of remediation measures to address any site contamination issues.

A site-specific Flood Risk Assessment (in accordance with Core Strategy Policy CS6) will be required.



**Map LYM6: Riverside Site, Bridge Road**

- 4.15 The design of the principal access should have regard to wider issues including the impacts on the level crossing and the junction of Bridge Road with Marsh Lane/Gosport Street.



- 4.16 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.

## New employment development at Lymington

- 4.17 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. A number of undeveloped plots remain within the Ampress Business Park to the north of the town.

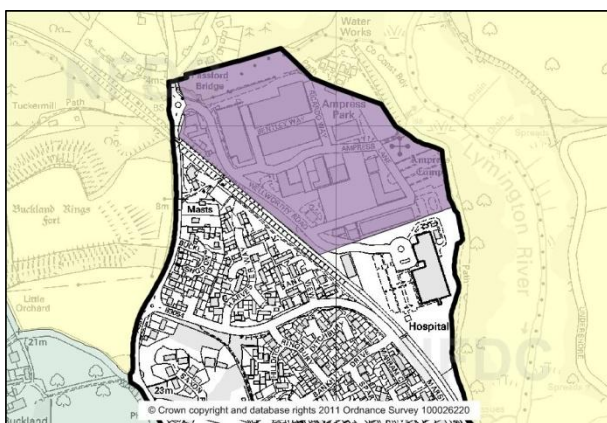
### **LYM7: Ampress Park, Southampton Road**

The development and redevelopment of employment uses at Ampress Park will be encouraged in accordance with Core Strategy Policy CS17.

On land north of Ricardo Way development will be subject to the following site-specific criteria:

- the de-culverting of Passford Water and diversion to the northern boundary of the site; and
- provision of additional landscaping on the northern boundary of the site in order to screen development from neighbouring residential properties.

On land west of Lymington Enterprise Centre, off Ampress Lane, development proposals should include provision for managed workspaces designed to meet the needs of business start-ups and small local firms.



**Map LYM7: Ampress Park**

- 4.18 Some areas remain available for employment development in Ampress Park. In addition to the general policy requirements set out in this Plan and the Core Strategy, Policy LYM7 identifies specific requirements relating to undeveloped parts of the site.



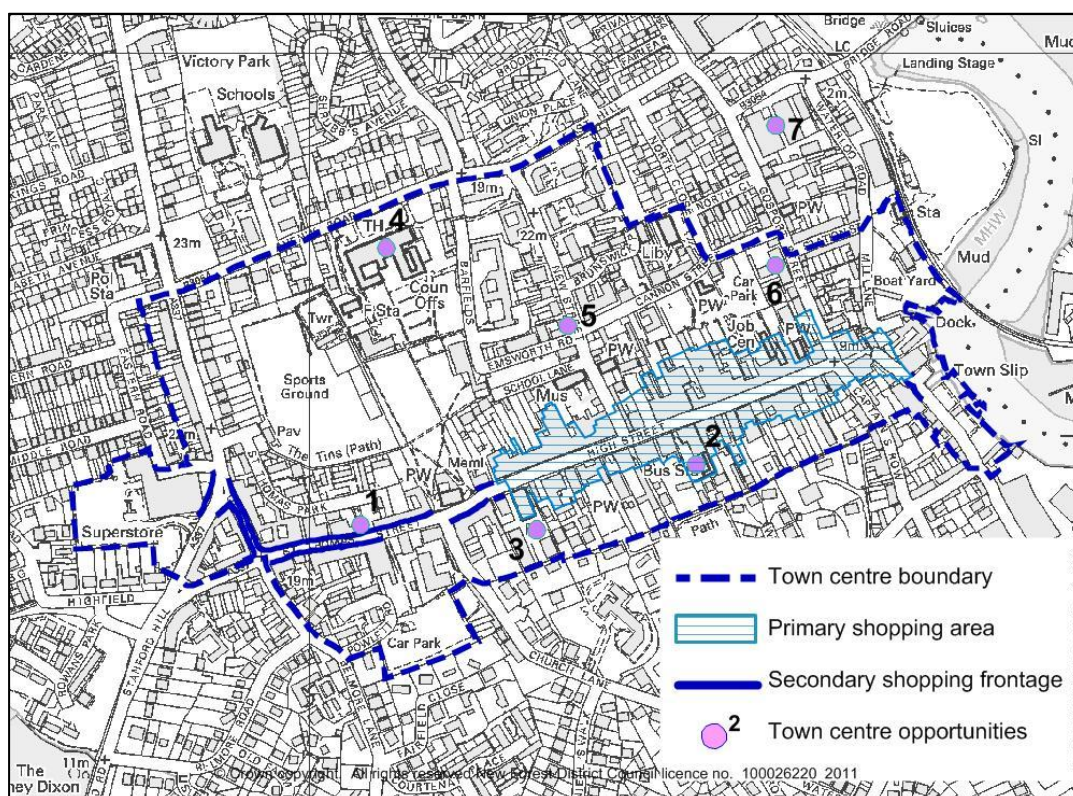
- 4.19 Lymington hosts a significant number of businesses related to marine activities. Policy DM12 (see Section 2) identifies a number of existing employment sites in Lymington which are particularly suitable for marine related uses:
- Land at Lymington Marina, Bath Road
  - Lymington Yacht Haven, Kings Saltern Road
  - Boat Yard, Mill Lane.

### **Green Belt boundary**

- 4.20 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1 Schedule of changes to Proposals Map.

### **Lymington town centre**

- 4.21 Lymington 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.
- 4.22 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for Lymington). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 4.23 Map LYM-TC1 illustrates the policy areas shown on the Proposals Map for Lymington town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy LYM8 below.



**Map LYM-TC1: Lymington Town Centre**

4.24 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 12/12a), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

<b>LYM8: Lymington Town Centre Opportunity Sites</b>		
The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated:		
<b>Ref</b>	<b>Site</b>	<b>Development opportunity primarily for the following uses:</b>
1	37 to 39 St Thomas' Street	Retail/community
2	Wilts and Dorset Bus Station, High Street	Retail/bus station
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
In addition, the following edge of centre site is identified:		
7	Employment uses, Bridge Road	Large format retail/office
Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.		

- 4.25 Development proposals on these sites should be primarily for the uses indicated in Policy LYM8, 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.
- 4.26 Redevelopment of the Bus Station site in the High Street would be subject to the provision of improved Bus Station facilities.
- 4.27 Appropriate opportunities have not been identified within the defined town centre to accommodate large format retail development. However, the site identified in Bridge Road provides a suitable location for such a use, being relatively well located in relation to the town centre.

## Burgage Plots

<p><b>LYM9: Burgage Plots</b></p> <p>Development will not be permitted which would significantly encroach into the rear gardens or result in the loss of burgage plot boundaries at:</p> <ol style="list-style-type: none"> <li>Nos. 2 to 24 High Street;</li> <li>Nos. 45 to 51 High Street;</li> <li>Nos. 55 to 58 High Street;</li> <li>Nos. 63 to 75 High Street;</li> <li>Nos. 124 to 131 High Street; and</li> <li>Nos. 43 to 48 St Thomas' Street.</li> </ol> <p>Further development will be restricted to the limited rear extension of properties fronting the High Street.</p>
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- 4.28 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.

## **Lymington and Pennington Local Shopping Frontages**

- 4.29 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In Lymington and Pennington local shopping frontages are identified at:
- Milford Road/ South Street, Pennington
  - Pennington Square.

## **Green Infrastructure and Open Space at Lymington and Pennington**

- 4.30 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Lymington and Pennington, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 4.31 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space
  - Private/education authority recreational land
  - Landscape features.
- 4.32 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.
- 4.33 In addition to protecting existing open spaces within Lymington and Pennington, new open spaces accessible to the public will be created over the Plan Period by new public open space provision required as part of a development proposal. In particular, the development at Alexandra Road (Policy LYM2) will provide additional public open space. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.
- 4.34 The public open space provision in new developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 4.35 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.



- 4.36 Some transport proposals of this Plan will also form an important part of the Green Infrastructure Strategy. In particular, the proposed footpath improvements linking Highfields Avenue to Priestlands Lane and improved footpath connections along Bath Road (see LYM10.5).

## Transport proposals at Lymington and Pennington

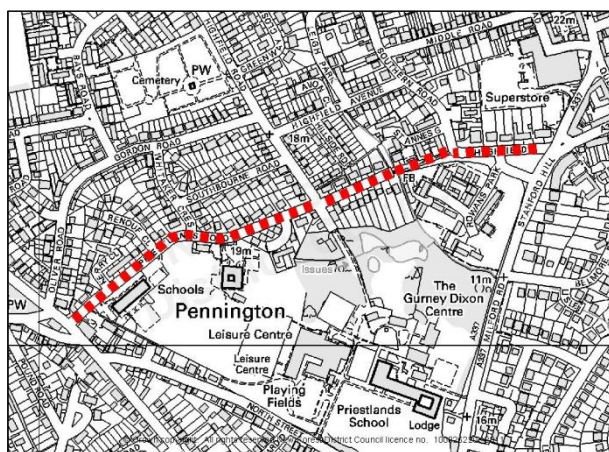
- 4.37 A full list of proposed transport schemes for Lymington and Pennington is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44). The list includes a variety of schemes including bus shelters and traffic management measures to improve safety.
- 4.38 The transport improvements set out in LYM10 are included in the Sites and Development Management 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 the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

### LYM10: Transport Schemes<sup>1</sup>

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

LYM10.1 (LP/T/2): Pennington to Highfield via Priestlands Road and the Bunny Run cycle route

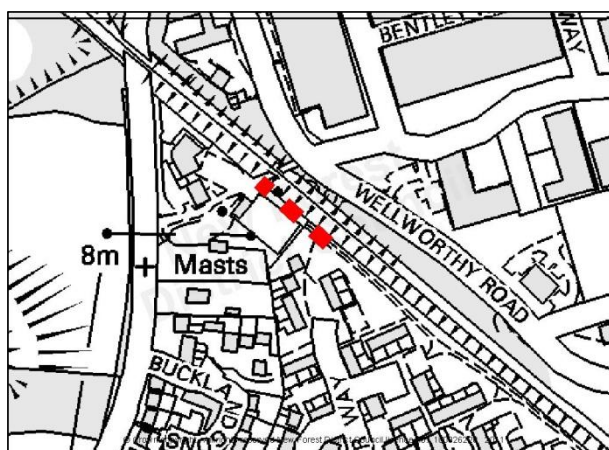


<sup>1</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).



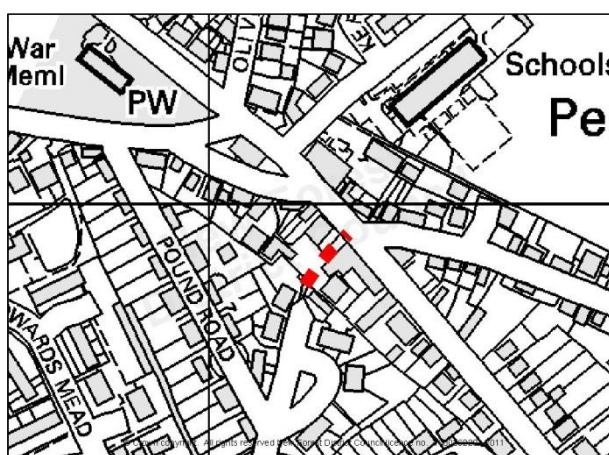
- 4.39 This proposal upgrades a footpath to a cycleway and includes on-road and off-road sections, requiring non-highway land to implement. The cycle route will encourage cycling in the town through provision of improved links to the schools as well as connection to the other proposed routes serving Pennington and the wider area.

LYM10.2 (LP/T/5): Marsh Lane to Ampress Park cycle route



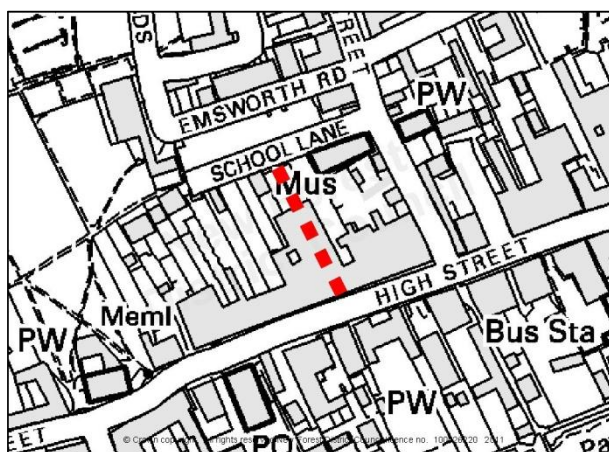
- 4.40 The short off-road section of cycle route adjacent to an electricity substation completes a cycle route connecting to Ampress Park using non-highway land. The completion of the cycle route will encourage cycling to this area, particularly for people employed at the companies located in Ampress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

LYM10.3 (LP/T/15): Pennington Square/South Street to Pound Road cycle route



- 4.41 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.

LYM10.4(LP/T/18): Emsworth Car Park/High Street pedestrian/cycleway link



- 4.42 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

LYM10.5 (LP/T/30): Provision of a footpath (0.15km) linking Highfields Avenue to Priestlands Lane



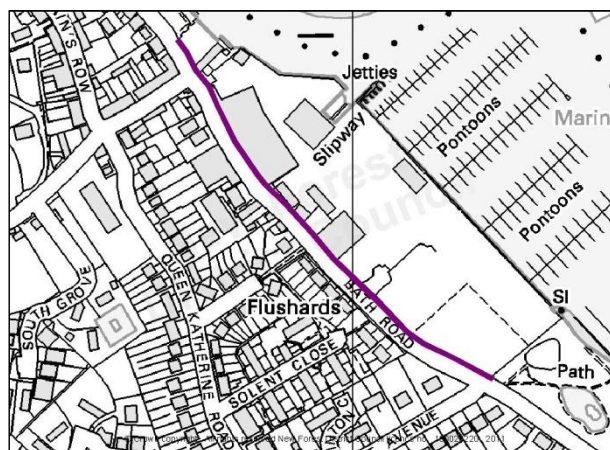
- 4.43 This scheme requires the use of non-highway land to implement. This provision of a 0.15km footpath linking Highfield Avenue to Priestlands Lane will improve pedestrian routes and connectivity to the town centre, encouraging walking as a viable mode of travel to and from the services and facilities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

LYM10.6 (LP/T/34): Footway improvements along High Street and St Thomas Street to enhance walking route through the town centre.



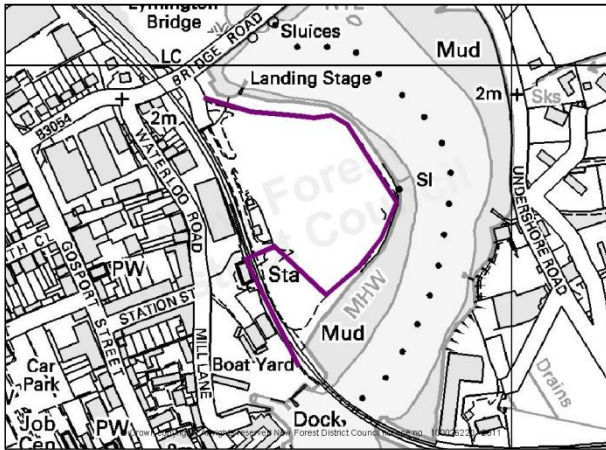
- 4.44 The aim of the proposal is to improve the footways and the public realm along High Street. The improved pedestrian environment will help to promote and encourage walking to and through the town centre.

LYM10.7: Improve connections along Bath Road, between The Quay and the Sea Wall path



- 4.45 Pedestrian connections from The Quay to the Sea Wall currently do not provide a satisfactory link. Opportunities to improve the existing un-surfaced footpaths and either widen narrow footways in Bath Road or the creation of a new pedestrian link should be explored when adjacent areas are redeveloped.

LYM10.8 (LP/T/36): Provision of footpath around former Webb's Food site (including railway crossing) at the Quay, Bridge Road.



- 4.46 This footpath will provide a pedestrian link through and around the site, encouraging walking within the town.

# Milford on Sea





<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
<b>1</b>	MoS1	Land north of School Lane	Proposed residential development of up to 30 dwellings and public open space
	MoS2	Various	Transport schemes
<b>2</b>	DM5	Milford on Sea	Coastal Change Management Area (See Section 2)

## Milford on Sea

- 4.47 The strategy for Milford on Sea is summarised on page 90 of the Core Strategy.
- 4.48 The site-specific policies for Milford on Sea as set out below aim to help achieve the aims and objectives of the Core Strategy.

### Housing at Milford on Sea

- 4.49 Housing development will continue on acceptable sites within the defined built-up area of Milford on Sea. Regard will also be had to the Milford on Sea Village Design Statement. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 30 dwellings to be identified specifically to address local needs for affordable housing. Policy MoS1 identifies a site to achieve this. 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.

### New housing allocation adjoining Milford on Sea

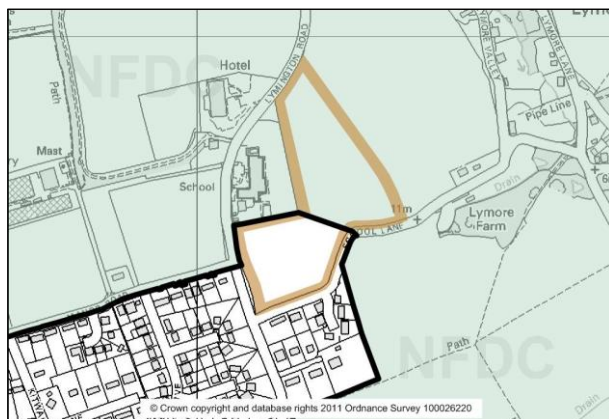
- 4.50 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates a site adjoining Milford on Sea to provide additional housing to meet a local housing need for affordable and low-cost housing. This is MoS1: Land north of School Lane.

#### **MoS1: Land north of School Lane**

Land north of School Lane is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy, and for public open space. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of a maximum of 30 dwellings;
- provision of land for a minimum of 2 hectares of formal public open space in the northern part of the site (east of the Milford Primary School) to include public playing fields, and play space for children within the residential development in the southern part of the site;
- provision of suitable land for a minimum of 5 full size allotment plots within the site;
- provision of vehicular access from Lymington Road at the southern end of the site (diverting School Lane at its western end though the site, with the existing route of School Lane being retained as a pedestrian and cycle route and for access only to existing properties in School Lane and Lymefields) ;
- provision of off-road cycleway along the site frontage with Lymington Road with links through to public open space provided on the site;
- pedestrian access to the site from Lymington Road and School Lane;
- provision of a safe pick-up and drop-off area for Milford Primary School;
- enhancement of landscaping along the Lymington Road and School Lane;
- provision of a significant landscape buffer (trees and hedgerow), to screen

the residential development from views from the open countryside to the east, as part of the first phase of development.



**Map MoS1: Land north of School Lane**

- 4.51 As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude the area to be developed for housing. The land allocated for playing fields will remain within the Green Belt.
- 4.52 If practical, the delivery of the affordable housing development should be phased over the Plan Period.
- 4.53 The development will be required to provide significant areas of new green infrastructure, particularly to screen the areas of residential development from the open countryside.
- 4.54 The cycle route proposal MoS2.2 (Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane) passes along the site's frontage with Lymington Road and should be accommodated within the development scheme.

### **Housing sites within Milford on Sea**

- 4.55 Small scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map). 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**

- 4.56 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map.



## Milford on Sea Local Shopping Frontage

- 4.57 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM19 applies to the Milford on Sea Local Shopping Frontage, as defined on the Proposals Map. (See also Appendix 1: Schedule of changes to Proposals Map.)

## Green Infrastructure and Open Space at Milford on Sea

- 4.58 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Milford on Sea to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 4.59 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space
  - Private/education authority recreational land
  - Landscape features
- 4.60 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of Milford on Sea – in particular the important green links between the green spaces within the built-up areas and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘recreational routes’ are identified in the Green Infrastructure Strategy.
- 4.61 In addition to protecting existing open spaces within Milford on Sea, new open spaces accessible to the public will be created over the Plan Period by a significant new allocation of formal public open space as part of the development proposals north of School Lane (MoS1). This will address a shortfall of playing field provision in the village. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.
- 4.62 The public open space provision provided as part of new residential developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 4.63 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.



## Transport proposals at Milford on Sea

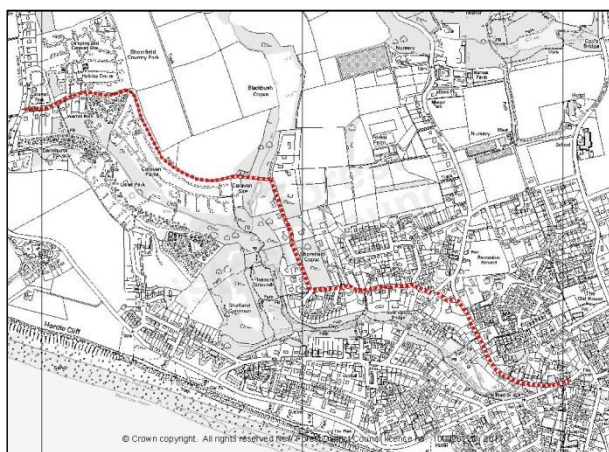
- 4.64 A full list of proposed transport schemes for Milford on Sea is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44) The list includes a variety of schemes including footpath improvements and traffic management measures to improve safety. (See also EVT1 Milford Road (A337)/Lymington Road (B3058) junction improvements in the Everton and Hordle section of this document).
- 4.65 The transport improvements set out in MoS2 are included in the Sites and Development Management 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 the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

### MoS2: Transport Schemes<sup>2</sup>

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

#### MoS2.1 (MF/T/6): Milford on Sea to Downton via Blackbush Road



- 4.66 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.

<sup>2</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).

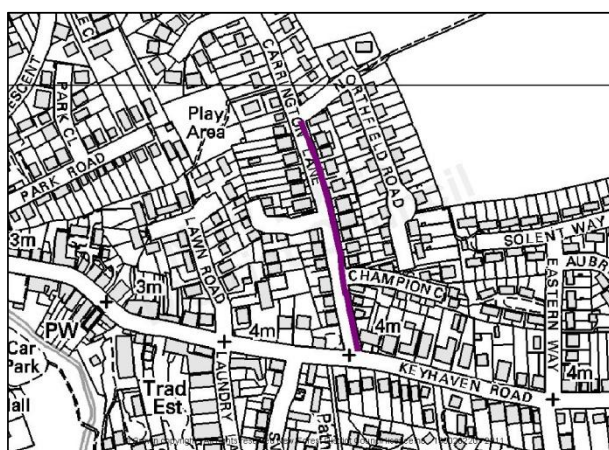
MoS2.2 (MF/T/9): Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane



- 4.67 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 improvement proposal

MoS2.3 (MF/T/10): Provision of measures to address vehicle/pedestrian conflicts in Carrington Lane. Where opportunities arise, this will include provision of a footway on the east side of Carrington Lane



- 4.68 This scheme may require the use of non-highway land to implement. At present there is no footway. The aim is to improve pedestrian safety and encourage walking.



# Hordle and Everton





Hordle and Everton overview map



<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
<b>1</b>	HOR1	Land to the rear of 155-169 Everton Road	Proposed residential development of up to 5 dwellings
<b>2</b>	HOR2	Land at Hordle Lane Nursery	Proposed residential development of up to 15 dwellings
	HOR3/EVT1	Various	Transport schemes

## Hordle and Everton

- 4.69 The strategy for Hordle and Everton is summarised on page 90 of the Core Strategy.
- 4.70 The site-specific policies for Hordle and Everton as set out below aim to help achieve the aims and objectives of the Core Strategy.

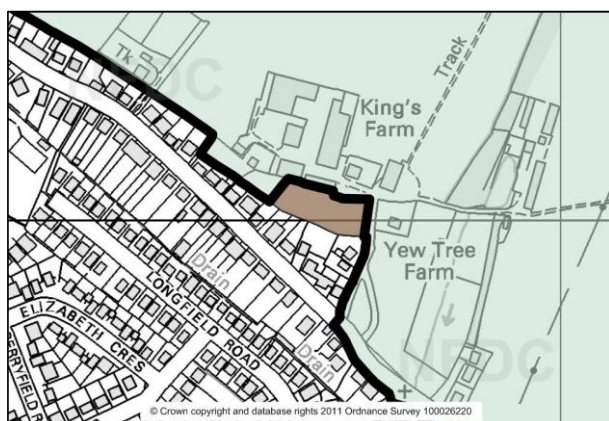
### Housing at Hordle and Everton

- 4.71 Housing development will continue on acceptable sites within the defined built-up areas of Hordle and Everton. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 10 dwellings to be identified at each of Hordle and Everton specifically to address local needs for affordable housing. Given the closeness of the two settlements it is considered that this local need could be provided for at either settlement. It has not been possible to identify any further acceptable sites at Everton to provide for this possible development. Policies HOR1 and HOR2 below identify sites which could provide up to around 20 dwellings to help meet local housing needs for affordable housing. 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.

### New housing sites allocations adjoining Hordle

- 4.72 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two sites adjoining Hordle to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:
- HOR1: Land to the rear of 155-169 Everton Road
  - HOR2: Land at Hordle Lane Nursery
- 4.73 While a suitable site was not identified on the edge of Everton, the two sites identified adjoining Hordle will provide additional housing development to address local needs for affordable and low-cost housing within Hordle Parish as a whole, as provided for under Policy CS12 of the Core Strategy.

<b>HOR1: Land to the rear of 155-169 Everton Road, Hordle</b>
Land to the rear of 155 -169 Everton Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing.



**Map HOR1: Land to the rear of 155-169 Everton Road, Hordle**

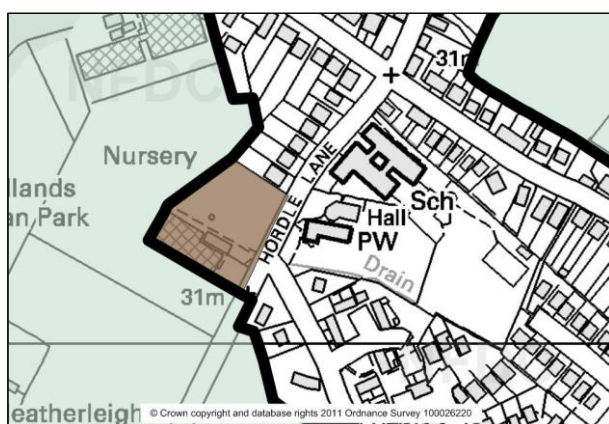
- 4.74 The development of this site will provide around 5 new homes. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

#### **HOR2: Land at Hordle Lane Nursery**

Land at Hordle Lane Nursery, is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy and allotments. 70% of the dwellings provided will be affordable housing.

The site will be developed in accordance with the following site-specific criteria;

- provision of suitable land for a minimum of 10 full size allotments plots, which may be provided on land adjacent to the site and
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for younger children located within the residential development.



**Map HOR2: Land at Hordle Lane Nursery**

- 4.75 The development of land on the Hordle Lane Nursery site will provide up to around 15 new dwellings to meet a local housing need, and also provide for new allotment

gardens to meet a wider community need for additional allotments in Hordle. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude the development site.

### **Housing sites within Hordle and Everton**

- 4.76 Small-scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map). 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**

- 4.77 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map.

### **Hordle Local Shopping Frontage**

- 4.78 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM19 applies to the Local Shopping Frontage, 32-58 Stopples Lane, as defined on the Proposals Map.

### **Green Infrastructure and Open Space at Hordle and Everton**

- 4.79 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Hordle and Everton to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 4.80 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space
  - Private/education authority recreational land
  - Landscape features.
- 4.81 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of Hordle and Everton – in particular the important green links between the green spaces within the built-up areas and with the adjoining countryside. Elements of important green infrastructure, such as

'tree-lined streets' and 'recreational routes', are identified in the Green Infrastructure Strategy.

- 4.82 In addition to protecting existing open spaces within Hordle and Everton, new open spaces accessible to the public will be created over the Plan Period as part of the development proposals. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.
- 4.83 The public open space provision provided as part of new residential developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 4.84 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.
- 4.85 The proposed footpath link from Footpath No 738 to Stopples Lane (see HOR3.3) will improve the provision of recreational footpaths in the centre of Hordle and is regarded as an important part of the Green Infrastructure Strategy.

## Transport proposals at Hordle and Everton

- 4.86 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). The list includes a variety of schemes including traffic management measures to improve safety for pedestrians and cyclists
- 4.87 The transport improvements set out in HOR3 and EVT1 are included in the Sites and Development Management 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 the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

### **HOR3: Transport Schemes<sup>3</sup>**

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

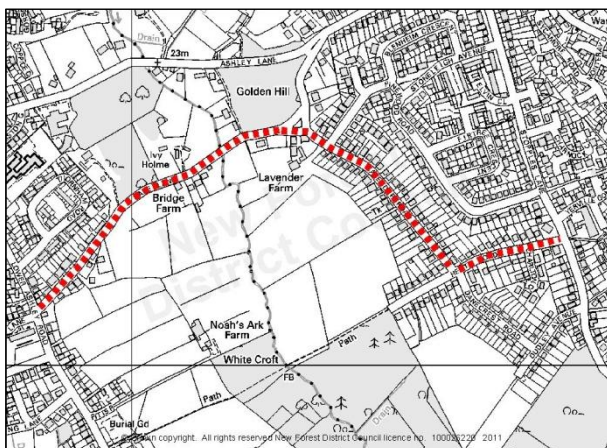
## **Hordle**

**HOR3.1 (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.**

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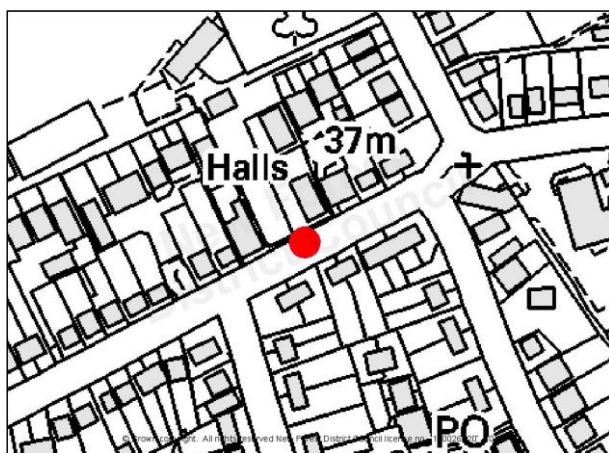
<sup>3</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).





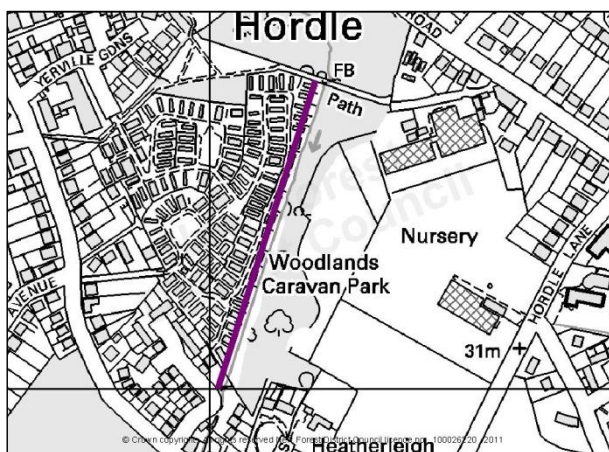
- 4.88 This route uses a short section of non-highway land to implement the off-road section of the route. The scheme will provide greater awareness to drivers that cyclists use this route, improving safety for cyclists, encouraging cycling between Hordle and New Milton. This will help reduce traffic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

HOR3.2 (HO/T/7): Bus stop improvement, near Women's Institute Hall, Ashley Lane, Hordle



- 4.89 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 will encourage the use of the bus service, helping reduce car travel between the villages and nearby towns.

HOR3.3 (HO/T/8): Footpath link from Footpath No 738 to Stopples Lane



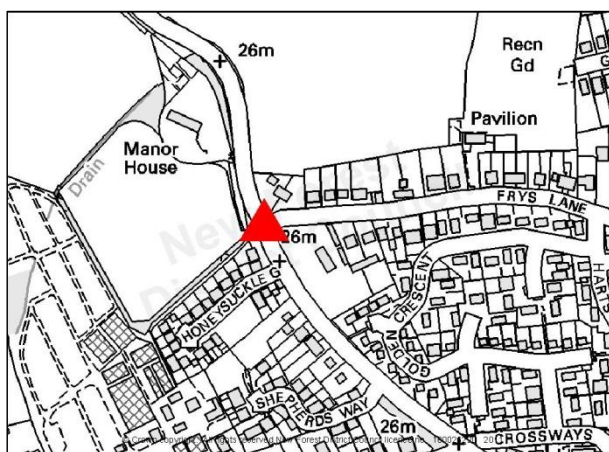
- 4.90 Link to be provided if Woodlands caravan park is redeveloped. It would require non-highway land to implement. The footpath will improve links in the village encouraging walking and reducing the reliance on car travel, particularly for short trips.

HOR3.4 (HO/T/9): Sight line improvements at Everton Road crossroad junction with Hordle Lane and Woodcock Lane



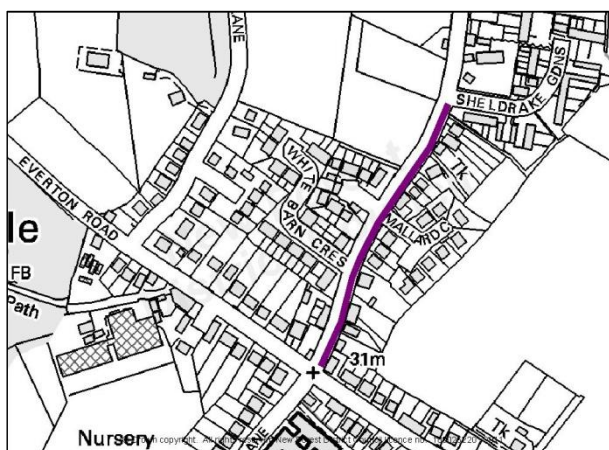
- 4.91 This junction improvement scheme requires the use of non-highway land to achieve the required visibility to increase safety at the junction. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village and will be of particular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

HOR3.5 (HO/T/10): Sight line improvements at Everton Rd junction with Fry's Lane



- 4.92 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.

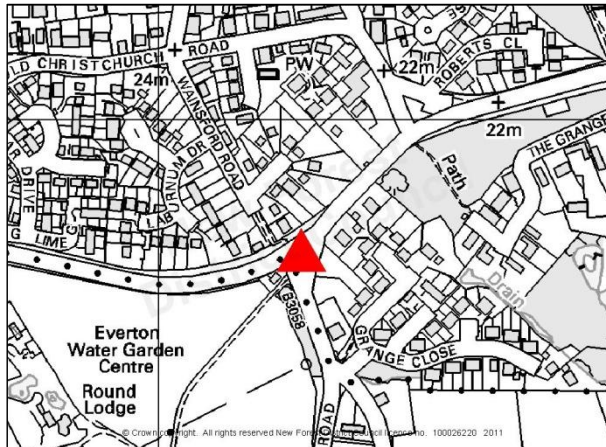
HOR3.6 (HO/T/12): Footway improvements along Woodcock Lane up to Sheldrake Gardens from the junction with Everton Road



- 4.93 This scheme aims to provide a footway along the length of Woodcock Lane up to Sheldrake Gardens. When opportunities arise, additional sections of footway, or enhancements to existing provision, will be provided. The footway improvements will improve pedestrian safety in Woodcock Lane, and encourage walking within the village.

## Everton

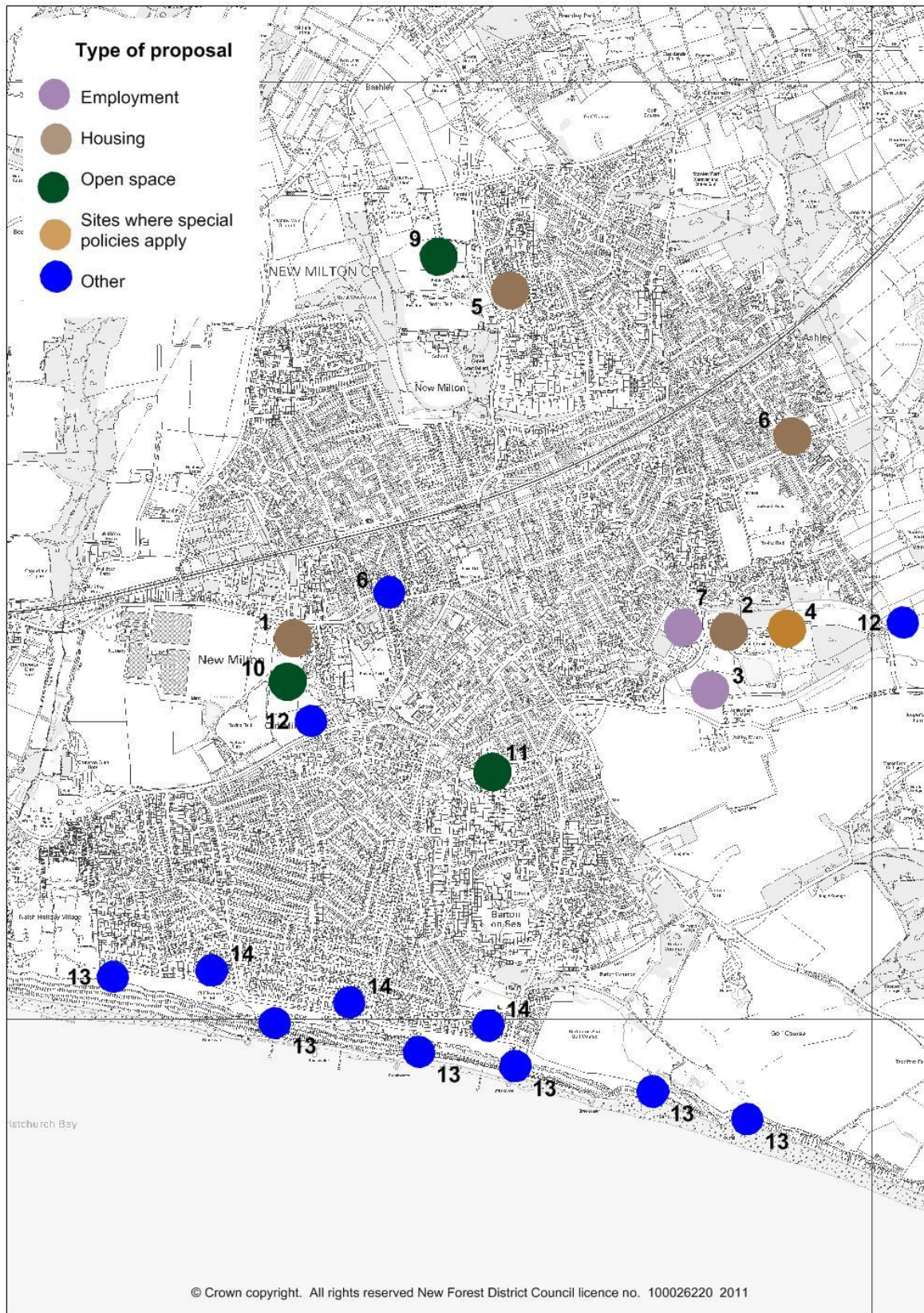
EVT1 (HO/T/A and B): Milford Road (A337)/Lyminster Road (B3058).



- 4.94 Traffic lights are proposed at the Milford Road (A337)/Lymington Road (B3058) junction, incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction. 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. The scheme will also assist traffic from Milford on Sea joining the A337.

# **New Milton and Barton-on-Sea**





**New Milton and Barton on Sea overview map**

<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
<b>1</b>	NMT1	South of Gore Road, east of the Old Barn	Proposed residential development up to 20 dwellings
<b>2</b>	NMT2	Land east of Caird Avenue, south of Carrick Way	Residential development
<b>3</b>	NMT3	Land east of Caird Avenue	Business and employment development
<b>4</b>	NMT4	Land east of Caird Avenue, south of Carrick Way woodland	Proposed residential and employment development of up to 90 dwellings and up to 5 hectares employment land
<b>5</b>	NMT5	Land east of Fernhill Lane	Residential development of up to 15 dwellings
<b>6</b>	NMT6	Ashley Cross Garage and Motor Repairs, Ashley Lane	Residential development of up to 10 dwellings
<b>7</b>	NMT7	Land west of Caird Avenue	Employment development
<b>8</b>	NMT8	New Milton town centre	Town centre development opportunity sites
<b>9</b>	NM T9	Land west of Fernhill Lane	Public Open Space
<b>10</b>	NMT10	Land off Culver Road	Public Open Space
<b>11</b>	NMT11	Land south of Lymington Road, north of Chestnut Avenue	Public Open Space
<b>12</b>	NMT12	South of Pitts Place and west of Moore Close	Allotments
	NMT13	Various	Transport Schemes
<b>13</b>	DM5	Barton on Sea	Coastal Change Management Area (See Section 2)
<b>14</b>	DM6	Barton on Sea	Restrictions on soakaways (see Section 2)

## **New Milton and Barton-on-Sea**

- 4.95 The strategy for New Milton and Barton-on-Sea is summarised on pages 89-90 of the Core Strategy.
- 4.96 The site-specific policies for New Milton and Barton on Sea as set out below aim to help achieve the aims and objectives of the Core Strategy.

### **Housing and employment at New Milton and Barton on Sea**

- 4.97 Housing development will continue on acceptable sites within the defined built-up area of New Milton and Barton on Sea, including sites allocated in the previous Local Plan. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 110 dwellings to be identified specifically to address local needs for affordable housing. Policies NMT1 and NMT4 below identify sites to achieve this.
- 4.98 New employment development within the Plan Period will be on land in the Caird Avenue area. In addition to previous Local Plan proposals carried forward into this Plan in this area, the Policy CS18 of the Core Strategy proposes up to 5 hectares of additional employment land at New Milton.
- 4.99 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 (having regard to the New Milton Local Distinctiveness Supplementary Planning Document).

### **Housing and employment allocations adjoining New Milton**

- 4.100 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two sites adjoining New Milton to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:
- NMT1: Land south of Gore Road, east of the Old Barn
  - NMT4: Land east of Caird Avenue, south of Carrick Way woodland
- 4.101 Both these site allocations provide opportunities to achieve local environmental improvements as well as providing for affordable housing. Development south of Gore Road will involve the removal of existing structures and areas of hard-standing to the east of the Old Barn Public House (a listed building). There is an opportunity here to improve the setting of this listed building.
- 4.102 Additional provision for residential and employment development is made by allocating further land for development east of Caird Avenue. The development proposals east of Caird Avenue, involve the restoration of land used for minerals extraction and processing, and will require the cessation of these activities. Residential and employment land allocations in the Caird Avenue area, made in the previous Local Plan but which remain undeveloped (end of 2011), are carried forward into this Plan, together with the new land allocation.



## Land south of Gore Road

### **NMT1: Land south of Gore Road, east of the Old Barn**

Land south of Gore Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- removal of existing structures and hard-standings from the site prior to commencement of development;
- enhancement of the setting of the listed building (the Old Barn) to the west of the site;
- continuation of footway with grass verges along the frontage to Gore Road, with provision for cycleway proposal NMT13.6; and
- provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space and natural play space on-site.



**Map NMT1: Land south of Gore Road**

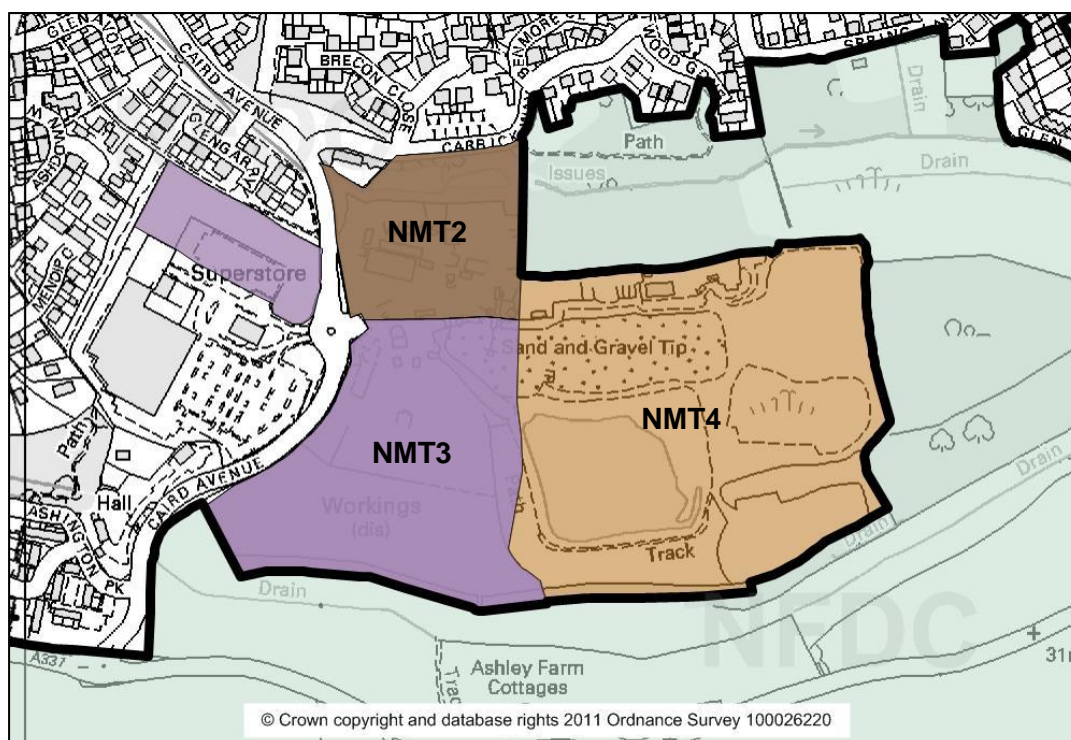
- 4.103 The development of this site will provide up to around 20 new homes, and a continuation of the public footway on the south side of Gore Road. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

## Development area east of Caird Avenue

- 4.104 Land east of Caird Avenue has been identified as an area appropriate for new development in previous Local Plans. Unimplemented allocations for employment development and residential development are carried forward into this Plan (See Policies NMT2 and NMT3 below). This Plan proposes further development adjoining to the east of the previous Local Plan's land allocations. This area has been subject to sand and gravel extraction and processing, and the landscape has been degraded by this process. New allocations are made for housing development to meet a local housing need (in accordance with Core Strategy Policy CS12) and employment development (in accordance with CS18) on land to the east of Caird

Avenue, south of Carrick Way woodland. As a consequence of the allocation the Green Belt Boundary is amended in this area to exclude the new development site.

- 4.105 A Development Brief for the area covered by Policies NMT2, NMT3 and NMT4 will ensure that the best form of development and substantial environmental benefits are achieved.



**Map NMT2/3/4: Overview map of east of Caird Avenue proposals**

#### **Land NMT2: Land east of Caird Avenue, south of Carrick Way**

Land east of Caird Avenue, south of Carrick Way is allocated for residential development, including affordable housing in accordance with Policy CS15(d) of the Core Strategy.

The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular access from Caird Avenue at the Tesco/supermarket roundabout, and the implementation of any necessary improvements to the roundabout;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- retention of woodland and balancing pond on the northern part of the site;
- provision of pedestrian/cycle access with links to the footpath and cycleway network and land to the south east, allocated in Policy NMT4. In particular provision of footpath and cycleways from the site to Carrick Way and south through the site to link with Caird Avenue (see NMT13.2 and NMT13.8);
- provision of appropriate landscape buffers:



- i. between the employment and residential development to protect the amenities of residents;
- ii. along the western site boundary with Caird Avenue to enhance the Green Infrastructure Strategy green buffer;
- iii. between Carrick Way woodland and residential properties of 25m width to safeguard the Site of Importance for Nature Conservation. (This buffer could serve a dual function as open space);
- provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.

- 4.106 The development of this site will provide 54 new homes and create a new area of public open space in the northern part of the site, retaining the woodland and balancing pond.

### **NMT3: Land east of Caird Avenue – Business and employment development**

Land east of Caird Avenue is allocated for employment development in accordance with Policy CS17 of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular access from Caird Avenue at the Tesco/supermarket roundabout, and the implementation of any necessary improvements to the roundabout;
- provision of an access road through the site from the Tesco/supermarket roundabout to provide access to land to the east, allocated for developed in Policy NMT4;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- provision of a secondary vehicular access about 180m south of the roundabout on Caird Avenue, with the inclusion of a pedestrian refuge on Caird Avenue;
- provision of pedestrian/cycle access with links to the existing footpath and cycleway network. In particular provision of footpath and cycleways from the southern part of the site to link with Caird Avenue (see NMT13.2 and NMT13.8);
- provision of appropriate landscape buffers:
  - i. between the employment and residential uses;
  - ii. along the western site boundary with Caird Avenue to enhance the Green Infrastructure Strategy green buffer;
  - iii. between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337.

- 4.107 A scheme for business and general industrial uses on this site was granted planning permission on this site in 2010. (This provided for 10,191sq. metres of business uses and 6,430 sq. metres of general industrial uses). The development

of this site should be co-ordinated with the allocations made in Policies NMT2 and NMT4. When considering development proposals for this site, ensuring the development is well screened from countryside views and views from the A337 when entering New Milton will be particularly important.

#### **NMT4: Land east of Caird Avenue, south of Carrick Way woodland**

Land east of Caird Avenue, south of Carrick Way woodland, is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy, and employment development. 70% of the dwellings provided will be affordable housing. Five hectares of the site should be for employment development in accordance with Policy CS18 of the Core Strategy.

The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle accesses from Caird Avenue via the development to the west of the site (Policies NMT2 and NMT3);
- implementation of any necessary improvements to the Caird Avenue Tesco/supermarket roundabout;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- provision of pedestrian/cycle access and routes through the site and linking with the footpath and cycleway network. In particular provision of a footpath link to Carrick Way woodland and the development to the west of the site (see NMT13.2 and NMT13.8);
- retention of important trees within the site and on site boundaries;
- provision of appropriate landscape buffers:
  - i. between employment and residential uses within the site;
  - ii. between the site and adjacent Sites of Importance to Nature Conservation (Carrick Way woodland and Ashley Meadows)
  - iii. between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337
- cessation of mineral and mineral related operations from the site and implementation of appropriate remediation measures to address any contamination issues related to the site, prior to or in association with development proposals;
- protection of the Danes Stream water body;
- on-site provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development; and
- provision of suitable land for a minimum of 10 full size allotments plots within the site
- within the employment land allocation, inclusion of provision for development in accordance with Core Strategy Policy CS17(a) and (b).

- 4.108 The development of this site will provide up to 90 new homes and 5 hectares of land for new employment development. Its development will assist in addressing local housing and employment needs and will provide community benefits such as public open space and allotments, and the restoration of an area of significantly degraded land.
- 4.109 Policy CS17 (a) and (b) of the Core Strategy encourage employment development which provides for high-value and knowledge-based businesses and for small-scale and start-up businesses.
- 4.110 Development in this area will need to be co-ordinated with the implementation of other land allocations made in this area (see Policies NMT2 and NMT3) and the cessation of minerals processing activities. The development in this area will be required to secure the restoration of all land in this area which has been despoiled by minerals working and associated activities.
- 4.111 A Development Brief/Masterplan prepared for this area will ensure that the development land allocations in this area are undertaken with appropriate co-ordination and phasing. Land allocated in Policy NMT4 will be developed after the implementation of Policies NMT 2 and NMT3.

### **Sites within the existing built-up area of New Milton and Barton on Sea**

- 4.112 In addition to new greenfield sites on the edge of New Milton allocated under Core Strategy Policy CS12, sites within the built-up area are allocated for residential development to contribute towards the development requirements of the adopted Core Strategy (Policy CS10) (See Policies NMT5 and NMT6).

### **Residential development**

<b>NMT5: Land east of Fernhill Lane</b>
Land east of Fernhill Lane is allocated for residential development, including affordable housing in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria: <ul style="list-style-type: none"><li>• provision of vehicular access from Forest Oak Drive;</li><li>• retention of the trees on the boundary of the site with Fernhill Lane;</li><li>• provision of public open space in accordance with Core Strategy Policy CS7, including a natural play space for young children located within the development.</li></ul>

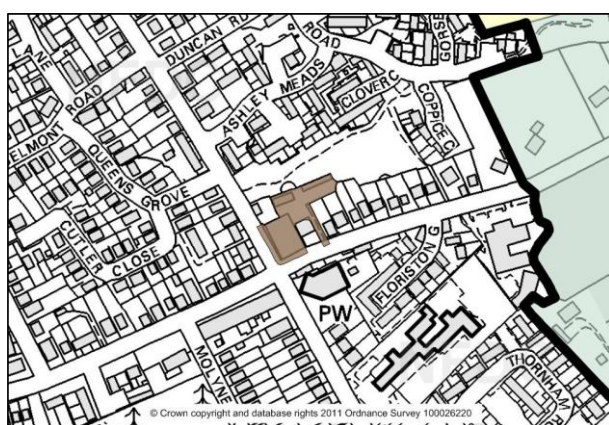


**Map NMT5: Land east of Fernhill Lane**

- 4.113 The development of this site will provide around 15 new homes.

**NMT6: Ashley Cross Garage and Motor Repairs, Ashley Lane**

Land of Ashley Cross Garage and Motor Repairs is allocated for residential development, including affordable housing in accordance with Policy CS15(d) of the Core Strategy. Trees on the northern boundary of the site should be retained.



**Map NMT6: Ashley Cross Garage and Motor Repairs, Ashley Lane**

- 4.114 Redevelopment of Ashley Cross Garage and Motor Repairs for residential use would provide environmental improvements.
- 4.115 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Proposals Map). When considering development within the existing built-up area 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 New Milton Local Distinctiveness Supplementary Planning Document, adopted in July 2010 gives detailed guidance aimed at ensuring new development in New Milton and Barton on Sea is well designed and respects local character and distinctiveness.

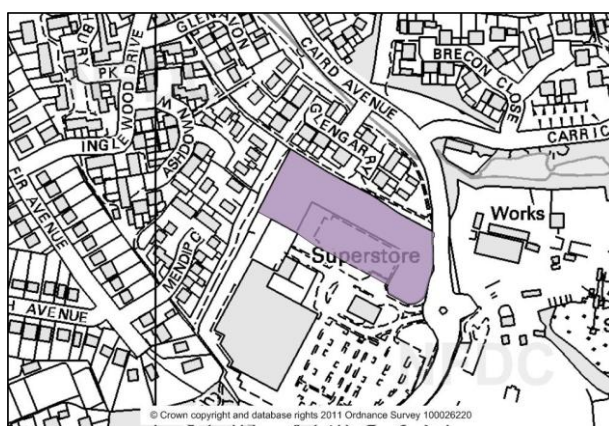
## Employment development

### NMT7: Land west of Caird Avenue

Land west of Caird Avenue is allocated for employment development in accordance with Policy CS17 of the Core Strategy. Large format / retail warehousing development in accordance with Core Strategy Policy CS20(d) may be accommodated within the site.

The site will be developed in accordance with the following site specific criteria:

- access from the Caird Avenue roundabout;
- provision of pedestrian/cycle access to and within the site, linking in with the existing footpaths and the cycleway network in the area (see NMT 12.2);
- retention of trees and enhancement of the landscape buffer on the northern and western boundaries; and
- provision of appropriate landscaping to complete the green buffer along the Caird Avenue.



Map NMT7: Land west of Caird Avenue

- 4.116 Land north of the supermarket in Caird Avenue is a long-standing allocation for employment development/ business development. The site is currently under-used as car parking for the adjacent supermarket.

## Green Belt boundary

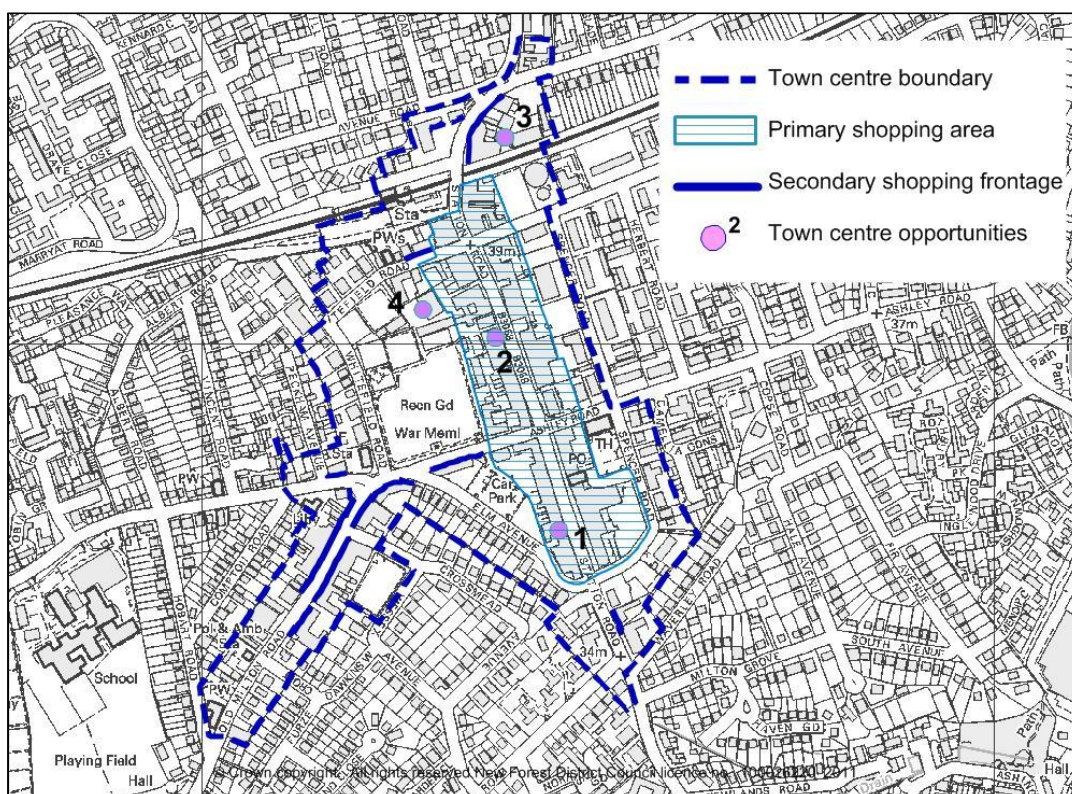
- 4.117 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map.

## New Milton town centre

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



- 4.119 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for New Milton). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 4.120 Map NMT-TC1 illustrates the policy areas shown on the Proposals Map for New Milton town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy NMT8 below.



**Map NMT-TC1: New Milton Town Centre**

- 4.121 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 12/12b), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

**NMT8: New Milton Town Centre Opportunity Sites**

The following sites are identified as possible '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	The Post Office, 122-124 Station Road	Retail
2	Numbers 36 to 46 Station Road	Retail
3	Land bounded by Station Road/Manor Road and the railway line	Retail/office
4	The Memorial Hall, off Whitefield Road	Cultural/entertainment/community facilities

Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.

- 4.122 Development proposals on these sites should be primarily for the uses indicated in Policy NMT8, 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.

### **New Milton and Barton on Sea Local shopping frontages**

- 4.123 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In New Milton and Barton on Sea local shopping frontages are identified at:
- Ashley Parade
  - Old Milton (See Appendix 1: Proposals Map Change xx).

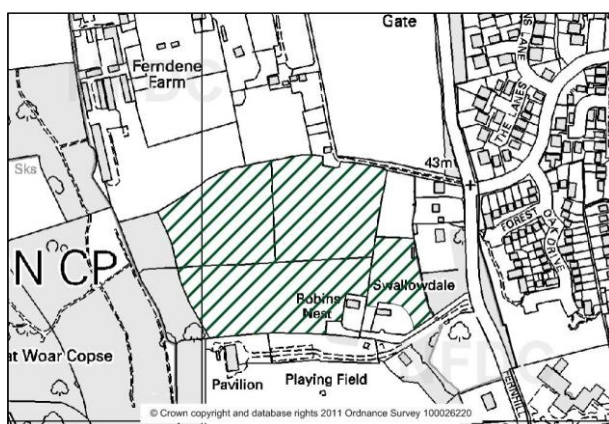
### **Green Infrastructure and Open Space at New Milton and Barton on Sea**

- 4.124 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for New Milton and Barton on Sea, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 4.125 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space

- Private/education authority recreational land
  - Landscape features.
- 4.126 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘green buffers’, ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.
- 4.127 In addition to protecting existing open spaces within Ringwood, new open spaces accessible to the public will be created over the Plan Period by:
- New allocations of land for public open space
  - Provision of public access to existing private green spaces
  - New public open space provision required as part of a development proposal
- Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

#### **NMT9: New Public Open Space west of Fernhill Lane**

Land west of Fernhill Lane is allocated as Public Open Space.



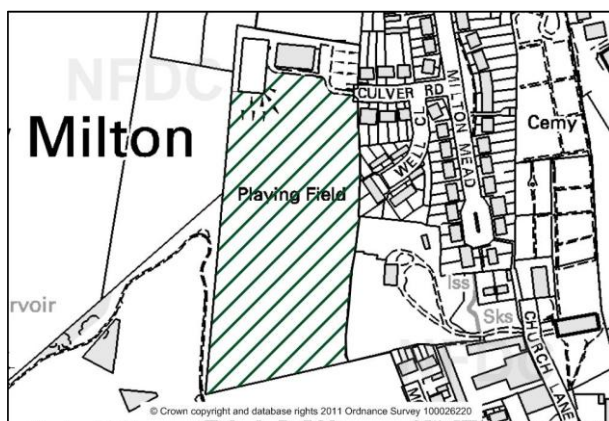
**Map NMT9: Proposed Public Open Space - west of Fernhill Lane**

- 4.128 This Public Open Space allocation will provide 5.9 hectares of formal open space, extending Fernhill Sports Ground.

#### **NMT10: New Public Open Space off Culver Road**

Land off Culver Road is allocated as Public Open Space.





**Map NMT10: Proposed Public Open Space - off Culver Road**

- 4.129 In the event that the existing playing fields become surplus to Education Authority requirements, the proposal is to turn these existing playing fields into public open space.

**NMT11: New Public Open Space south of Lymington Road, north of Chestnut Avenue.**

Land south of Lymington Road, north of Chestnut Avenue is allocated for public open space.



**Map NMT11: Proposed Public Open Space - south of Lymington Road, north of Chestnut Avenue**

- 4.130 This proposal will provide a new area of informal open space to address the localised deficiency in informal open space in the Old Milton area. To secure long term public access to this area, the Council may consider a limited amount of 'enabling development' at the eastern end of the site provided the existing woodland is retained and a minimum of 0.5 hectares of informal public open space is provided.
- 4.131 These public open space proposals and public open space provision in new developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.

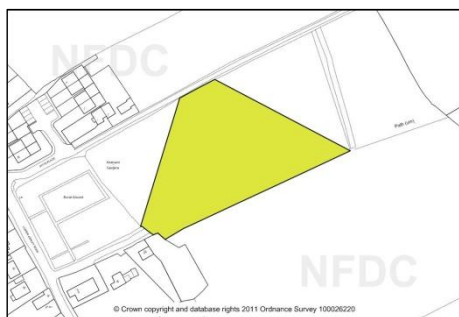
- 4.132 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.
- 4.133 The transport proposal (NMT13.10), for a footpath linking Dark Lane to Fernhill Lane residential area will also make a contribution to the green infrastructure strategy, encouraging walking by providing a more direct link between the north east and north-west areas of New Milton.

### Land allocated for allotments

#### NMT12: Land for allotments

Land is allocated for the provision of new allotments:

- a) East of existing allotments south of Pitts Place (0.5 hectares);
- b) West of Moore Close (0.5 hectares).



- 4.134 These proposals are carried forward from the previous Local Plan.

### Transport proposals at New Milton

- 4.135 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). The list includes a variety of schemes including traffic management measures to improve safety for pedestrians and cyclists.
- 4.136 The transport improvements set out in NMT13 are included in the Sites and Development Management 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 the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

#### NMT13: Transport Schemes<sup>4</sup>

<sup>4</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage.



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

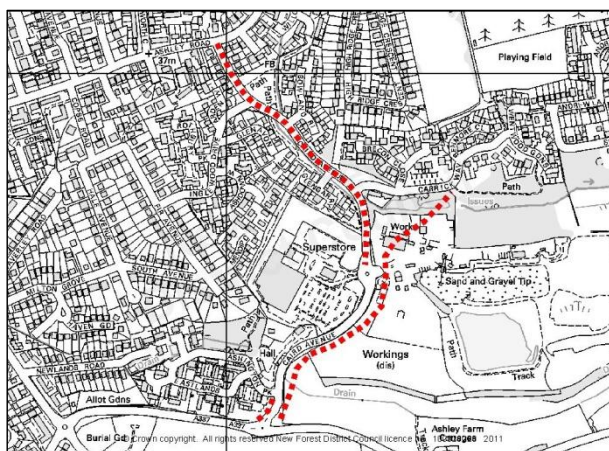
NMT13.1 (NM/T/18): Station Road/Manor Road/Avenue Road Junction improvements including junction realignment.



4.137 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 would encourage walking and cycling to the town centre by providing an improvement in safety at the junction.

### Cycle route proposals

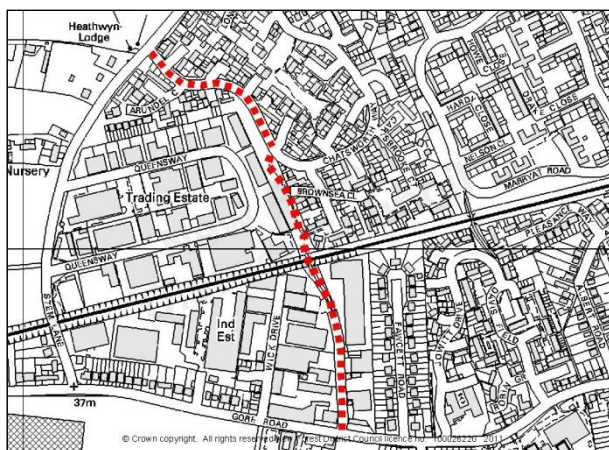
NMT13.2 (NM/T/11): A337 to Ashley Road via Caird Avenue superstore



Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).

- 4.138 On-road 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 NMT3.

NMT13.3 (NM/T/2): Chatsworth Way - Gore Road: Cycleway linking the industrial estate to residential area to the north of the railway line.



- 4.139 This cycle route consists of on-road 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.

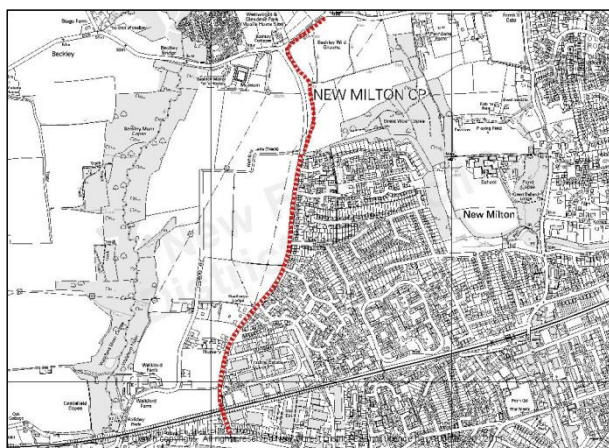
NMT13.4 (NM/T/3): Old Milton to Gore Road via Church Lane and Milton Mead cycle route.



- 4.140 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,

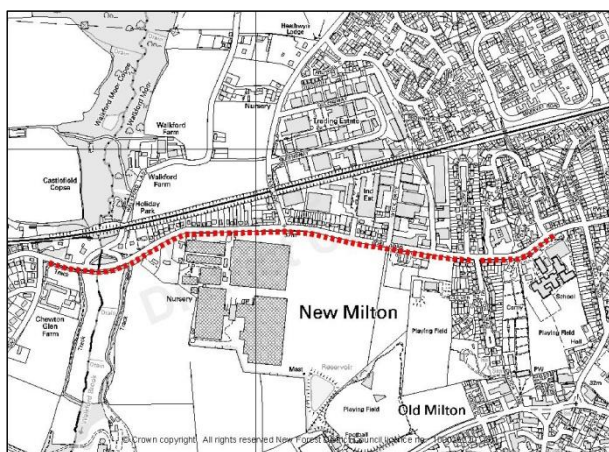
the leisure centre and New Milton town centre. This will improve links in the town for cyclists and will encourage cycling to school.

**NMT13.5 (NM/T/7): New Lane (NPA boundary) to Gore Road, on- and off-road cycle route along Stem Lane.**



- 4.141 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.

**NMT13.6 (NM/T/5): Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use route.**



- 4.142 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.



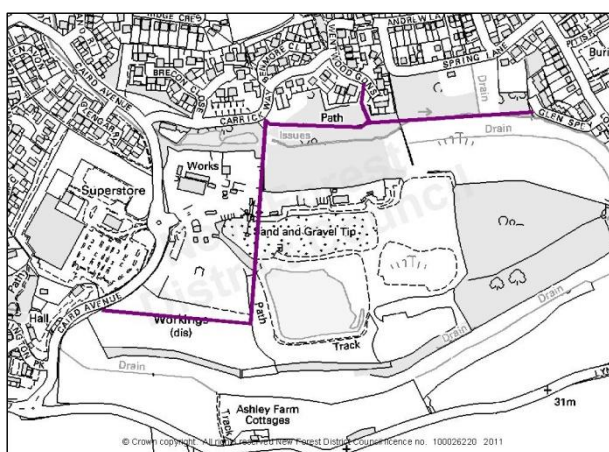
**NMT13.7 (NM/T/17): Gore Road to Marley Avenue Cycle Route across bridge via Davis Field**



- 4.143 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 and the town centre.

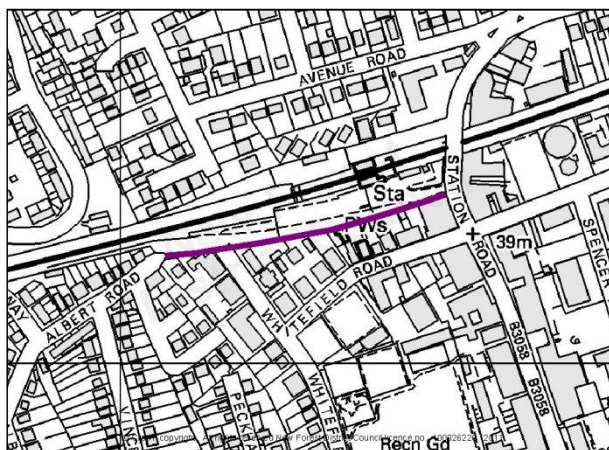
**Footpath improvement proposals**

**NMT13.8 (NM/T/38): Footpath from Caird Avenue to Lower Ashley Road linking to Carrick Way, Wentwood Gardens and Glen Spey**



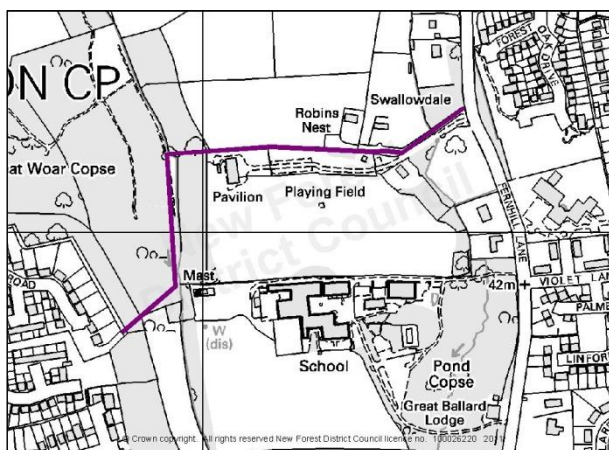
- 4.144 This scheme requires land to implement. Part of the route is proposed to be provided as part of the development of the land to the east of Caird Avenue.

**NMT13.9 (NM/T/19): Station Road/Albert Road footpath improvements along railway embankment**



- 4.145 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.

NMT13.10 (NM/T/20): Provision of a footpath (0.8km) linking Dark Lane to Fernhill Lane residential area to west of sports facilities.



- 4.146 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.





New Forest District Council Local Development Framework

# Sites and Development Management Development Plan Document

New Forest District outside the National Park

## Pre Submission Document

January 2012

Section 1: Introduction

Section 2: Development Management Policies

Section 3: Site Specific Proposals – Totton and the Waterside

Section 4: Site Specific Proposals – The Coastal Towns and Villages

**Section 5: Site Specific Proposals – Ringwood,  
Fordingbridge, the Avon Valley and Downlands**



## **Section 5: Site Specific Proposals - Ringwood, Fordingbridge, the Avon Valley and Downlands**

- 5.1 The site-specific policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.
- 5.2 The general policies set out in:
- the Core Strategy,
  - National Planning Policy and
  - Development Management policies set out in Section 2 of this document all apply where relevant.
- 5.3 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.





# Bransgore and Sopley



**Bransgore overview map**

No. on Overview Map	Plan Ref.	Site	Proposal
1	SOP1	Land at Sopley Camp	Limited development to enable site restoration

## **Bransgore**

- 5.4 The strategy for Bransgore is summarised on page 93 of the Core Strategy.
- 5.5 The site-specific policies for Bransgore as set out below aim to help achieve the aims and objectives of the Core Strategy.

### **Housing at Bransgore**

- 5.6 Housing development will continue on acceptable sites within the defined built-up area of Bransgore. 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
- 5.7 In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 10 dwellings to be identified specifically to address local needs for affordable housing. However, it has not been possible to identify a suitable site on the edge of Bransgore. There may be limited scope to provide 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 (see SOP1). This site is very close to Bransgore, although located in Sopley Parish.

### **Green Belt boundary**

- 5.8 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to remove from the Green Belt several small isolated pockets of Green Belt that were left around Bransgore after deletion of the Green Belt designation from the National Park. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map.

### **Bransgore Local Shopping Frontage**

- 5.9 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM18 applies to the Local Shopping Frontage, in Ringwood Road/ Oaktree Parade, as defined on the Proposals Map.

### **Green Infrastructure and Open Space at Bransgore**

- 5.10 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Bransgore to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 5.11 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this

Plan. The following types of protected green spaces are identified on the Proposals Maps:

- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features

- 5.12 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of Bransgore – in particular the important green links between the green spaces within the built-up area and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘recreational routes’ are identified in the Green Infrastructure Strategy.
- 5.13 In addition to protecting existing open spaces within Bransgore, new open spaces accessible to the public will be created over the Plan Period as part of development proposals. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.
- 5.14 The public open space provision provided as part of new residential developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 5.15 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.

## Sopley

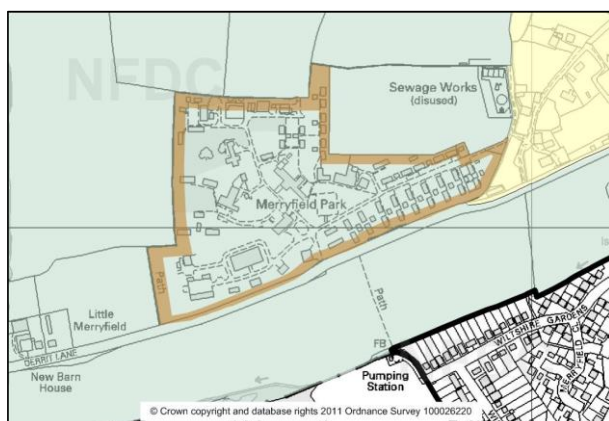
### Sopley Camp

- 5.16 Sopley Camp (also known as Merryfield Park) is a site of some 28.5 hectares located north of 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. Of the original buildings, 91 remain on the site and 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 within 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.’
- 5.17 The Council considers that in order to resolve the future of this site and achieve restoration of this Green Belt land, a limited amount of development may be acceptable, in accordance with Policy SOP1.

### **SOP1: Sopley Camp (Merryfield Park)**

A limited amount of development may be permitted within the framework of a comprehensive site restoration plan to remove existing buildings, structures and hard-standings. The aim is to return most of the Sopley Camp site to agriculture and forestry, and significantly improve the environmental appearance of the site. Overall, the resulting development should have a reduced impact on the openness of the Green Belt compared with the former military camp buildings and structures.

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. In addition to agricultural and forestry uses, uses that may be considered acceptable as part of a restoration plan include business uses, training/education uses and a limited amount of residential accommodation (including affordable housing).



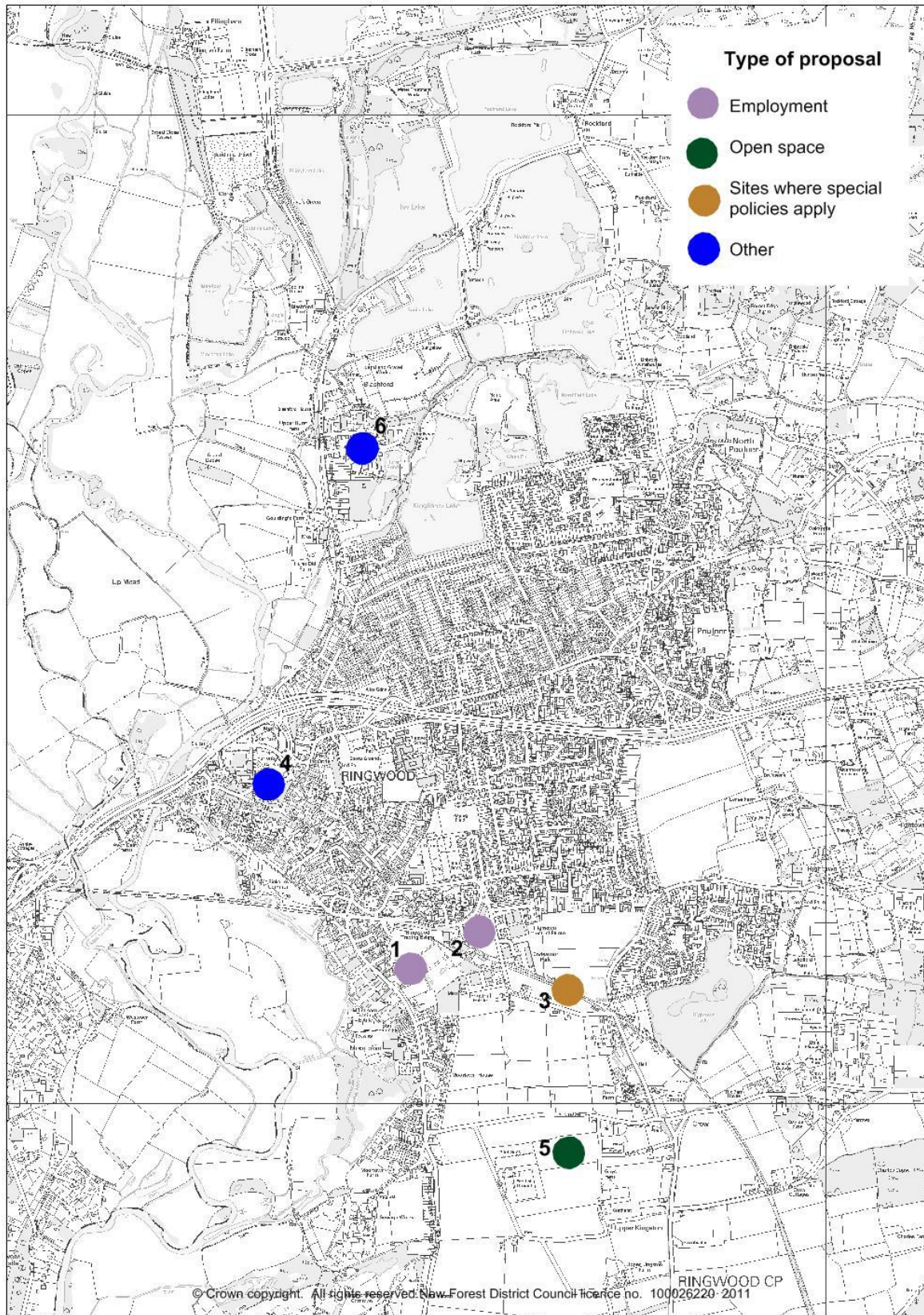
**Map SOP1: Sopley Camp**

- 5.18 Proposals for this site will only be considered in the context of a comprehensive Development Brief and Site Restoration Plan for the whole site, agreed with the Local Planning Authority. Site owners will be encouraged to involve the local community in the preparation of the Brief. It is considered that the eastern part of the site, closest to Bransgore, is likely to be the most appropriate part of the site to accommodate built development, in order to protect the openness of the Green Belt. Development proposals should ensure that the rural character of Derritt Lane is maintained.





# Ringwood and Blashford



Ringwood overview map

<b>No. on overview map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
<b>1</b>	RING1	Land east of Christchurch Road	Employment development
<b>2</b>	RING2	Land south of Castleman Way	Employment development
<b>3</b>	RING3	Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane	Proposed development of up to 5 hectares employment land, 150 dwellings and public open space
<b>4</b>	RING4	Town centre	Town centre development opportunity sites
<b>5</b>	RING5	Land west of Green Lane	Public open space
	RING6	Various	Transport Schemes (See Maps RING6)
<b>6</b>	BU-BLASH	Blashford	Defined built-up area boundary for Blashford (See Section 2, Map BU-BLASH)

## Ringwood

- 5.19 The strategy for Ringwood is summarised on page 92 of the Core Strategy.
- 5.20 The site-specific policies for Ringwood as set out below aim to help achieve the aims and objectives of the Core Strategy.

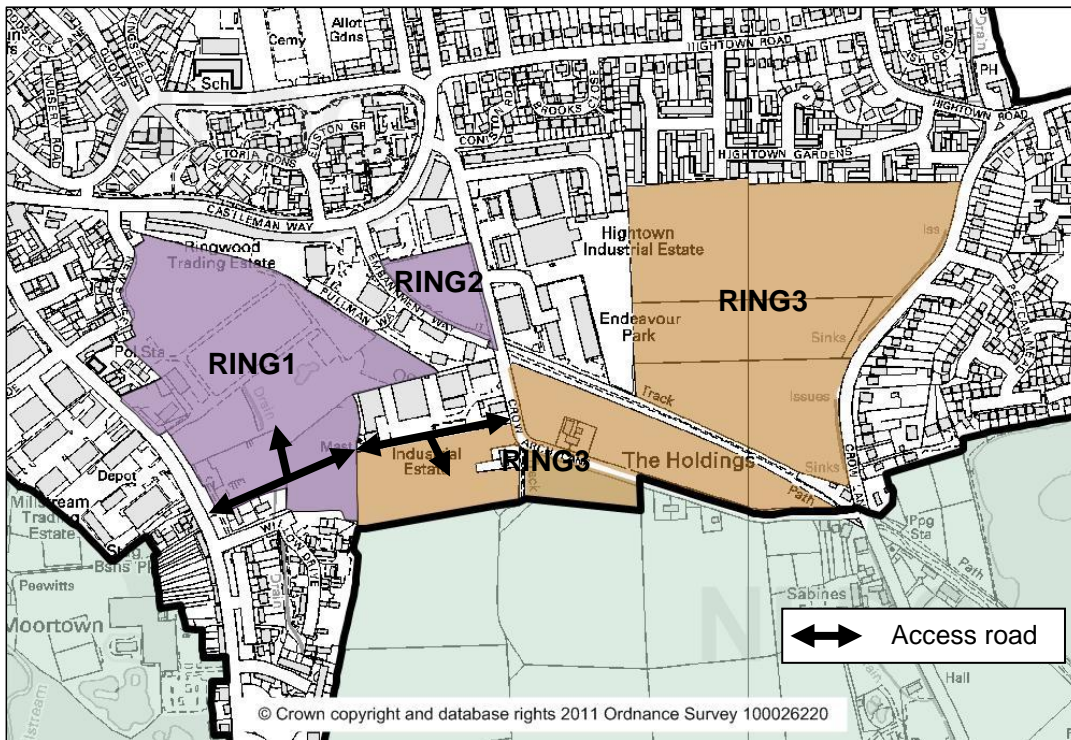
### Housing and employment at Ringwood

- 5.21 Housing development will continue on acceptable sites within the defined built-up area of Ringwood. In addition, the Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified at Ringwood for around 150 dwellings (Policy CS11).
- 5.22 Provision is made for new employment development by carrying forward employment land allocations of the previous Local Plan and making additional provision for up to 5 hectares of employment land (Policy CS18).
- 5.23 When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Guidance is given in the Ringwood Local Distinctiveness SPD.

### Development area in southern Ringwood

- 5.24 The majority of new development in Ringwood over the Plan Period will take place in the southern part of the town. Proposals for the redevelopment of a significant area of brownfield land, to the east of Christchurch Road, are carried forward from the previous Local Plan. In addition, land west of Crow Lane and adjacent to Crow Arch Lane, is allocated to meet the requirements for additional residential and employment development. Some of this land had been identified as a 'reserve' development site in the previous Local Plan.





**Map RING1/2/3: Overview map of south Ringwood proposals**

## Employment development at Ringwood

5.25 Two areas of land allocated for employment development in the previous Local Plan remain undeveloped and are carried forward as employment land allocations in this Plan. These are:

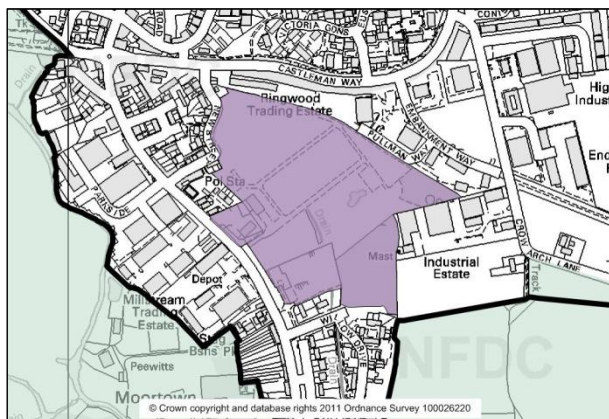
- Land east of Christchurch Road (See Policy RING1)
- Land south of Castleman Way (See Policy RING3)

### **RING1: Land east of Christchurch Road – employment land allocation**

Land east of Christchurch Road is allocated for employment development in accordance with Policy CS17 of the Core Strategy. The site will be developed in accordance with the following site specific criteria:

- within the site, the provision of an access road linking through the site from Christchurch Road to Crow Arch Lane via land allocated south of Crow Arch Lane Industrial Estate in Policy RING3;
- a full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;
- appropriate transport contribution being paid towards any necessary transport improvements;
- provision of a cycle route within the site linking Christchurch Road to New Street (see RING6.7);
- pedestrian and cycle links to Castleman Way and Christchurch Road (see RING6.10);
- the resolution of existing contamination issues prior to, or in association

- with development (See Policy DM4); and
- 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.

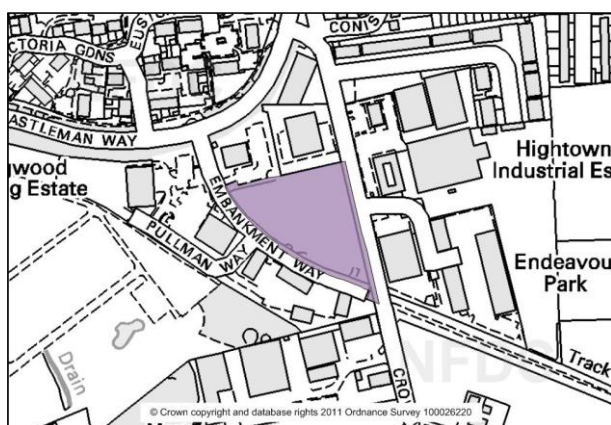


**Map RING1: Land east of Christchurch Road**

- 5.26 A substantial site on the east side of Christchurch Road was allocated for employment development in the previous Local Plan. This is a brownfield site which will provide some 7 hectares of land for employment development. Within the site there are areas where previous uses have contaminated the ground. Contamination issues will need to be resolved as part of development proposals. The development of this site will be required to provide appropriate vehicular access through the site to adjoining land to the east, allocated in Policy RING3.

**RING2: Land south of Castleman Way**

Land south of Castleman Way is allocated for employment development in accordance with Policy CS17 of the Core Strategy.



**Map RING2: Land south of Castleman Way**

- 5.27 A small area of land south of Castleman Way, allocated in the previous Local Plan, remains available for employment development.

### **New housing and employment land allocations**

- 5.28 Core Strategy Policy CS11(ii) requires the allocation of land to accommodate around 150 new dwellings on greenfield land. Core Strategy Policy CS18(a)(iii) makes provision for up to 5 hectares of additional employment land at Ringwood. These requirements will be met by the allocation of land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane.

### **Development area south of Ringwood west of Crow Lane**

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

Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane is allocated to provide:

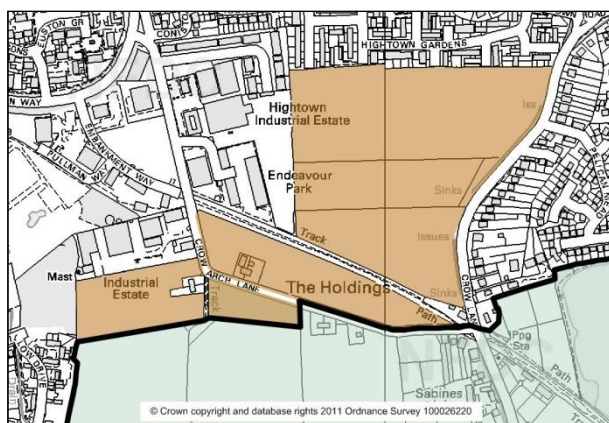
- residential development of up to around 150 dwellings, with 50% of the dwellings provided to be affordable housing, in accordance with Policy CS11(ii) and Policy CS15(a) of the Core Strategy,
- up to 5 hectares of employment development in accordance with Policy CS18 of the Core Strategy; and
- a minimum of 3.4 hectares of public open space, to include formal playing fields.

The site will be developed in accordance with the following site-specific criteria:

- 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, to serve employment uses south of the route of the old railway line, linking Crow Arch Lane to Christchurch Road, through the site and the industrial land allocation east of Christchurch Road (Policy RING1);
- 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;
- retention and enhancement of the green route/cycleway on the route of the old railway line (see RING6.4);
- provision of links to the proposed cycle route on Hightown Gardens to the north of the site (see Background Paper XX: Ringwood Town Access Plan) and the proposed cycle route on the Castleman Trailway (RING6.4) towards the south of the site including links across the site;
- provision of appropriate landscape buffers between the employment and residential uses;
- 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 allotment plots within the site in order to provide for local needs arising from the development and in the wider community; and
- phasing of development being agreed, to tie in with the prior development of the majority of site RING1.



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

- 5.29 The development of this site will provide 150 new homes, 5 hectares of land for employment development and significant areas of additional public open space to help address a shortfall in the provision of playing fields in Ringwood. Enhanced provision of public open space, to be provided on the site, will provide wider community benefits and mitigate the recreational impact of residential development on internationally designated nature conservation sites. The provision of allotments will also provide benefits to the wider community.
- 5.30 Encouragement will be given to the inclusion of a managed-workshop scheme as part of the employment development, as referred to in Core Strategy Policy CS17 (b), as such facilities are not available in this part of the Plan Area.
- 5.31 Prior to any development taking place on the site, a Supplementary Planning Document/Development Brief for the site will need to be agreed defining how the proposed land uses will be accommodated on the site. This will ensure that the best form of development and distribution of land uses within the site is achieved and that the development land allocations in this area are implemented with appropriate co-ordination and phasing.
- 5.32 Development in this area will need to be co-ordinated with the implementation of the employment land allocation east of Christchurch Road (see Policy RING1).
- 5.33 A minor revision to the Green Belt boundary, south of Crow Arch Lane, will be made.



## **Housing sites within Ringwood**

- 5.34 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Proposals Map). When considering development within the existing built-up area 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 Ringwood Local Distinctiveness Supplementary Planning Document gives detailed guidance aimed at ensuring new development in Ringwood is well designed and respects local character and distinctiveness.

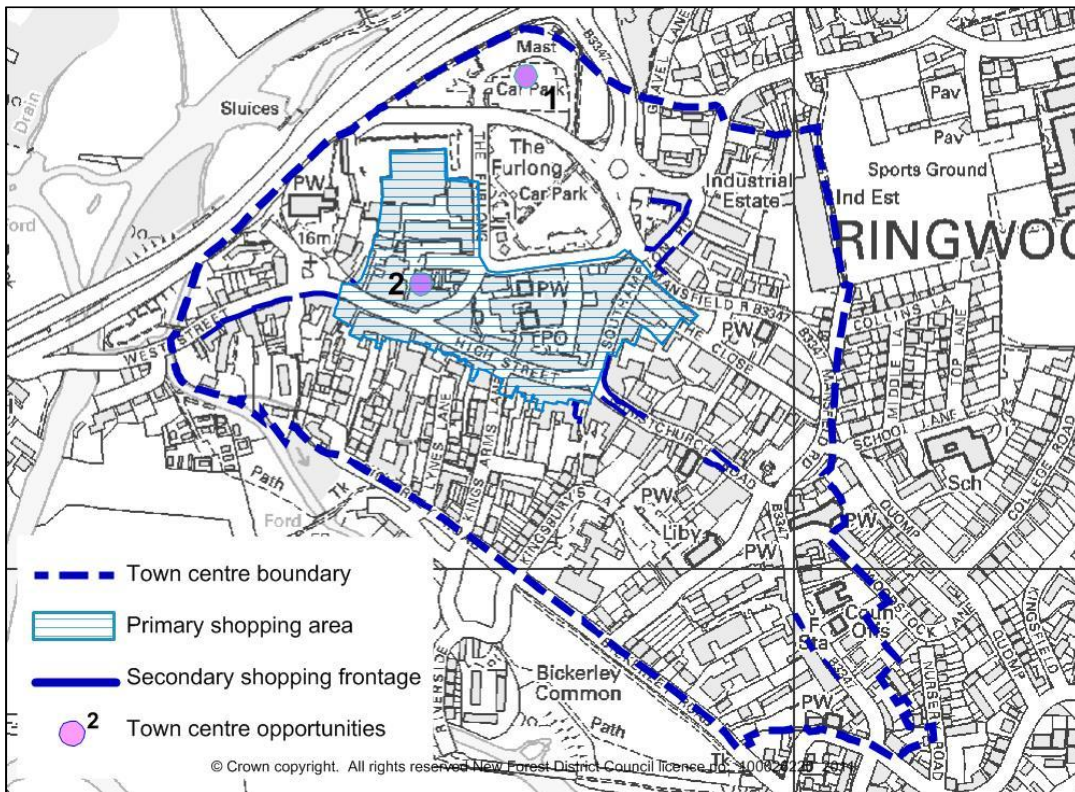
## **Green Belt boundary**

- 5.35 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map.

## **Ringwood town centre**

- 5.36 Ringwood town centre is an important shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.
- 5.37 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for Ringwood). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 5.38 Map RING-TC1 illustrates the policy areas shown on the Proposals Map for Ringwood town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy RING4 below.





**Map RING-TC1: Ringwood town centre**

5.39 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 12/12c), although the impact of the economic downturn has been to delay the need for additional retail floorspace until later in the plan period.

<b>RING4: Ringwood Town Centre Opportunity Sites</b>		
The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be for the uses indicated below:		
<b>Ref:</b>	<b>Site</b>	<b>Development opportunity primarily for the following uses:</b>
1	The Furlong Long Stay Car Park	Retail
2	Former Cinema Site, Market Place and environs	Retail/entertainment/office
Where appropriate, supplementary planning guidance will be produced to guide the		

development of these sites.

- 5.40 Development proposals on these sites should be primarily for the uses indicated in Policy RING4, 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.

## Ringwood Local Shopping Frontage

- 5.41 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In Ringwood a local shopping frontage is defined in Butlers Lane, Poulner. (See Appendix 1: Schedule of changes to Proposals Maps Change --).

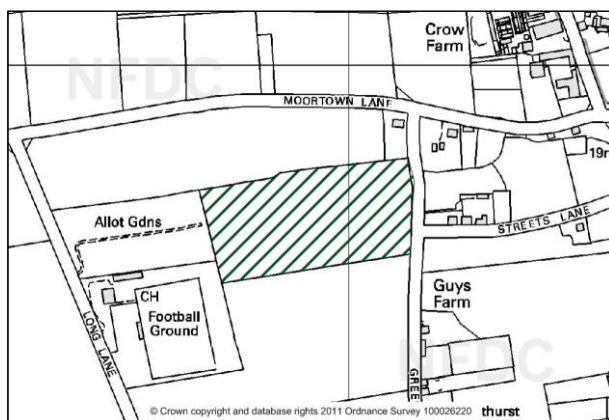
## Green Infrastructure and Open Space at Ringwood

- 5.42 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Ringwood, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 5.43 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
  - Proposed public open space
  - Private/education authority recreational land
  - Landscape features
- 5.44 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘green buffers’, ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.
- 5.45 In addition to protecting existing open spaces within Ringwood, new open spaces accessible to the public will be created over the Plan Period in the following ways:
- New allocations of land for public open space (See Policy RING5);
  - New public open space provision required as part of a development proposal. In particular, a significant new allocation of public open space will be required as part of the development proposals on land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane (See Policy RING1).

Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

**RING5: New public open space, land west of Green Lane**

Land to the west of Green Lane is allocated for public open space.



**Map RING5: Open space allocation, land west of Green Lane**

- 5.46 This allocation of land for public open space will provide a further 3.1 hectares of public open space, enabling expansion of existing sports facilities in this area and helping to address the formal open space deficiency in Ringwood.
- 5.47 The public open space provision provided as part of new residential developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 5.48 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.
- 5.49 The transport proposals to provide for cycle routes between Crow Arch Lane and Moortown Lane (RING6.3) and from Castleman Way to Crow Lane (RING6.4) will make an important contribution to the Green Infrastructure Strategy.

## Transport proposals at Ringwood

- 5.50 The Ringwood Town Access Plan (TAP), a Supplementary Planning Document, (Background Paper ) sets out the full list of proposed transport schemes for Ringwood. The TAP sets out the vision for how access to facilities and services within the town can be improved over the plan period and sets out an action plan to guide future investment in transport schemes. 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.
- 5.51 The transport improvements set out in RING6 are included in the Sites and Development Management 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 the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

### Local Transport Schemes

#### RING6: Transport Schemes<sup>1</sup>

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

RING6.1 (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.

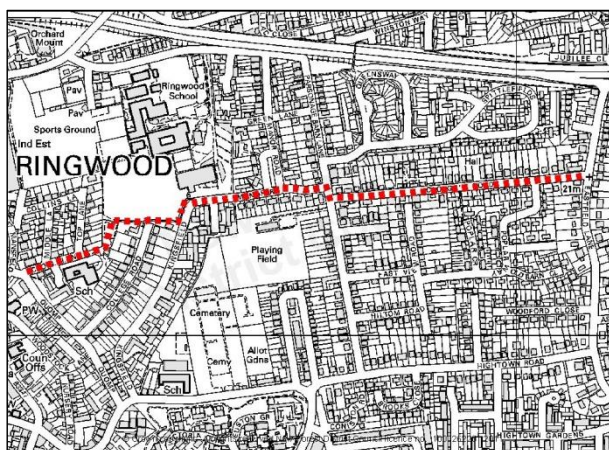


<sup>1</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to scheme identified in Background Paper 4?, Ringwood Town Access Plan.



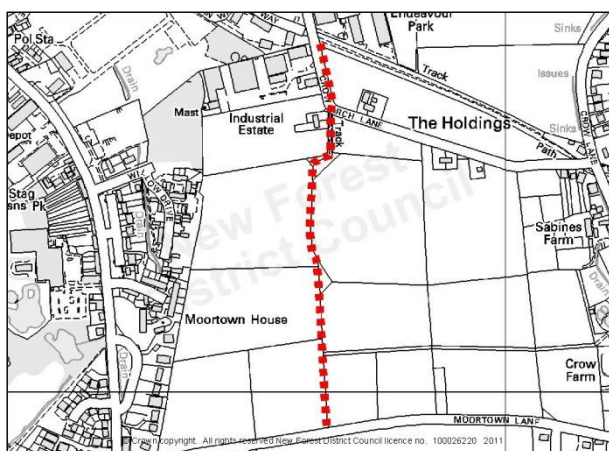
- 5.52 The cycle route is an on and off-road cycle route that involves the use of non highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to 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.

RING6.2 (PC3): School Lane to Cloughs Road - on-road cycle route via Manor Road with short off-road section adjacent to the schools.



- 5.53 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.

RING6.3 (PC6): Crow Arch Lane to Moortown Lane - cycleway across fields to Moortown Lane.

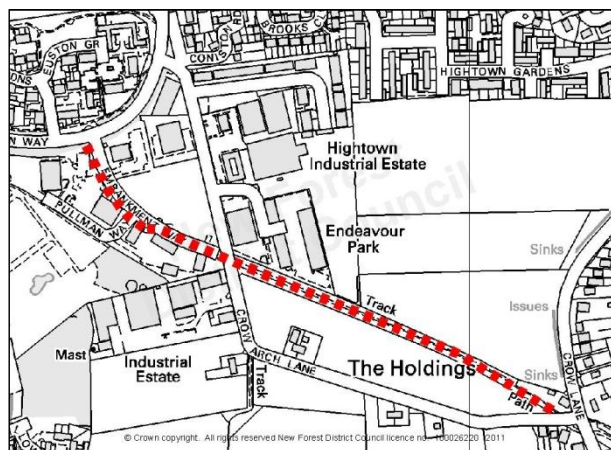


- 5.54 This cycle route requires non-highway land to implement and will provide improved access between the town and south Ringwood. This proposed route will encourage



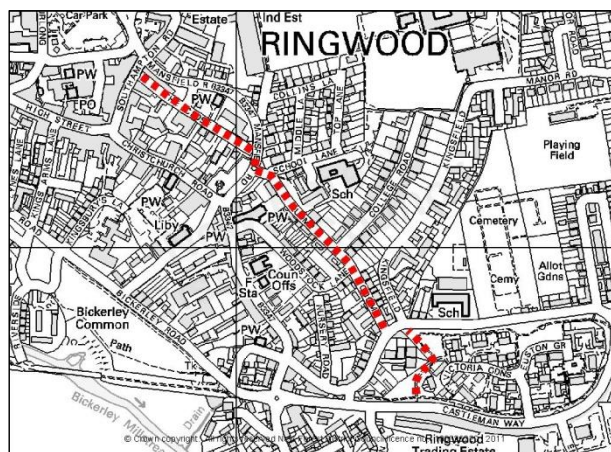
cycling to the recreational areas on Long Lane in the south of Ringwood as well as connecting the southern part of the town to the employment sites in the Crow Lane area, helping reduce traffic congestion in this area of Ringwood.

**RING6.4 (PC8): Cycle route - Castleman Way to Crow Lane via Embankment Way.**



- 5.55 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 policy RING3).

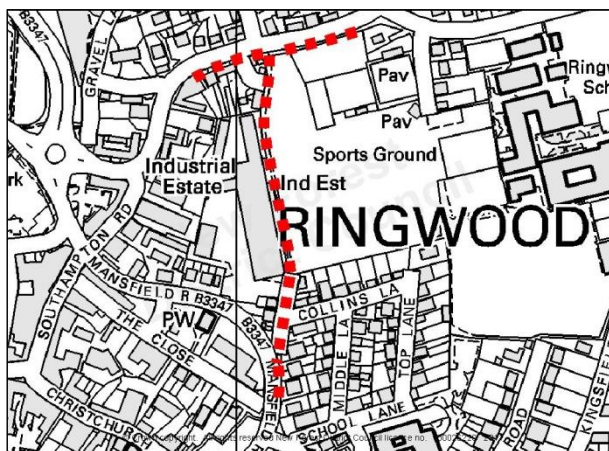
**RING6.5 (PC11): Castleman Way to Town Centre via Quomp and The Close on-road cycle route with off-road section through Victoria Gardens open space.**



- 5.56 This scheme includes the provision of an off-road cycle link through the Victoria Gardens public open space to Hightown Road. 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 help promote walking and cycling.

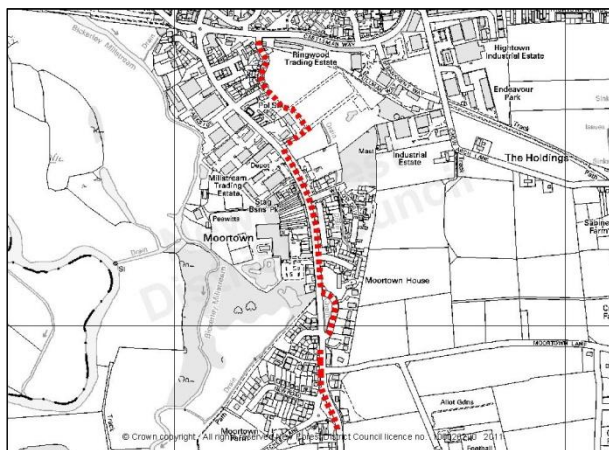
**RING6.6 (PC14): Cycle route from Mansfield Road to Southampton Road via**

### Carvers sports ground



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

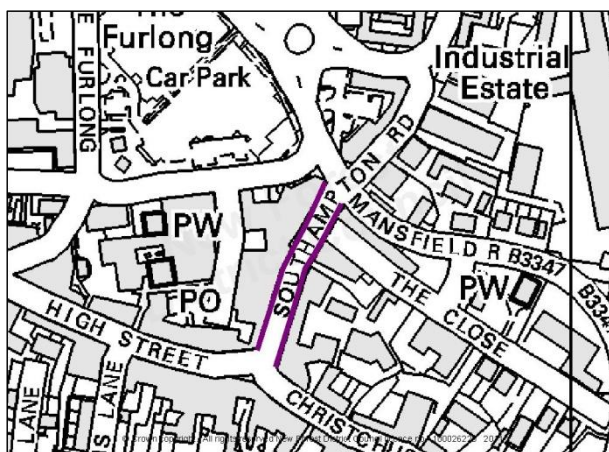
### RING6.7 (PC15): Moortown to Castleman Way via New Street – cycle route on and adjacent to road



- 5.58 This is a significant scheme that involves the use of non highway land through the RING1 employment land allocation and highways verge 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 also policy RING1).

### Footpath improvements

### RING6.8 (PR1): Southampton Road enhanced pedestrian environment to make the area safe and attractive for walking and cycling, southern section to Fridays Cross.



- 5.59 This scheme forms part of Phase 2 of the current Country Towns Initiative scheme (described in scheme reference AP1 in the Ringwood TAP (Background Paper 4?)). The scheme is the second phase of a significant environmental scheme improving pedestrian facilities in the town centre along Southamptton 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.

RING6.9 (AP2): Cloughs Road footpath improvement and provision where missing.

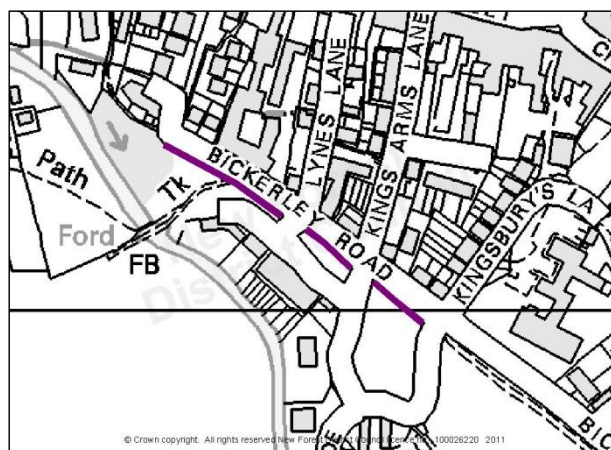


- 5.60 This scheme involves the use of non highway land to implement the footpath widening. The footpath improvements will assist safe walking in this area of Ringwood which will encourage walking between the town centre and this residential area.

RING6.10 (PC20): Moortown to Town Centre via Quomp, improvements to existing paths and footways, including footway link through the employment land allocation east of Christchurch Road.

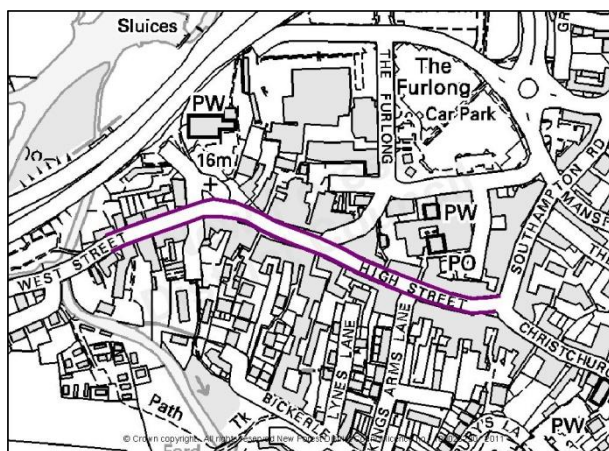






- 5.63 This scheme requires the use of non-highway land to implement the footpath extension adjacent to Bickerley Road. This scheme will continue and develop upon the pedestrian network in this area, helping promote walking in and around the town.

RING6.13 (TMH4): Improve facilities for pedestrians to encourage greater footfall in this part of the shopping area whilst maintaining vehicle access for shopping and servicing.



- 5.64 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.



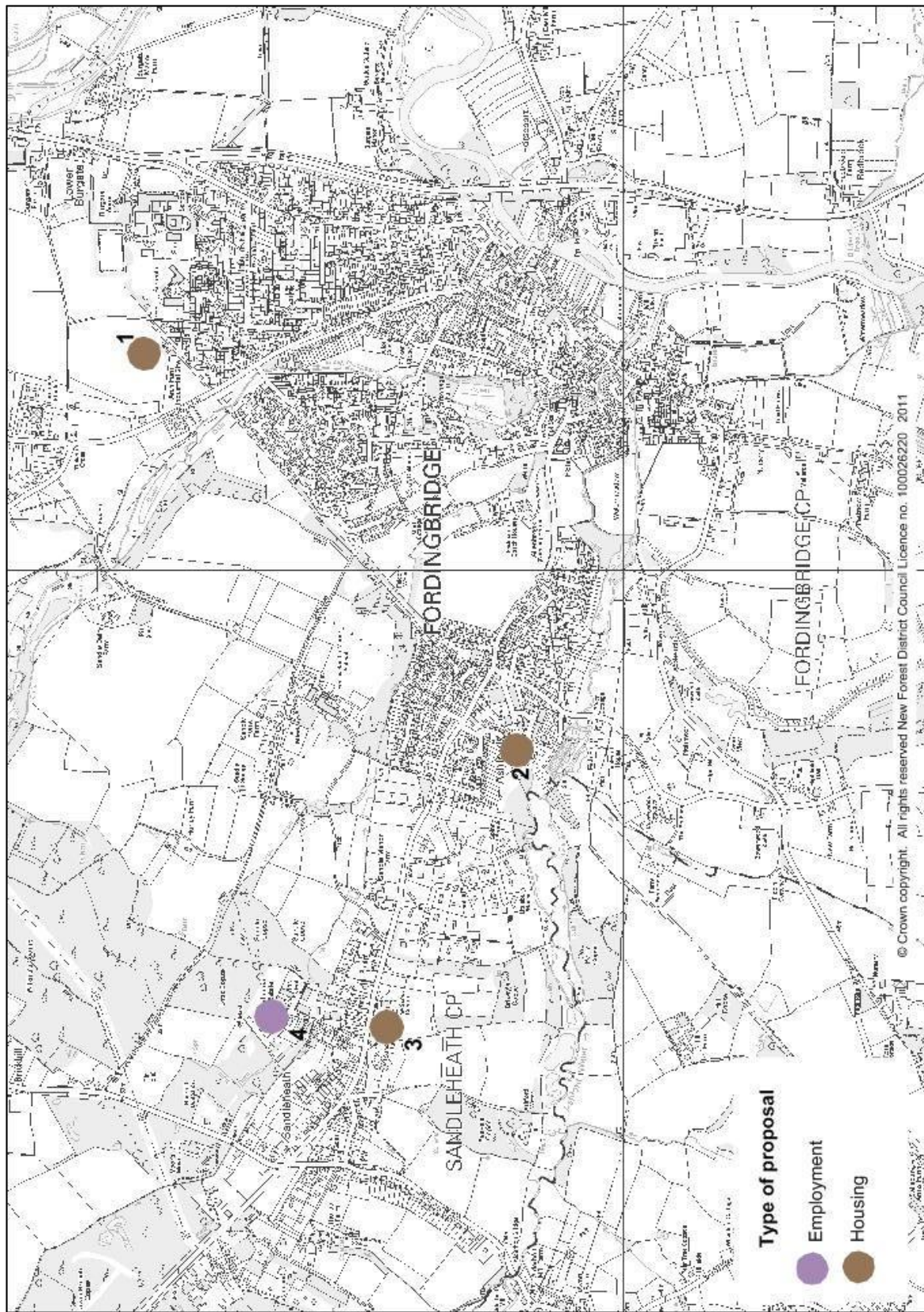
## **Blashford**

- 5.65 Small scale residential developments will be permitted on appropriate sites within the defined built-up area. The defined built-up area for Blashford is shown on the Proposals Map. (See Section 2, Map BU-BLASH, and Appendix1: Schedule of Proposed Changes to Proposals Map, Change No. --). 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.

## **Avon Valley Lakes**

- 5.66 The Avon Valley Lakes, to the north of Ringwood, were created as a result of sand and gravel extraction. They have been developed as an important area for water storage, nature conservation and recreational use. The area is subject to an agreed Management Plan for the area – the Blashford Lakes Strategic Management Plan (February 2006).

# **Fordingbridge, Ashford and Sandeheath**



Fordingbridge, Ashford and Sandleheath overview map

<b>No. on Overview Map</b>	<b>Plan Ref.</b>	<b>Site</b>	<b>Proposal</b>
1	FORD1	East of Whitsbury Road, Fordingbridge	Proposed residential development of up to 100 dwellings and public open space
2	ASH1	Adjoining Jubilee Crescent, Ashford	Proposed residential development of up to 10 dwellings
3	SAND1	West of Scout Centre, south of Station Road, Sandleheath	Proposed residential development of up to 10 dwellings
4	SAND2	Sandleheath Industrial Estate	Employment development
	FORD2	Various	Transport schemes (See Maps FORD2)

## Fordingbridge, Ashford and Sandleheath

- 5.67 The strategies for Fordingbridge, Ashford and Sandleheath are summarised on pages 92-93 of the Core Strategy.
- 5.68 The site-specific policies for Fordingbridge as set out below aim to help achieve the aims and objectives of the Core Strategy.

## Housing at Fordingbridge, Ashford and Sandleheath

- 5.69 Housing development will continue on acceptable sites within the defined built-up areas of Fordingbridge, Ashford and Sandleheath. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 100 dwellings at Fordingbridge and up to 10 dwellings at each of Ashford and Sandleheath, to be identified specifically to address local needs for affordable housing. Policies FORD1, ASH1 and SAND1 below identify sites to achieve this. 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.

## New housing allocations adjoining Fordingbridge, Ashford and Sandleheath

### Fordingbridge

- 5.70 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates a site adjoining Fordingbridge to provide additional housing to meet a local housing need for affordable and low-cost housing. This is FORD1: Land east of Whitsbury Road.

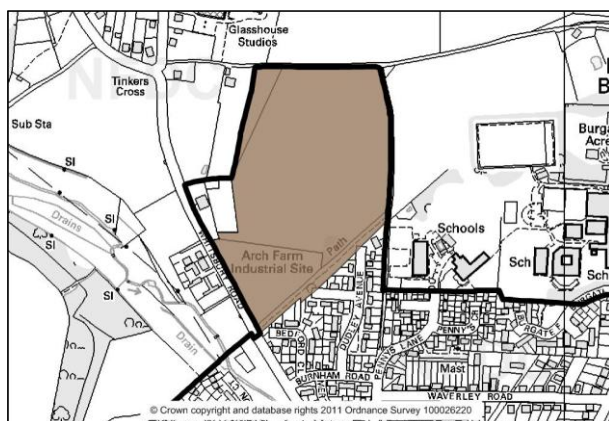
#### **FORD1: Land east of Whitsbury Road, Fordingbridge**

Land east of Whitsbury Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy, and for public open space. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision on site of 2.8 hectares of public open space, 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 vehicular access from Whitsbury Road, with safe pedestrian crossing points;
- provision of pedestrian/cycle routes (FORD2.8), through the site linking to the footpath and cycleway network. This should provide links between Whitsbury Road and the adjoining school sites;
- provision of a safe pick-up and drop-off facility within the site to serve the adjoining schools;
- retention and enhancement of important trees and hedgerows on the site;
- provision of a landscape buffer along the Whitsbury Road frontage and the



- south-eastern boundary of the site.
- provision of suitable land for a minimum of 10 full size allotments plots within the site.



**Map FORD1: Land east of Whitsbury Road, Fordingbridge**

- 5.71 The development of this site will provide up to 100 new homes and 2.8 hectares of new public open space, including playing fields in the northern part of the site. The site layout and density of development should reflect the transition between the town and countryside within this development.

## Ashford

- 5.72 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Ashford to provide additional housing to meet a local housing need for affordable and low-cost housing. This is ASH1: Land adjoining Jubilee Crescent.

### **ASH1: Land adjoining Jubilee Crescent, Ashford**

Land adjoining Jubilee Crescent is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access from Jubilee Crescent;
- protection of important boundary trees;
- provision of pedestrian route through the development to the line of the dismantled railway, enabling links to nearby public rights of way; and
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for younger children located within the residential development.



**Map ASH1: Land adjoining Jubilee Crescent, Ashford**

- 5.73 The development of this site will provide up to around new 10 dwellings to meet a local housing need.

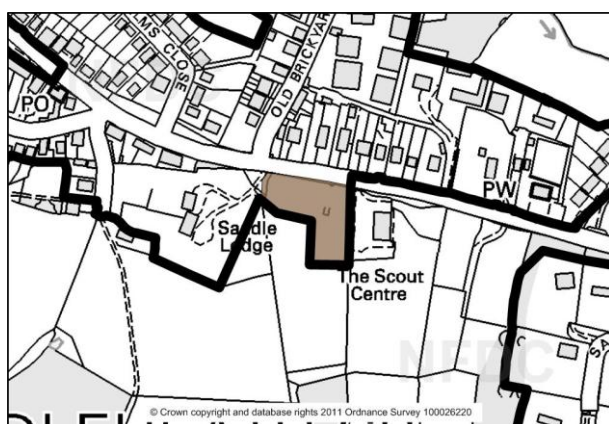
### Sandleheath

- 5.74 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Sandleheath to provide additional housing to meet a local housing need for affordable and low-cost housing. This is SAND1: Land to west of Scout Centre, south of Station Road.

#### **SAND1: Land west of Scout Centre, south of Station Road**

Land to the west of the Scout centre, south of Station Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision of a landscape buffer on the southern boundary of the site; and
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for younger children located within the residential development.



**Map SAND1: Land to the west of the Scout Centre**

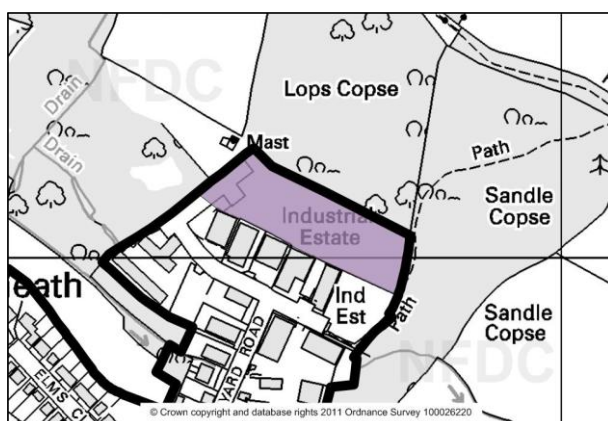
- 5.75 The development of this site will provide up to around 8 - 10 dwellings to meet a local housing need.

## New employment development in Fordingbridge, Ashford and Sandleheath

- 5.76 The Core Strategy makes no provision for new greenfield employment land allocations at Fordingbridge, Ashford and Sandleheath. The strategy is to retain and make better use of existing employment sites and encourage business development, particularly within the town centre. Approximately one hectare of employment land at Sandleheath Industrial Estate already has planning permission and is available for development.

### **SAND2: Sandleheath Industrial Estate**

Land at Sandleheath Industrial Estate is allocated for employment development.

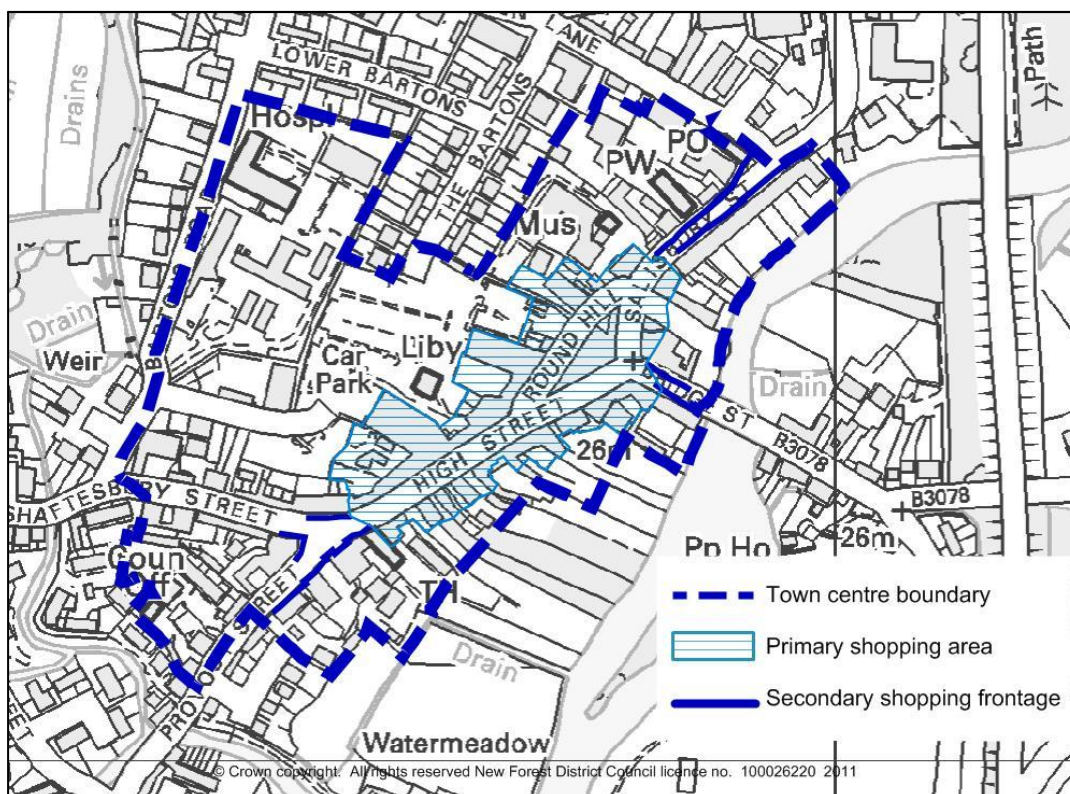


**Map SAND2: Sandleheath Industrial Estate**

- 5.77 The implementation of the existing planning permission to extend the Industrial estate at Sandleheath will complete this development.

## Fordingbridge town centre

- 5.78 Fordingbridge town centre provides an important local shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.
- 5.79 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for Fordingbridge). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.
- 5.80 Map FORD-TC1 illustrates the policy areas shown on the Proposals Map for Fordingbridge town centre. This includes the town centre boundaries.



**Map FORD-TC1: Fordingbridge Town Centre**

- 5.81 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), although the impact of the economic downturn has been to delay the need for additional retail floorspace until later in the plan period.
- 5.82 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, rather than by identifying specific sites where there may be an opportunity for redevelopment.

## **Green Infrastructure and Open Space at Fordingbridge, Ashford and Sandleheath**

- 5.83 A Green Infrastructure Strategy for the Plan area is published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Fordingbridge, Ashford and Sandleheath, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.
- 5.84 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and



school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:

- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features.

- 5.85 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.
- 5.86 In addition to protecting existing open spaces within Fordingbridge, Ashford and Sandleheath, new open space accessible to the public will be created over the Plan Period by new public open space provision required as part of development proposals, in particular by the development east of Whitsbury Road. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.
- 5.87 The additional public open space to be provided as part of the development east of Whitsbury Road (Policy FORD1) will assist in addressing the deficiency in formal public open space in Fordingbridge.
- 5.88 The public open space provision in new developments will make a contribution to the mitigation strategy to address the recreational impact of new residential development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
- 5.89 Projects relating to the improvement of existing open spaces in Fordingbridge, Ashford and Sandleheath will be set out in an Open Space Supplementary Planning Document.
- 5.90 The following transport proposals will also make an important contribution to the Green Infrastructure Strategy, by encouraging walking and cycling:
- FORD2.4 (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
  - FORD2.7: Footpath from Green Lane to Shaftsbury Street
  - FORD2.8: Footpath along disused railway line from Ashford to Dorset

## **Transport proposals at Fordingbridge, Ashford and Sandleheath**

- 5.91 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). The list of schemes includes improvements to footpaths and pedestrian safety measures.



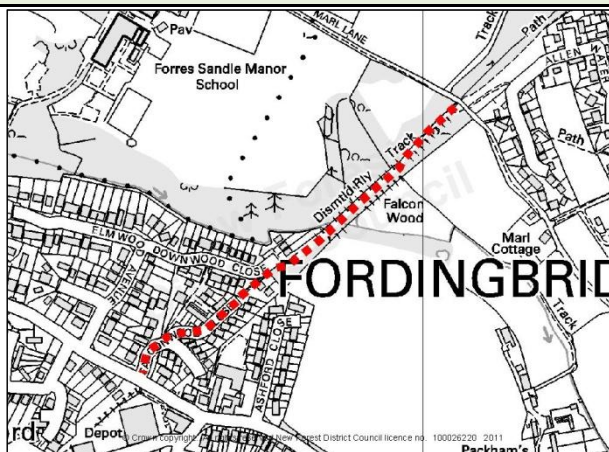
- 5.92 The transport improvements set out in FORD2 are included in the Sites and Development Management DPD because they are significant and/or require non-highway land to implement them. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

### FORD2: Transport Schemes<sup>2</sup>

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

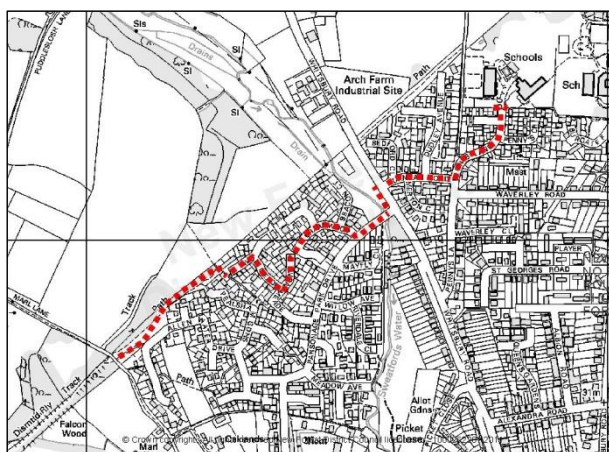
FORD2.1 (FO/T/1): Marl Lane to Station Road, Ashford, on- and off-road cycle route via Falconwood Close.



- 5.93 This proposal 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.

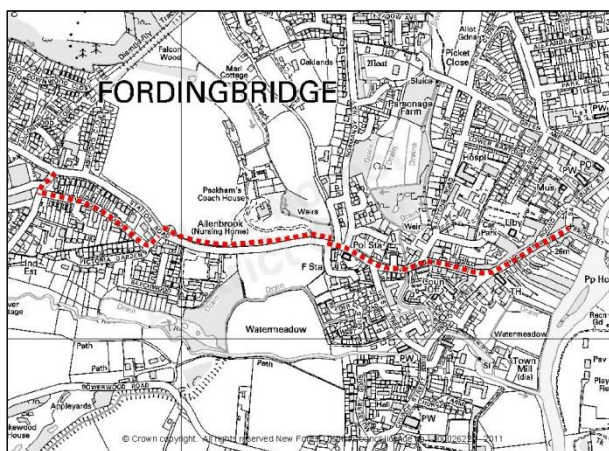
FORD2.2 (FO/T/2): Pennys Lane to Marl Lane crossing Whitsbury Road via Charnwood Drive and Avon Meade and along former railway line.

<sup>2</sup> An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).



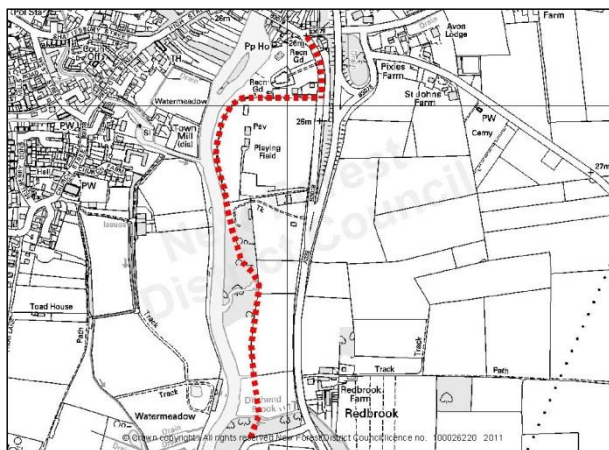
- 5.94 This cycle route links through the residential area of this part of Fordingbridge with links to the schools off Burnham Road. The off-road section of this route requires the use of non-highway land to implement, providing a safe off-road link across an area of open space. This route will encourage cycling, particularly to the Fordingbridge Infant and Junior Schools, which may help reduce congestion and traffic in this area.

FORD2.3 (FO/T/6): Cycle route - Ashford to Normandy Way along Station Road.



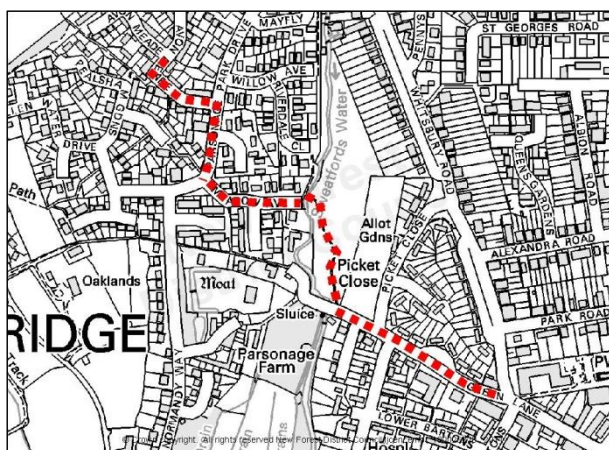
- 5.95 This cycle route along Station Road to Fordingbridge town centre includes an adjacent to road section on Station Road which will require the use of non-highway land to implement. The route will provide improved cycle links to and from Fordingbridge town centre and the west of the town and Ashford area. This can encourage cycling to the town centre, helping reduce congestion in the town.

FORD2.4 (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



- 5.96 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 as well as improving links to the recreation ground and sports fields. This will encourage cycling as a viable alternative to car travel into the town, due to the provision of a safer off-road route connecting to the town.

FORD2.5 (FO/T/8): Avon Meade to Green Lane: on-road and off-road cycle route

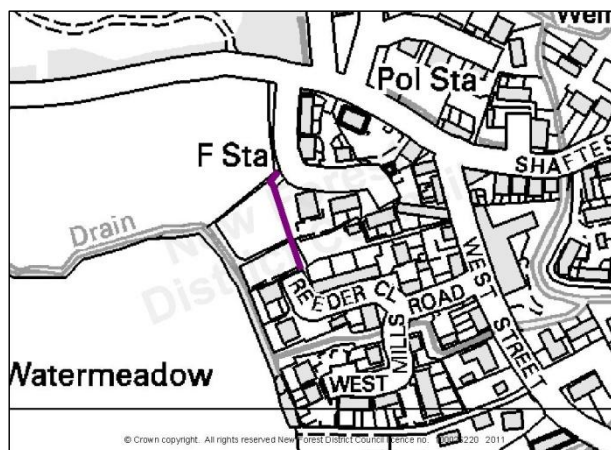


- 5.97 This proposal includes sections along Avon Meade, Parsonage Park Drive and across an existing footpath route from Meadow Avenue to Green Lane and on-road sections along Green Lane. The section of route through the area of open space between Meadow Avenue and Green Lane requires non-highway land to implement. The route provides improved accessibility to the town for cyclists, encouraging cycling for shorter trips into the town.

### Footpath improvement

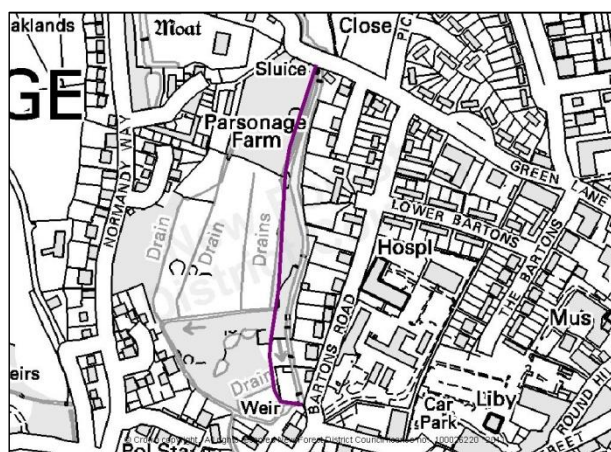
FORD2.6 (FO/T/13): Improved footpath route from Flaxfields End (off Station Road)





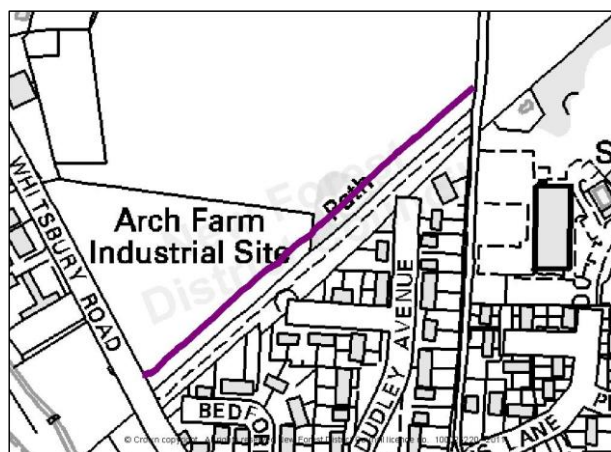
- 5.98 This scheme provides improved access and links to the play area and residential development on Reeder Close. The footpath requires the use of non highway land to implement and will provide greater permeability of pedestrian routes encouraging walking through the town.

FORD2.7: Footpath from Green Lane to Shaftsbury Street



- 5.99 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 will provide greater recreational opportunities within the town.

FORD2.8 (FO/T/12): Provision of footpath using former railway line from Whitsbury Road to Avon Valley



- 5.100 Part of this route will be provided as part of development proposals set out in Policy FORD1. The route should include connecting links to Bedford Close, Hertford Close and Dudley Avenue as well as an uncontrolled crossing point on Whitsbury Road to facilitate safer crossing of the road for pedestrians. This scheme provides greater accessibility to the Fordingbridge Infant and Junior schools for pedestrians.