



LOCAL PLAN PART 2: SITES AND DEVELOPMENT MANAGEMENT DEVELOPMENT - ADOPTION

1. PURPOSE OF THIS REPORT

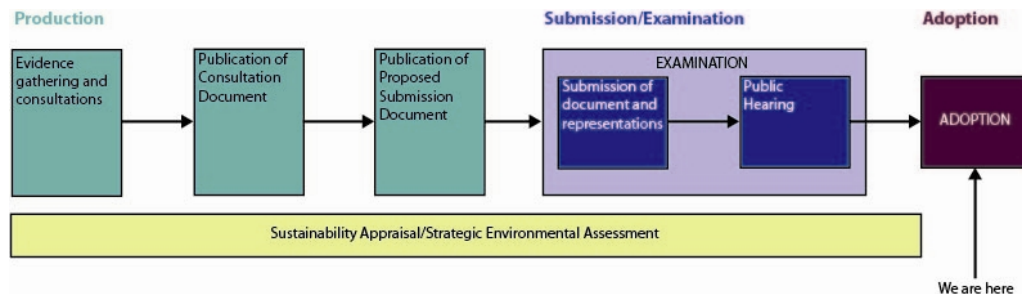
- 1.1 This report recommends Cabinet to recommend that Council adopts Part 2 of the Council's Local Plan: Sites and Development Management. This follows on from Council's decision in June 2012 to submit the Local Plan Part 2 for public examination. A public examination ran from July 2012 until the very recent reception of the Inspector's Report in March 2014.
- 1.2 The main documents relevant to this report are:
 - The Local Plan Part 2 submitted for public examination (see newforest.gov.uk/index.cfm?articleid=14184)
 - The Inspector's Report to New Forest District Council on the Examination (included as Appendix 1 to this Report)
 - The Inspector's Schedule of Main Modifications (included as Appendix 2 to this Report).
- 1.3 The Inspector's Report concludes (see Appendix 1, page 44) that: *"..with the recommended main modifications set out in the Appendix (included as Appendix 2 to this report) the New Forest Sites and Development Management DPD (Local Plan Part 2) satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the NPPF (the National Planning Policy Framework)."*
- 1.4 A composite version of the Local Plan Part 2, incorporating the Inspector's Main Modifications, is under preparation. This will be placed on the Planning Policy pages of the Council's web-site as soon as it is available and Members will be notified of this.
- 1.5 The Council adopted Part 1 of the Local Plan – the Core Strategy – in October 2009. The adoption of Part 2 (together with the recent adoption of the County Minerals and Waste Plan) will complete the development plan coverage for the Council's planning area.

2. BACKGROUND

- 2.1 The Local Plan Part 2 was prepared within the framework of the adopted Core Strategy. The preparation of the documents submitted for public examination included a substantial amount of evidence-gathering, assessments and public

consultation. The work was steered by a Members' Advisory Group and there were opportunities for all members to be involved in the process at various stages. The diagram below sets out the key stages. We are now at the final stage of a long process.

Stages in document preparation



3. THE PUBLIC EXAMINATION AND INSPECTOR'S REPORT

- 3.1 Following a statutory 6 week public consultation in early 2012 on the Plan proposed to be submitted for public examination, the Council agreed the submission documents on 6 June 2012 (forestnet2/committeedocs/cab/CDR07594.pdf). The plan was formally submitted and the Public Examination started in July 2012.
- 3.2 The Examination lasted from July 2012 until March 2014. Much of the Examination time was taken up by written correspondence with the Inspector and the provision of further information asked for by the Inspector. There were also significant delays resulting from two periods of illness of the Inspector.
- 3.3 During the course of the Public Examination, at several stages various detailed changes to the Plan were proposed by the Council's officers (in consultation with the Planning and Transport Portfolio Holder) in response to points raised by the Inspector and by other parties. These changes were necessary for clarification and/or to make the Plan "sound".
- 3.4 At the suggestion of the Inspector, a further round of public consultation took place in August/September 2012 - before any Hearing sessions were held - on some detailed changes proposed by the Council to the submitted Plan and on the implications for the Plan of the recently published National Planning Policy Framework. The results of this consultation were reported to Cabinet on 7th November 2012 (see forestnet2/committeedocs/cab/CDR07895.pdf). Cabinet resolved to suggest the further changes to the Inspector as recommended (see relevant Cabinet minute at forestnet2/committeedocs/cphd/CDD07932.pdf).
- 3.5 Hearing sessions took place in February – March 2013, April 2013, and January 2014. The lengthy gap between April 2013 and January 2014 was in order for the Council to produce a framework for the mitigation of the effects of development on European nature conservation sites, as the Inspector considered that the Plan could not be found "sound" without this; and also to allow for a further 6 week public consultation on the "Main Modifications" proposed to make the Plan "sound".

- 3.6 The consultation on “Main Modifications to the Submitted Plan” (including the proposed mitigation strategy) took place in September – November 2013. All of the responses received were forwarded to the Inspector for his consideration.
- 3.7 Following the consultation on “Main Modifications” and the subsequent Hearing sessions in January 2014, the Inspector has now produced his Report (Appendix 1 to this report). On page 2 the Inspector sets out his “Non-Technical Summary”. The Inspector’s Schedule of Main Modifications is attached as Appendix 2 to this Report.

4. ADOPTION OF THE PLAN

- 4.1 The Inspector’s Report makes recommendations to the Council regarding the Plan, which may now be adopted in accordance with Section 23 of the Planning and Compulsory Purchase Act (as amended) – i.e. the submitted Plan, incorporating the main modifications set out in Appendix 3. Paragraph 26 of Planning Practice Guidance (issued by the Government on 6 March 2014) states:

“While the local planning authority is not legally required to adopt its Local Plan following examination, it will have been through a significant process locally to engage communities and other interests in discussions about the future of the area, and it is to be expected that the authority will proceed quickly with adopting a plan that has been found sound.”

- 4.2 At the beginning of the “Non-Technical Summary”, the Inspector comments that “ All of the modifications to address unsoundness were proposed by the Council, but I have made a few detailed amendments to the wording where necessary.”
- 4.3 Officer advice is that the Local Plan should now be adopted incorporating the Inspector’s Main Modifications (Appendix 2).
- 4.4 On adoption, the statutory development plan for the Council’s planning area will comprise:
- New Forest (outside the National Park) Core Strategy (2009)
 - New Forest (outside the National Park) Sites and Development Management DPD (Local Plan Part 2) (2014)
 - Policy DW-E12 of the New Forest District Local Plan First Alteration (2005) – Protection of Landscape Features
 - Hampshire County Minerals and Waste Plan (2013).

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

- 5.1 These have been taken into account in drawing up the Local Plan Part 2, and carrying out the related assessments – in particular the Sustainability Assessment/Strategic Environmental Assessment and Habitats Regulations Assessment/Appropriate Assessment.

6. FINANCIAL IMPLICATIONS

- 6.1 None beyond existing budgets.

7. COMMENTS OF PLANNING AND TRANSPORTATION PORTFOLIO HOLDER

7.1 It is testimony to the professionalism of our Planning Policy Team that we are one of the few Councils in England that will soon have an adopted plan. This brings certainty to the planning process in the District and will remove the risk of unnecessary planning appeals and speculative development. The Core Strategy was adopted in 2009. Since then we have undertaken a comprehensive consultation process and have subjected the plan to the rigours of a Public Examination lasting 18 months. This is a notable achievement for this Council.

8. RECOMMENDATIONS

8.1 **Cabinet** is RECOMMENDED to recommend to Council that the *New Forest District outside the National Park Local Plan Part 2: Sites and Development Management* be adopted, incorporating the changes set out in the Inspector's Schedule of Main Modifications (Appendix 2 to this Report).

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Background Papers;

Published documents, including all documents on "New Forest Local Plan Part 2 Sites and Development Management Examination" website: newforest.gov.uk/index.cfm?articleid=14298

Appendices

1. Inspector's Report
2. Schedule of Main Modifications

Report to New Forest District Council

by **Simon Emerson BSc DipTP MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

Date: 17th March 2014

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

**REPORT ON THE EXAMINATION INTO THE SITES AND
DEVELOPMENT MANAGEMENT DEVELOPMENT PLAN DOCUMENT FOR
NEW FOREST DISTRICT OUTSIDE THE NATIONAL PARK**

Document submitted for examination on 12 July 2012

Examination hearings held between: 19 February - 6 March 2013; 23-24 April 2013;
and 21-22 January 2014.

File Ref: PINS/B1740/429/6

Abbreviations Used in this Report

AA	Appropriate Assessment
ABP	Associated British Ports
CIL	Community Infrastructure Levy
CS	Core Strategy
GI	Green Infrastructure
GTAA	Gypsy and Traveller Accommodation Assessment
HRA	Habitat Regulations Assessment
HSE	Health and Safety Executive
LDS	Local Development Scheme
LPA	Local planning authority
MOD	Ministry of Defence
MM	Main Modification
NPPF	National Planning Policy Framework
POS	Public open space
PSA	Primary shopping areas
SA	Sustainability Appraisal
SANGS	Suitable alternative natural green space
SCG	Statement of Common Ground
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SEP	South East Plan
SINC	Sites of Importance for Nature Conservation
SPD	Supplementary Planning Document

Non-Technical Summary

This report concludes that the Sites and Development Management Development Plan Document sets out appropriate allocations and policies consistent with the requirements of the adopted Core Strategy providing a number of modifications are made to the Plan. The Council has requested that I recommend any modifications necessary to enable them to adopt the Plan. All of the modifications to address unsoundness were proposed by the Council, but I have made a few detailed amendments to the wording where necessary. I have recommended their inclusion after considering the representations from other parties on these issues. The modifications can be summarised as:

- The addition to the Plan of a detailed strategy to mitigate the effects of residential development on the New Forest and Solent/Southampton Water European nature conservation sites. The strategy includes a requirement for residential allocations of 50 or more dwellings to provide suitable alternative natural green space (SANGS) on or close to the housing development. As a consequence of the priority now given to new recreational space to mitigate such potential impacts, the Council has proposed that a number of previous allocations for open space, including playing fields, are deleted from the Plan as there is little or no prospect of them being delivered and SANGS is a greater priority.
- In the light of the mitigation strategy, clarifying the purpose of policy DM9 on Green Infrastructure (GI) to focus on natural features and links within settlements not covered by other policies.
- The deletion of policy DM8 (protection of landscape features) as the selection of the identified features has not been justified.
- The addition of more comprehensive policies for the protection of nature conservation sites and historic heritage.
- The deletion of policy DM10 (local occupancy requirements) as it is not an appropriate policy for a local plan.
- The designation of primary shopping frontages in the town centres and related amendments to retail policies to ensure consistency with the National Planning Policy Framework (NPPF).
- Detailed amendments to a number of the other Development Management Policies to ensure that they are justified by the evidence and consistent with the NPPF.
- The addition of 2 small housing allocations at New Milton to assist the early delivery of affordable housing.
- Detailed amendments to criteria within a number of the housing and employment allocations to ensure that they are all clearly expressed and justified in the particular circumstances of each site and location.
- Deletion of the submitted policy on Marchwood Military Port (MAR7) and substituting a new policy to retain and enable more effective use of this national port asset.
- Deletion of a number of highway schemes as they are no longer required or are no longer proposed by the Highway Authority. Deletion of the allocations of new station sites on the Waterside line as these are no longer required or justified given the intended provision of stations within Network Rail land.

Introduction

1. This report contains my assessment of the New Forest Sites and Development Management Development Plan Document (subsequently renamed by the Council *Local Plan Part 2*) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the Duty to Co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The NPPF (paragraph 182) makes clear that to be sound, a local plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local planning authority (LPA) has submitted what it considers to be a sound plan. The basis for my examination is the submitted Plan (July 2012) which is the same as the document published for consultation in January 2012.
3. My report deals with the main modifications that are needed to make the Plan sound and legally compliant and they are identified in bold in the report (**MM**). In accordance with section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the Plan unsound/not legally compliant and thus incapable of being adopted. These main modifications are set out in the Appendix to this report.
4. The main modifications that go to soundness have been subject to public consultation. Some of the modifications were the subject of consultation in NFDC2, August 2012, but most were in NFCD45, September 2013. Where necessary these modifications have been subject to Sustainability Appraisal (SA). I have taken the consultation responses into account in writing this report. As a result of those responses and subsequent discussion at the hearings, I have made some amendments to the detailed wording of the changes set out in NFDC45 for clarity and consistency.
5. Some of the changes that the Council included in NFDC45 are not needed for soundness and they are not included in the Appendix. Within the limits prescribed by the Regulations, the Council can make additional modifications to the Plan at adoption. In some cases a main modification to a policy or text includes elements which, in themselves, are minor amendments which could be regarded as additional rather than main modifications, but for simplicity and clarity it is preferable to retain these in the MMs.

Assessment of the Duty to Co-operate

6. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the Plan's preparation. The submitted Plan makes clear in paragraphs 1.1 and 1.4 that it has been prepared within the planning framework already set out in the adopted Core Strategy (CS) and is intended to set out the detailed policies and proposals to help achieve the CS's

objectives. In this context, potential matters of a strategic nature which are subject to the Duty are very limited.

7. Submission document 7 sets out how the Council considers that it has met the Duty to Co-operate applicable to this Plan. There are potential strategic cross-boundary issues arising from the Urban Extension to Christchurch proposed in the submitted Christchurch and East Dorset Core Strategy. As set out in Statement of Common Ground (SCG) 4, current proposals by the scheme's promoter are for the provision of suitable alternative natural green space (SANGS) within New Forest District to mitigate the likely effects of the Urban Extension on European nature conservation sites. Christchurch Borough Council does not seek any specific allocation in the Plan for this purpose. New Forest District Council is content with the principle of SANGS in this location, subject to consideration of details. I consider that the Duty to Co-operate is met on this matter. The scheme's promoter seeks a specific reference in the Plan to this SANGS, although not a site allocation. But such a reference would serve little purpose. A reference to working with other local authorities on strategic Green Infrastructure (GI) has been included by the Council in the bundle of changes on GI in MM14.
8. Southampton City Council considers that the Plan should have allocated land at Dibden Bay for port use. Whilst it disagrees with the Council's approach, it does not suggest that there has been a failure with regard to the Duty (see Issue 5 below). I conclude under that issue that given the strategic nature of such a development and the limited scope of this Plan, consideration of Dibden Bay for possible port use did not need to be addressed in this Plan. Thus the Duty was not engaged on this matter in the preparation of this Plan. Overall, I conclude that the Duty has been met.

Assessment of Soundness

Preamble

9. The CS was adopted in 2009. The plan period is 2006-2026. That plan was in conformity with the then Regional Strategy, the South East Plan (SEP). New housing allocations are set out in policy CS11 to ensure delivery of the SEP's housing requirement. Policy CS12 provides for possible additional housing to meet local housing need up to an additional 810 dwellings in various identified settlements. The submitted Plan makes clear in paragraphs 1.1 and 1.4 that it has been prepared within the planning framework already established by the adopted CS and is intended to set out the detailed policies and proposals to achieve its objectives.
10. The submitted Plan has not sought to reassess any strategic issues, such as overall housing or employment needs. The CS was adopted before the NPPF was published and much of the preparation of the present Plan was also undertaken before that publication. The NPPF assumes that local plans will normally be single comprehensive documents, but neither this expectation nor the relevant Regulations preclude a local plan being progressed in separate parts at different times. Given that the CS had relatively recently been adopted and that work on this detailed allocations plan was well advanced at the time the NPPF was published, it was reasonable for the Council to seek to progress the Plan to adoption as quickly as possible. Unfortunately, the

Examination has been much more protracted than might have been anticipated at the outset. In part this was because I was unavailable for several months due to illness, but mainly because of the considerable further work that the Council has had to undertake to identify mitigation measures to protect European nature conservation sites.

11. There is no longer a hierarchy of plans within the suite of plans that make up a Council's overall local plan. The Council could have chosen to use this Plan to review certain strategic matters, but it is not obliged to do so. Reviewing strategic matters along with making the necessary allocations would have made the Plan a more complex document and would have further delayed its adoption. The limited task the Council set itself to achieve in this document is clear - to advance housing delivery by making housing allocations, particularly to increase the delivery of affordable housing. There is a public interest in this being done sooner rather than later. A Council can choose how to divide up and progress elements of its overall local plan given that the Local Development Scheme (LDS) is not a matter for Examination. There is no justification to require the Council to change the intended scope of the submitted Plan.
12. Adoption of this Plan will not mean that the Council's overall planning framework is necessarily compliant with the NPPF, because the strategic framework in the CS has not been re-examined against the requirements of the NPPF. It would have been inappropriate to use this Examination to review strategic matters which are clearly outside the scope of the submitted document. The Council's LDS (O54b) indicates that a comprehensive review of the whole local plan is intended to start in 2014 and be submitted for Examination in late 2016. That remains the Council's intention (NFDC53, paragraph 44.1). Whilst I have applied the tests of soundness set out in the NPPF and its advice on relevant policy matters, some of the advice in the NPPF is applicable only to a single comprehensive local plan which is addressing strategic issues and therefore not applicable here.

Main Issues

13. Taking account of all the representations, written evidence and the discussions that took place at the Examination hearings, I have identified 7 main issues upon which the soundness of the Plan depends.

Issue 1 Are the conclusions of the Habitat Regulations Assessment (HRA) justified? Will the Plan ensure that there are no adverse effects on the integrity of European protected habitats? Are the resulting policies and proposals relating to Green Infrastructure sound?

14. This issue is the most complex and important addressed in this Examination. Following the first hearing on Regulatory matters in February 2013, I issued a note (ID9 – 25 February 2013) in which I concluded that the assumptions made in the HRA (Doc12) accompanying the submitted Plan were not adequately delivered in this Plan itself. Further work was required to specify the nature of mitigation measures and the link to housing delivery. There had also been a lack of progress on wider mitigation measures which the CS assumed would be delivered. These concerns resulted in the lengthy suspension of the Examination for further work to be undertaken.

15. During the suspension, the Council appointed experienced consultants in this field (LUC) to undertake an evidence review and to make recommendations for mitigation, resulting in a report of August 2013. During the suspension the Council formed a steering group to advise them on the issue. This group consists of: Natural England, the RSPB, the Hampshire and Isle of Wight Wildlife Trust and the New Forest National Park Authority. In September 2013 the Council published changes to the plan in NFDC45 for consultation. These changes were supported by the following documents: a revised Habitat Regulations Assessment (NFDC47), which incorporated the LUC report of August 2013; a draft Supplementary Planning Document (SPD) setting out in more detail the different types of mitigation measures by settlement and how mitigation would be implemented (NFDC46); and a revised Infrastructure Delivery Plan (NFDC48), which lists the mitigation projects as the first priority for delivery. NFDC50 is a further statement in support of the modifications, published during the consultation period. The Council's pre-hearing statement included some suggested changes to the proposed mitigation policy for clarity and consistency (NFDC53, Appendix 1).
16. At the hearing in January 2014 to consider all this new and revised material, Natural England confirmed that with the changes which have now been incorporated in to policy DM2b, it was content with the strategy being pursued by the Council and with the conclusions of the revised HRA. I give particular weight to this favourable conclusion by Natural England given its statutory role and its experience of the implementation of similar mitigation strategies elsewhere. Other members of the Council's steering group considered that whilst considerable progress had been made and the direction of travel was strongly supported, further work was required to flesh-out the detail to ensure effective delivery. Other parties variously considered that the proposals were likely to be ineffective/undeliverable or were too vague and that alternative housing sites and/or alternative sites for suitable alternative natural green space (SANGS) should be included in the Plan so that there would be greater confidence about the delivery of both housing and mitigation.
17. The mitigation strategy is based on mitigating the impact of 80,000 potential visits to the New Forest European nature conservation designations – the New Forest Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar sites - over the plan period. It also mitigates the impact on the Solent and Southampton Water European nature conservation designations (SPA, SAC and Ramsar) in accordance with the Solent Bird Disturbance Project Phase 3.
18. As set out in new policy DM2b, the mitigation strategy has 2 main parts: the provision of SANGS to attract visitors, such as dog walkers, who would otherwise visit the protected areas, and access and visitor management of the protected areas to modify visitor behaviour so as to reduce the potential for harmful recreational impacts. The overall strategy includes establishing a detailed monitoring framework to assess the effectiveness of all the measures and progress on the delivery of mitigation compared with housing delivery.
19. The policy proposes that SANGS will be delivered in 3 ways: additional areas of publicly accessible natural green space (30-40 ha); enhancing the character of existing public open space to SANGS quality; and improvements to walking routes and the connectivity between local green spaces within and adjoining

settlements. Provision of new SANGS is to be at the rate 8ha per 1,000 people. This rate of provision was originally established in the mitigation strategy for the Thames Basin Heaths SPA some years ago and is now also applied elsewhere. There is no evidence to indicate that an alternative rate of provision would be more appropriate. The strategy proposes a variety of elements as constituting SANGS. The details of site-specific proposals still have to be worked-up in the Council's SPD and through individual project design. Accordingly, it is necessary for the Plan to include general criteria to assess the suitability of potential proposals, whilst recognising that not all sites/projects will have all the attributes, given the varied type and scale of intended mitigation.

20. In two respects, the provision of new SANGS here may differ from that being required elsewhere. Firstly, no minimum size is imposed, whereas a minimum single area of 2ha is prescribed in mitigation strategies elsewhere. This approach is justified here because the intention is to provide SANGS as close to residents as possible and thus enable visitors to walk to the new space from their homes, rather than drive. If someone has decided to drive for a visit to a recreational site, such as to walk the dog, then a large SANGS area would be required to be an attractive alternative to the opportunities available within the New Forest. But if an attractive space (albeit small in size) is available within an easy walk from home, it is not competing so directly with the opportunities which exist in the New Forest which require a car journey.
21. Accordingly, sites of less than 2ha can provide suitable SANGS, but their suitability would depend on their overall design, wider setting, accessibility from dwellings and, for the smallest areas, any links to longer walking routes. Because this and other elements of proposed SANGS provision is innovative and further work is still required by the Council before finalising the SPD, it is necessary for policy DM2b to require Natural England's agreement to the design of the SANGS at the planning application stage. The effectiveness of these smaller SANGS sites will need to be monitored and the strategy revised if there is evidence in the future that they are not attractive to those who might otherwise visit the protected areas.
22. The policy would also allow new informal open space required on housing development under CS7 to count towards the provisions of SANGS if it has been designed as SANGS. CS7 requires provision of informal open space at a rate of 2ha per 1,000, but it would only count as SANGS at the SANGS rate of 8ha per 1,000. Thus land required under CS7 would only ever contribute a quarter of the total SANGS required on any residential site. This is justified because the standard in CS7 was set at a level intended to serve some mitigating function. There is no evidence to suggest that such new areas of open space would be so heavily used as to be at capacity precluding, or discouraging, use by others.
23. For sites of 50 dwellings or more the mitigation strategy seeks provision of SANGS on or close to the site. In the Plan as submitted, the policies for the three largest housing allocations (TOT1, RING3 and FORD1) include a requirement for new formal open space over and above that directly required by CS7 and specify a particular size of open space to be provided. The indicative capacities of these sites had taken into account this additional open space provision. However, this extra requirement is not justified as it is not

required to make the housing development acceptable.

24. The land in these three largest housing allocations that was notionally set aside for the additional open space is thus available for on-site SANGS. As finally worded, both DM2b and the housing allocation policies would require provision of SANGS on or close to the site. Bearing in mind that owners of some of the allocated sites also own adjoining land, the housing capacity of most of the allocated sites of 50 dwellings or more should be able to deliver the number of dwellings expected from them as well as the required mitigation.
25. In addition to the SANGS on the larger housing sites, the Council is also proposing new stand-alone SANGS. In the consultation on proposed changes (NFDC45), six such stand-alone sites were proposed. Sites TOT19 and TOT20, which are owned by the District Council, were proposed in the submitted Plan as informal public open space. They are within the existing built-up area of Totton and should be attractive and convenient to existing residents who currently make trips to the protected areas. Delivery and suitability of these areas is not seriously questioned.
26. HYD6 (6.2ha) was proposed in the submitted Plan as formal open space. In NFDC45 this site was proposed to be switched to SANGS. The eastern half is owned by Esso who have pipeline infrastructure nearby and are concerned with any uses which might interfere with that installation. It has consistently opposed the use of its land as any form of public open space (POS). In its pre-hearing statement (NFDC53), the Council accepted that where private landowners are opposed to a SANGS allocation, its delivery is too uncertain to justify an allocation in the Plan. The Council therefore proposed that the allocation be reduced in size, removing the objector's land.
27. The remaining part of HYD6 which the Council still proposes to allocate is in private ownership. The Council relies on the absence of any objection from these owners as support for likely delivery. This situation does not provide a high degree of confidence about delivery, but it is not so uncertain as to preclude it being allocated. Future deliverability of this site will need to be kept under review. The land abuts the built-up area. There is a public right of way past the site leading to Forest Front, part of which is POS. Subject to suitable design, including new planting, the site would provide suitable SANGS and is therefore justified.
28. HYD7 is about 2.3ha and is proposed in the submitted Plan as informal open space (and is allocated as such in the adopted Local Plan), but in NFDC45 it was proposed by the Council to be switched to SANGS. Over half of HYD7 is in private ownership and, again, the landowner has consistently opposed its use as POS and seeks residential development on the site. In NFDC53, the Council accepted that this part of the proposed SANGS should not be pursued. The remaining part of HYD7 (about 0.8ha) is owned by Hythe and Dibden Town Council.
29. This remaining part of HYD7 appears largely overgrown, but the land could form an attractive small SANGS, given its slightly elevated position and mature trees. A public footpath abuts one corner of the site to provide public access. At the hearing, the Council indicated that the Town Council also own

an access between the site and Lower Mullens Lane to the east. The utility of the site as SANGS would be increased if there was pedestrian access from Lower Mullens Lane and/or the Mountfield estate to the north east. The amended allocation proposed as HYD7 is suitable and deliverable as SANGS.

30. In New Milton, NMT10 (3.5ha) was proposed in the submitted Plan as POS, for playing fields. In NFDC45 it was switched to SANGS. In its pre-hearing statement (NFDC53), the Council notes that the Arnewood School has recently indicated that the land would not be available for use as SANGS and the Council now accepts that this site is not deliverable. The POS allocation made in the submitted Plan is also now clearly undeliverable and so that proposal should be deleted (included as part of **MM77**).
31. The remaining stand-alone SANGS proposed by the Council for allocation in the Plan is NMT11 – part of a narrow parcel of undeveloped land between Lymington Road and Chestnut Avenue which is largely to the rear of existing dwellings. All this undeveloped land is currently designated as a local landscape feature under policy DW-E12 in the adopted Local Plan.
32. In the submitted Plan, all this undeveloped land is allocated for informal POS because of a local deficiency in this part of New Milton. The Plan indicates that some enabling development may be necessary to make it come forward. As a result of representations, the Council accepted at the hearing in February 2013, that the well-wooded eastern part of the land should not be allocated, but remain solely as a designated landscape feature. This change has been taken forward in the proposed allocation as SANGS with only 0.3ha being required as SANGS, allowing for enabling development.
33. A planning application has been submitted by the owner for housing which includes the proposed SANGS. This land would be accessible from the public right of way to the west. The landowner has not objected to the SANGS proposal in NFDC45. This SANGS would be very small and accordingly a comparatively small number of mitigation visits has been assumed by the Council (NFDC53, Appendix 3). Nevertheless, given the absence of any such small informal areas in this part of New Milton, the proposal could be attractive to some dog walkers and thus play a small part in the mitigation strategy. There would seem reasonable prospects for delivery. The proposed allocation as SANGS is sound (part of **MM77**).
34. With the changes to the number and size of the stand-alone SANGS allocations the Council estimate that the Plan would include proposals for about 29ha of new SANGS. However, in the Council's view it is still appropriate for policy DM2b to refer to the provision of 30-40ha of new SANGS. The inclusion of the five stand-alone SANGS allocations in the Plan does not prevent landowners putting forward alternative/additional land as SANGS. Any such offers may be attractive to the Council if further work reveals uncertainties or unexpected costs in implementing the proposals in the Plan or final SPD. The wording in DM2b would make clear that a flexible approach to such provision can be taken. This wording is therefore sound.
35. A consequence of the mitigation strategy is that a number of proposals for formal open space are no longer considered justified by the Council and are deleted from the Plan. The delivery of new playing fields on the housing

allocations over and above the normal requirements of policy CS7 would have been uncertain in any case once properly detached from what could reasonably be required from the developers of the new housing on those sites. The Council accepts that there would now be limited prospects for delivering new formal open space given the priority which needs to be given to habitat mitigation (NFDC50, paragraphs 29-31). The removal of these proposals from the Plan is justified. It is not necessary for soundness for alternative sites to be considered for formal open space. I refer to the remaining free-standing open space allocations in paragraph 52.

36. The other proposed elements of SANGS are to increase the attractiveness of existing POS and to enhance circular walking routes. No specific proposals are included in the Plan because there would be no changes to existing land uses. Preliminary proposals are set out in the draft SPD and amplified in NFDC53, Appendices 3 and 4. I see no reason in principle why some existing areas of POS could not be made more attractive to those who might otherwise visit the protected areas. Such works could include the creation of specific areas where dogs could run off the lead. Additional paths could be created on larger sites and so on. As with other proposals, the effectiveness would depend on the detailed design, the degree of change achieved compared with the existing conditions, and local publicity to promote the use of the site. Monitoring of use would be required to assess effectiveness.
37. Likewise, I see no reason in principle why improvements to the local rights of way network in and close to settlements could not attract additional use, deflecting visits to the protected area. Existing rights of way should, of course, already be usable and unobstructed. The Highway Authority and landowner are responsible for different aspects of maintenance and the Highway Authority should sign rights of way where they leave a metalled road and in some other circumstances. It is important that fulfilment of the statutory requirements is the baseline against which the potential for enhancement is assessed and that works under the proposed strategy do not simply deal with existing shortcomings which should be addressed by the responsible party in any case.
38. Nevertheless, there would seem to be considerable scope to enhance some rights of way to make them more attractive for regular, year-round use for informal recreation and dog walkers. As recognised by the Council, there would be particular benefit if the enhanced routes linked to a SANGS that was being provided as part of the overall strategy (NFDC53, paragraph 10.2). Measures such as better surfacing and cutting back vegetation to improve the setting of paths are likely to be more effective in ensuring a sustained increase by regular users than interpretation boards and signing, although these may trigger visits for the first time. Implementation of such enhancements may need the agreement of the Highway Authority and the landowners. This element of mitigation is acceptable in principle as part of the overall strategy, although effective implementation is likely to require more thought and detailed planning by the Council. Effectiveness will need to be carefully monitored. Such detail can however be left to the SPD and specific project design. Further detail is not required in the Plan.
39. The second major element of the mitigation strategy is the more effective management of visitor pressures on the protected areas. The principal means

to achieve this is the funding of additional rangers, one for the New Forest (likely to work with the National Park Authority) and the other for the Solent and Southampton Water (working within the Solent Disturbance and Mitigation Project). The Council indicate that good progress is being made to ensure that such appointments are made in 2014. (NFDC53, sections 21 and 22). There is considerable support for this element of the strategy and a desire for these rangers to be in place as quickly as possible. Nothing can be written in the Plan to accelerate the process already underway, but adoption of the Plan as now proposed would establish a firm context for the appointment and work of the rangers. This element of the strategy is sound.

40. The mitigation strategy is based on mitigating all the housing development expected to come forward in accordance with the CS and this Plan, amounting to 4,575 dwellings between 2006 and 2026. The permissions, allocations and other elements of housing delivery taken into account in the mitigation strategy are set out in detail for each settlement in the draft SPD (NFDC46). The Council estimate that by April 2014 about half of this total will have already been built. These have largely been permitted and built without any contribution to the mitigation strategy now proposed. But over the plan period the strategy aims to mitigate the effects of all the housing development.
41. The above context provides strong support for adoption of the Plan without further delay so that the mitigation strategy can begin to be implemented and the effectiveness of the approach monitored. I have already indicated that it is not necessary for soundness for the Plan to contain more detail regarding specific mitigation measures. I accept that some elements of the strategy need more work, but this can be undertaken in the context of the strategy set out in the Plan.
42. The delivery of most of the mitigation proposals requires funding from the Community Infrastructure Levy (CIL) which will be collected from new housing developments. The proposed ranger services are not infrastructure and so cannot be funded from CIL. These will be funded by a contribution of about £500 per dwelling secured via a S106 obligation, irrespective of whether the CIL has come into effect. It is highly desirable that this change can start being made soon, rather than be delayed further. This Plan cannot directly affect how the CIL works in practice. Since SANGS provided by housing developers could only be accepted as payment in kind for CIL if passed to a public authority that may, in practice, preclude owners retaining an interest in such land. This Plan cannot change such consequences of the operation of CIL.
43. The Council places particular emphasis on the need for monitoring various aspects of delivery and effectiveness. The Council proposes to do this as part of its Annual Monitoring Report. If in the next couple of years progress has not been made as planned or further evidence reveals implemented or planned projects not to be effective then the strategy would need to be reviewed. The most appropriate means to do so would be the review of the whole local plan which is included in the Council's LDS. It is not therefore necessary to build-in a formal review mechanism or to make contingency provisions in the submitted Plan.
44. I conclude that with the suite of changes now proposed, the Plan is sound and the conclusions of the revised HRA are justified. The changes to the submitted

Plan to implement the mitigation strategy are numerous. The required changes also overlap with changes that were necessary in any case to proposals for public open space and green infrastructure and I address these other aspects of unsoundness below for completeness.

45. As submitted, the Plan did not include clear, comprehensive, effective or justified policies for the protection of nature conservation sites, for the protection of POS, for GI generally or how to mitigate likely effects on European protected sites. Policy DM2 as submitted is concerned only with locally designated sites of importance for nature conservation (SINC) and neither this policy nor others addressed the approach to be taken to other nature conservation designations. Policy DM9 and supporting text concerning GI was unclear as to its scope and placed too much reliance on a future SPD.
46. As now proposed, new policy DM2a is an overarching policy on nature conservation, biodiversity and geo-diversity and explains the policy approach to European sites, Sites of Special Scientific Interest, SINC and other biodiversity features consistent with the Habitat Regulations and NPPF (paragraph 118). Supporting text is necessarily amended (**MMs 7, 8 and 9**). New policy DM2b then follows as discussed above, with appropriate text to explain the background justification and how the mitigation strategy will be implemented (**MM10**). I have amended some of the detailed wording put forward in NFDC45 for clarity and consistency, largely as suggested by the Council in NFDC53 and discussed at the hearing.
47. Policy DM7 provides for the protection of POS, private recreational land and school playing fields. The policy does not acknowledge the justified exceptions set out in NPPF, paragraph 74. The text at 2.30 of the Plan allows for an exception, but only in very narrow circumstances. The policy is unsound. The additional wording to allow for exceptions is included within **MM14** and with this addition the text at 2.30 should be deleted. NFDC13 sets out the justification for the selection of sites protected by DM7. Appendix 1 Part D shows the changes to these sites from those already shown on the Proposals Map. (I refer to the *Proposals Map* in this report because all the changes to plans included within the submitted Plan are to the Proposals Map of the adopted Local Plan. When this Map is amended at adoption of the submitted Plan it will become the *Policies Map* referred to in the Regulations.)
48. The Council has indicated that a few corrections are needed to these plans, which I recommend as necessary so that the implementation of the policy is justified and effective. These are; **MAP-M9**, which removes a private front garden from a designated area; **MAP-M10**, a change from private to public open space for site PM-NMT-D36 (Old Milton Green) to reflect its actual status; and **MAP-M13** and **MAP-M14** (see NFDC13, p2 for Council's reasons).
49. In my Note 3 (ID6, 28 August 2012) I indicated that I could see no justification for the Council simply rolling forward from the adopted Local Plan the very numerous designations of landscape features to be protected under policy DM8. There was no evidence as to the criteria on which such sites had been selected or why they justified the degree of protection proposed in DM8. In response, the Council requested: the deletion of policy DM8 from the Plan; the deletion of Appendix 1, Part E (the plans of all the designated sites); and removal of the existing Local Plan policy concerning these designations from

the list of policies to be superseded on the adoption of the Plan (DW-E12 in Appendix 3, Part E of the submitted Plan). The justification for any local landscape designations would be addressed in a future plan. I recommend all these changes as requested by the Council (**MMs 1, 2 and 14, MM95**).

50. DM9 as submitted sought to give protection to GI generally, but what it was seeking to protect was not clearly defined or justified. The policy referred to the protection of sites identified in a future SPD and gave that document too great a status. The policy also applied both in towns and countryside, but in the countryside it would have been difficult to apply fairly or effectively given the range of natural features that exist. There was also inconsistency between the types of features referred to in the policy and in the text. The policy is therefore unsound as submitted.
51. As proposed to be changed, DM9 applies within settlements only and clearly sets out the role of the policy and what it seeks to protect. There is now sufficient clarity in the policy and supporting text for any future SPD to be illustrative and supportive of the policy rather than usurping the role of the development plan. The policy proposed by the Council is sound (**MM14**).
52. Notwithstanding all the changes required to put into effect the mitigation strategy, the Plan still makes some free-standing allocations for POS and allotments. For the most part, these allocations adjoin existing similar facilities, or are owned by the District, Town or Parish Councils (NFDC8, paragraphs 83 -90). These allocations are to meet local open space deficiencies identified in Open Space Profiles for each settlement (BP38b) or where there are long waiting lists locally for allotments. There is justification for these allocations, albeit that there may not be the funds available to achieve the implementation of all the proposals during the plan period.
53. The shortcomings of the submitted policies discussed above require not only changes to section 2 of the Plan where the DM policies are located, but also to the section on GI and Open Space for each settlement in sections 3, 4 and 5 of the Plan. These changes are excessively repetitive, but I have not sought to change the structure of the Plan. The required modifications are as follows: **MM34, MM45, MM50, MM54, MM58, MM62, MM65, MM77, MM82, MM88, and MM92**.
54. The required modifications to the housing allocations in relation to the mitigation strategy are as follows: TOT1 **MM26**, TOT3, **MM28**; MAR2, **MM38**; LYM2, **MM55**; LYM6, **MM56**; HOR1 **MM63**; NMT2, **MM72**; NMT4 **MM74**; RING3, **MM85**; FORD1 **MM89**. Some of these MMs include other changes to the allocations referred to under issue 3.

Issue 2 Are the proposed changes to the Green Belt boundary justified and consistent with the CS, particularly CS10 and CS12 and the NPPF?

55. CS10(o) refers to retaining and supporting the Green Belt. It goes on to indicate that limited small scale changes to the boundary of the Green Belt adjoining defined settlements will be considered in a review of the inner boundary of the Green Belt in a subsequent DPD and that boundary changes will be considered where necessary to meet local housing and employment needs. The review is stated to adopt a longer time horizon and will look ahead

to 2031 as required by the SEP.

56. Sites LYM1, LYM2, MOS1, HOR1, HOR2, NMT1 and NMT4 (partly for employment) are all proposed to be removed from the Green Belt to meet local housing needs under policy CS12. That part of RING3 which is allocated for employment requires a very small area to be released from the Green Belt. In principle, these releases are consistent with the CS. The intention to meet local affordable housing needs over and above the housing required by the SEP, and employment, provides the exceptional circumstances to change the Green Belt boundary. In the context of the overall extent of the Green Belt and the size of settlements where the releases are made these changes are small in scale individually and cumulatively. No further justification is required in principle to make these releases from the Green Belt.
57. The Plan also proposes numerous minor alterations to the Green Belt boundary unrelated to any allocations. One group of these alterations relates to the small (often very small), isolated parcels of land left between the National Park boundary and the settlement boundaries within the District Council's planning area. Since these parcels are no longer part of a contiguous Green Belt they do not serve a Green Belt purpose. Other alterations are made to ensure that the Green Belt boundary reflects any recent built development, follows readily identifiable boundaries on the ground and on OS maps and align with the built-up boundaries rather than creating an overlap or leaving narrow gaps between them. I agree with the Council that these alterations would ensure consistency and clarity in the application of relevant policies. Given that this Plan has triggered a review of the Green Belt, there is sufficient justification for these minor alterations.
58. The Council has accepted that one further change is consistent with its approach, namely the removal from the Green Belt of a finger of land between the built-up area of Hinton Admiral (in Christchurch Borough) and the railway line/station at Hinton Admiral. Given the position of the railway and the built-up nature of the land, it serves no effective Green Belt purpose. Accordingly this change is also necessary and has been proposed by the Council (**MAP-M5**). I am not persuaded that any other changes put forward in representations would be consistent with the Council's overall approach or are otherwise needed to make the Plan sound.
59. The Council has not sought to look beyond 2026 in undertaking the present review of the Green Belt. It cites uncertainty regarding what housing needs will be in the longer term. I note that a number of the larger settlements are not in or surrounded by Green Belt and these provide potential for further development without changing the Green Belt boundary. Accordingly, this departure from the intention stated in the CS is justified. It is not certain that the Green Belt boundary will have to be changed again and there is not an inevitable conflict with the NPPF (paragraph 83) on this matter.

Issue 3 Are the allocated housing sites consistent with the CS, particularly CS11 and CS12 and the NPPF; will they ensure delivery of the required scale of housing in appropriate locations and are the requirements of each policy justified and effective?

60. Before considering individual allocations by settlement, I set out some general

points concerning housing allocations which lead me to conclude that the overall approach taken to the selection of sites for allocation in the Plan is sound, notwithstanding a number of more detailed matters requiring changes or further comment which I address later.

61. Policy CS11 states that sites will be identified for around 100 dwellings at Totton and around 150 dwellings at Ringwood. These are the allocations that were necessary to meet the minimum requirements of the SEP when the CS was adopted. Policy CS12 enables further housing sites to be allocated adjoining the main towns and larger villages where they would deliver a minimum of 70% affordable housing to meet local needs as required by policy CS15b). The wording of this policy is enabling rather than prescriptive of what must happen. It states: *sites could provide for...* (my emphasis), before indicating housing figures for towns and groups of villages. These figures are prefaced with: *up to around*. The wording of the policy indicates that these figures are not targets which have to be met.
62. Given the difference in wording between policies CS11 and CS12, I accept the Council's position that this Plan does not have to allocate sites to meet the maximum *up to around* provision listed in any given settlement or village group, nor does it require housing sites to be allocated in every settlement or village group listed. Provided that a consistent approach has been taken to the initial assessment of sites, the Council has considerable flexibility in balancing the provision of the additional affordable housing with the impact of development. Given this context, the Plan is not unsound simply because provision of sites under CS12 in a particular settlement does not meet the relevant *up to around* provision in CS12. I recognise that even with development proposed in the submitted Plan, the previously identified need for affordable housing would not all be met and that the NPPF supports the delivery of affordable housing and a boost to housing delivery overall. However, I consider that this Plan should be assessed in the context provided by the CS. It is not seeking to update housing needs as that is the task for the full plan review.
63. The Council's Sustainability Appraisal Report (Document 11, Volumes 1 and 2, January 2012) included a comprehensive assessment of many potential sites which informed site selection. I recognise that such assessments inevitably involve a degree of subjective judgment in scoring potential sites against the SA criteria, and such judgments may differ between different parties. I also recognise that a particular scheme on a site or part of a site might not have the potential negative consequences ascribed to it. However, given the very large number of sites being assessed, it was inevitable and reasonable that broad-brush conclusions had to be drawn to narrow down the sites. From the SA work, other evidence on particular sites and my own observations of sites, I am satisfied that there are no clearly preferable alternative sites. None advocated during the Examination would have materially less harm than the allocated sites, be as well located for access to services and facilities and be able to deliver the affordable homes required under policy CS12.
64. Paragraph 2.104 of the Plan indicates that the status of the housing capacity figures for allocated sites set out in supporting text is indicative, a guideline and not a policy objective. I have treated the figures in this way. Whether a particular site can deliver more than the figure indicated in the Plan or has to

deliver less in order to accommodate other requirements and constraints can be left to the planning application stage. Soundness does not require any greater scrutiny of these figures. Given this degree of flexibility, I am also not concerned with any difficulty on the small sites of how to round up or down to whole dwellings the provision of 70% affordable housing.

65. As most of the housing allocations are greenfield sites, many have hedgerows and trees within them. Whilst these should be retained as far as possible, the criterion in each allocation referring to their retention needs to be qualified to allow for some loss where unavoidable to achieve necessary access into and across the site and an appropriate internal layout. Accordingly, this flexibility has been incorporated in the relevant allocation policies, along with other changes referred to elsewhere in this report. These changes also make these policies consistent with the revised wording for DM9 on GI.
66. Southern Water seeks an additional criterion be added to some housing allocations to highlight the need for any sewerage connection to be off-site at the point of adequate capacity to handle the additional flows. No landowner or developer of the allocated sites dispute the need for adequate sewerage capacity to be in place, but most of them and the Council consider that such references do not need to be made in each allocation policy as there are well established arrangements to secure appropriate connections. I am not persuaded that the Plan is unsound in the absence of the criterion sought by Southern Water.
67. Some of the allocated housing sites, as well as others assessed in the SA were identified as being used, or having the potential to be used, as back-up grazing land for New Forest commoners. I asked questions of the Council about this matter in my Preliminary Note 2 (ID2). The Council's response is set out in NFDC8 (paragraphs 38 – 43). For the reasons given by the Council and given the lack of objection on this matter from the Park Authority or the Verderers, I am satisfied that, whether or not a site was, is, or could be used as back-up grazing is not a critical matter in relation to the soundness of any allocation.
68. Many representations from local residents are concerned about the effect of additional traffic from the proposed allocations. There is no objection from the Highway Authority to any of the allocations. The District Council's Transport Site Assessment for all the allocations is favourable (NFDC10). For some sites this notes the possible need for traffic management measures such as traffic calming/speed reduction, particularly to allow for pedestrian and cycle connections; parking restrictions at junctions; or visibility improvements. All of these matters can be assessed further at the planning application stage. Bearing in mind this evidence, the generally modest size of the allocations in comparison to the likely level of traffic already on the adjoining road network and my own observations, I see no reason why any of the allocations should add materially to existing highway dangers, subject to appropriate detailed consideration at the application stage.
69. Other than as explained below, I consider that all the allocations for housing in the submitted Plan are sound.

Housing sites at Totton

70. TOT1 and TOT2 are the two new greenfield sites allocated to meet the requirement of CS11 for 100 additional dwellings at Totton. These two sites may deliver slightly more than 100 dwellings. TOT1 was previously a reserve site identified in the Local Plan 2005. It is well located for housing and well contained between the by-pass and adjoining uses such that the loss of undeveloped character will have very little wider impact. The land owner submitted a transport assessment which demonstrates that Jacobs Walk is acceptable to serve the site for up to 100 dwellings. There is no technical evidence to contradict that assessment. Parts of Jacobs Walk and Jacobs Gutter Lane are well used by pedestrians, particularly at the beginning and end of the school day, but traffic generated by TOT1 would be travelling at low speed in this area, minimising the potential for serious conflicts. A suitable alternative access does not appear to be available.
71. Unlike other allocations, the policy says that development will be *limited by transport and site constraints* and the text at 3.14 states that the development will be *limited to about 80 dwellings*. This is inconsistent with the general approach to site capacity figures referred to above and is not justified by the evidence. The policy requires the provision of a landscape buffer alongside the A326, but there is already substantial planting here. The justified requirement is for this to be retained and enhanced, as accepted by the Council at the hearing. All these changes are included in **MM26**.
72. TOT2 includes a derelict building and the site is largely overgrown. New development would be readily noticeable, but with appropriate design and landscaping would fit-in with the mixed character of the area. The policy specifies access from Calmore Road, but the developer for the site has provided evidence, accepted by the Council, that a safe access could be provided from Loperwood Road as an alternative. To ensure flexibility in designing a suitable layout, the policy should not be prescriptive as to where access should be provided (**MM27**). The requirement for on-site play space is consistent with other allocations.
73. TOT3 and TOT5 are existing housing allocations in the adopted Local Plan and along with TOT4 would complete the large housing estates on the western edge of Totton. Some of these sites have planning permission and are already built. TOT6, 7, and 8 are brownfield sites within the built-up area. All these allocations are sound. The Council did not identify an acceptable site for allocation under CS12. Any such additional site would have some adverse impact on the character of the countryside abutting the edge of the town. Some additional affordable housing will be delivered in any case from the housing allocations that have been made and as CS12 is not prescriptive, the absence of such an allocation does not make the Plan unsound.

Marchwood

74. MAR1 is a small site owned by the Ministry of Defence (MOD) on the edge of the McMullen Barracks. It is agreed that this site is previously developed land. Nevertheless, it is allocated by the Council as a site under CS12 to meet local housing need and the affordable housing contribution is set by CS15(b) at 70%. Policy CS15(b) refers to *greenfield* sites providing 70% affordable housing. There is something of an anomaly created by a non-greenfield site being allocated under these provisions. But allocations under CS12 are

directly linked to, and justified by, the high proportion of affordable housing that they will deliver. The Council would not have allocated the site if the landowner had previously indicated that it was not available or not deliverable (in terms of viability) under these policy requirements. Marchwood is not identified for additional general housing allocations in CS10 and CS11. The landowner has highlighted uncertainties with the cost of developing this brownfield site, such as ground conditions, but has confirmed that it is likely to come forward as proposed during the plan period. The principle of the allocation is sound.

75. The site abuts roads and a junction used by HGV traffic to and from Marchwood Industrial Park (MAR5), Cracknore Industrial Park (MAR6) and Marchwood Military Port (MAR7). There is no technical evidence on noise in relation to this site, but over the plan period (and beyond) there is at least the potential for the growth of traffic arising from the planned uses of these allocated commercial sites to have an adverse impact on the amenity of future residents of some of the new houses on MAR1. Although existing housing abuts the Marchwood by-pass, it would be poor land use planning if the allocation of this small site for housing were to impose any additional constraint on traffic growth associated with the major commercial allocations nearby. The policy should therefore require that the design and layout of the dwellings ensures acceptable living conditions for future occupiers in relation to noise likely to arise over the Plan period from passing heavy goods vehicles (**MM37**).
76. MAR2 is the largest housing allocation in Marchwood and could accommodate around 100 dwellings. At the time of submission of the Plan the land consisted of several fields divided by hedgerows. There would be some loss of rural character on this southern edge of the settlement, but this is justified. There is one existing dwelling on the southern side of Long Lane which the new housing would surround on three sides. Whilst there would be a significant change to the setting of this dwelling, appropriate layout and design of the new development would ensure acceptable living conditions for the occupiers.
77. A highway improvement at the junction of Twiggs Lane and the A326 (MAR8.1) could have required land in the corner of the MAR2 allocation. However, the Highway Authority no longer proposes such a scheme (following completion of safety works) and the scheme needs to be deleted from the Plan along with the reference to it in the supporting text of MAR2 (**MMs 39 and 46**). With this change, there is no reason why the development should encroach on the small SINC in the south-eastern corner of the site. The allocation for housing is sound. The necessary reference to SANGS is made in **MM38**.
78. During the suspension of the Examination over the summer of 2013 the Council granted a 5 year temporary planning permission for the provision on this site of training pitches for Southampton Football Club. The site adjoins the club's existing substantial training facilities and has been sold to the club. This sale and new use certainly delays any provision of housing on this site and raises some uncertainty over delivery in the longer term, although the Council consider that the allocation is not undermined.

79. Housing is still a justified land use allocation here, albeit that the aim of policy CS12 may not actually be achieved and thus the allocation may not prove to be effective. However, I consider that further delay in progressing this Plan so as to consider possible alternative available sites at Marchwood would be unjustified, since it would delay the delivery of other sites. The position can be reviewed in the planned review of the local plan as a whole, minimising the consequences of possible non-delivery.
80. MAR3 is a small well-contained site. The Council has confirmed that whilst in the past it was a SINC it was removed from the list of SINCS because of improvements to the grassland. There would be no unacceptable harm to ecological interests from development. The supporting text indicates that the site should be developed towards the latter part of the plan period. There is no justification for imposing this delay given the need for affordable housing and the acceptability of the site. This unsoundness is deleted by **MM40**.

Hythe

81. Policy CS12 indicates that *up to around* 50 dwellings could be provided on greenfield sites in Hythe. The Council considers that allocation HYD1 would provide 40-45 dwellings. The landowners have an agreement with a prospective developer which provided an illustrative layout showing 50 dwellings on the site. I accept that this may be too many to achieve a satisfactory development, particularly given the very steep slope in the eastern part of the site. The Council's estimate of capacity may be more realistic, depending on the mix of units. For the reasons already given, it is not necessary for soundness to require each settlement to have allocations for the total possible figure given in CS12. Accordingly, soundness does not require additional land to be allocated to enable 50 dwellings or more to be built at Hythe under CS12. I am also satisfied that adequate access can be achieved for the proposed dwellings on this site, especially given the wide highway verge across the site frontage.
82. HYD1 adjoins the substantial Seadown Veterinary Practice. The Practice seeks the removal of part of the HYD1 site from the proposed housing allocation and its allocation to enable expansion of the veterinary premises. To enable HYD1 to still deliver appropriate housing numbers it is also suggested that land to the north east of the premises in the Practice's ownership should be included in the housing allocation. This would enable pedestrian access to be provided from Frost Lane which the Practice considers would have various advantages.
83. The Practice regards a substantial expansion of the premises as integral to its long term future, without which it may have to relocate away from Hythe. Expansion on land within HYD1 would be more straightforward and achieve a better operational layout than any expansion to the north east (on land owned by the Practice). The land falls away here resulting in a need for any new buildings to be detached from the existing premises.
84. At the hearing it was suggested on behalf of the Practice that the land within HYD1 required for expansion should be allocated for community facilities (to avoid any impression of favouring a particular private enterprise) and that doing so would accord with the aim of the NPPF (paragraphs 70 and 156). I am not persuaded that the future business needs of this veterinary practice

are a local community use or that the existing business is a facility that has to be retained on this site or necessarily in Hythe. I consider that the allocation of land as proposed in HYD1 is sound in the submitted Plan.

85. Allocation HYD2 is land owned by the Education Authority and is allocated for residential and educational development. The policy indicates that the residential development is to be located in the northern part of the site. The access would be along Cabot Drive - a conventional residential cul-de-sac. For the reasons already given I am satisfied that the access is adequate.
86. It is not clear what the Education Authority's long term plans are for the site. There is a temporary planning permission for modular buildings (for educational use) on the southern part of the site. The proposed residential development on the northern part of the site is not needed to deliver any particular requirement of the CS, but is acceptable in land use terms and the allocation provides flexibility for future proposals. Any uncertainty about future proposals for educational use of part of the site does not make the allocation unsound.
87. The Council has acknowledged (NFDC51) that there were a series of errors in the written text relating to this site in the summary tables in the HRA submitted with the Plan (Document S12) and in the revised HRA (NFDC47). The errors and corrections are summarised in NFDC52 (itself subject to a corrected version issued on 15 January 2014). In particular, the site is recorded in the HRA tables as being within 400m of the Solent and Southampton Water SPA/Ramsar, when clearly it is not. The HRA tables should have noted that part of the site is within 400m of the New Forest SPA/SAC/Ramsar. Only a very small part of the allocated site, its south western corner, is within 400m of the New Forest protected areas (plan in NFDC51). The northern half of the site where residential development is proposed is not within 400m of the protected areas.
88. The situation was correctly presented in the SA accompanying the submitted plan (Document S11, Annex 2) which assessed only the northern part of the site (identified in the SA as site HYT-BU-22). But the earlier draft SA (BP40) accompanying the consultation plan erroneously indicated that this northern half was within 400m. The 400m proximity threshold for possible residential sites is of significance because at the consultation stage Natural England indicated that any such sites would require an Appropriate Assessment because of the difficulty of generally mitigating likely effects on the European protected sites. It is clear that the Council viewed unfavourably potential residential sites that were within 400m of the New Forest SPA/SAC/Ramsar and it weighed against their allocation in the Plan.
89. I am satisfied that an Appropriate Assessment is not required for allocation HYD2. New housing here would be more than 400m from the protected areas. The Council has correctly included the residential element of this allocation in the list of sites for which it is necessary to mitigate the potential cumulative recreational impacts on the New Forest SPA/SAC/Ramsar (see for example NFDC46, p39). This allocation is sound.

Blackfield

90. Allocation BLA1 on the northern edge of Blackfield is the only allocation made under CS12 in the settlements of Blackfield and Langley, Hardley and Holbury and Fawley. CS12 would allow up to 30 dwellings in each of these three groups of villages. BLA1 has an indicative capacity of about 30 dwellings. I consider that the site is well related to the settlement. It wraps around two sides of the Health Centre; it abuts the Primary School; and is an easy walk (with footways) to the local shops. It would have access from the main road into the settlement.
91. The BLA1 allocation is currently the southern end of a golf course. This appears to be a low-key use. The course is not shown on the Proposals Map of the adopted Local Plan as a protected open space. There is no objection to the allocation from the golf club (or other operator). In these circumstances I see no reason for the policy to require the provision of replacement recreational land. The golf course and adjoining development gives the site and its setting a suburban, parkland character. With appropriate boundary planting the development should be satisfactorily assimilated in visual terms. This setting contrasts with the more traditional, rural character of the nearby open forest and fields elsewhere on this western side of the settlement.
92. The BLA1 site straddles the middle and outer consultation zones defined by the Health and Safety Executive (HSE) arising from potential hazards at industrial sites at Fawley and Hythe. These zones trigger consultation with the HSE on specified types of planning applications. In order to ensure that safety concerns would not undermine delivery of this allocation, I asked the Council to seek further clarification from the HSE (Post Hearing Note 3 - ID11). Having considered the HSE's response (NFDC44) and the views of interested parties on that response, I indicated (Post Hearing Note 5 - ID14) that I was satisfied that a development along the lines envisaged by the Council could be designed to be acceptable to the HSE. Whether or not more than 30 dwellings could be accommodated would depend on their precise location and/or density. However, I concluded that the policy should highlight the need to consult the HSE so that its views are taken into account at an early stage in the design and layout of the development. This change is required for soundness and is achieved by **MM52**.
93. In the consultation plan of January 2011, two other sites were suggested for allocation abutting Blackfield (in addition to BLA1). The merits of these two other sites were promoted during the Examination. I have found BLA1 to be sound and it is not necessary to allocate any additional sites at this settlement. I have already indicated that there are no clearly preferable alternative sites to those which have been allocated in the Plan. For the avoidance of doubt, I confirm that this is the case here. Development of either of the two alternative sites would be likely to have an adverse effect on the rural character on the edge of the settlement as they are both more closely related to the open forest than BLA1. Neither of these sites has the accessibility advantages of BLA1. Given this conclusion, there is no need for me to analyse further the Council's assessment of these sites through the SA and wider plan process.

Lymington

94. Policy CS12 allows for up to around 150 dwellings at Lymington. LYM1 has an

indicative capacity of 40-45 and LYM2 an indicative capacity of 80. Although these do not provide for all the potential allowed by CS12 this does not make the Plan unsound for the reasons already given.

95. LYM1 is the site of large glasshouses occupied (or last occupied) by a horticultural business. The occupier is relocating to new premises elsewhere. There are dwellings on the opposite side of Pinetops Close which is the cul-de-sac that provides access to the glasshouses. Residential development would not have a significant adverse impact on the wider countryside. The site is also close to a Primary School. For the reasons already given I am satisfied that the traffic impacts are acceptable.
96. LYM2 is part of a large open field. There are no natural features to define the northern boundary of the allocation, but the site is well defined to the west by woodland. The policy requires provision of a green buffer landscape feature along the northern boundary. Given this requirement, as well as the need for SANGS on or close to the site and the required provision of 10 allotments, it should be possible to create a layout that in the medium to long term forms an attractive, soft transition between the development and the open countryside. There would be an adverse visual impact on the adjoining countryside in the short term. There is a well used public footpath along the eastern boundary. There would be a loss of open views and rural character along a short stretch of this path where it would run alongside the new development, but in the context of the overall length of this path and other nearby rights of way in the countryside this adverse effect does not amount to substantial harm.
97. The north-eastern boundary of the allocation is close to the south western corner of the Buckland Conservation Area. This conservation area has a rural character, centred on the Buckland Rings hillfort. The southern boundary of the conservation area already abuts a housing estate. Given the need for an appropriate landscape buffer along the northern edge of the allocation there is no reason why the new development should harm the setting of the conservation area. For the reasons already given, I am satisfied that the traffic impacts are acceptable. Allocation LYM2 is sound.
98. I am aware that there were many more letters from local residents objecting to this site in response to the consultation version of the plan than representations made at publication prior to submission. I am not required to take into account the earlier representations. I have focussed on the merits of the arguments put forward rather than simply counting objections.
99. There is not the evidence to convincingly demonstrate that there are any alternative sites in or around Lymington which would have materially less environmental impact, be reasonably accessible to shops and facilities within the town and are available to deliver the high proportion of affordable housing which is the purpose of allocations under CS12/CS15.

Milford on Sea

100. MOS1 is an allocation for up to 30 dwellings and for at least 2ha of formal public open space to meet an existing deficit. Only the land for the residential development closest to the village would be removed from the Green Belt. Following the hearing on this allocation in April 2013, I set out my preliminary

conclusions on the soundness of the allocation and the need for some changes to the detailed wording of the policy in Post Hearing Note 4 (ID12). In response to the Council's consultation on those changes, the Parish Council expresses contentment with the policy as proposed to be changed. There are no other new representations. My views as to the soundness of this allocation remain as previously set out and are summarised below.

101. Taking into account factors such as the impact on the Green Belt and the countryside; accessibility to services and facilities; and highway/parking matters I am satisfied that the principal elements proposed within MOS1, namely housing and playing fields are justified in this location. But all the elements proposed in the policy need to be properly integrated in terms of layout and implemented in a phased manner to achieve a comprehensive and beneficial change in this location.
102. Given the visual sensitivity of the location, housing should not be built unless there is a mechanism in place to ensure that all elements of the allocation would be progressed in a reasonable period to create an attractive new entrance to the village that functioned well. The policy therefore needs to include a requirement for a comprehensive plan for all the proposed elements to be approved and for a mechanism to be in place to ensure that the playing fields are provided to an agreed timetable. The criterion in the submitted policy relating to landscaping is unduly specific and should instead set out the principles to be followed. The wording is also not in keeping with the comprehensive and integrated approach required.
103. The policy refers to a pick-up and drop-off point for the school, but it is likely that some on-street parking would be lost as a result of the new junction or changes to part of School Lane. This would exacerbate existing problems. Given also the need for some parking for the new playing fields and the need to minimise disruption from such parking for both existing residents and future residents of the new housing, it is necessary to include a policy requirement for some on-site public parking.
104. The proposed affordable housing may well be built in phases. But given the need for affordable housing and the likely further revision of the development plan prior to 2026, there should be no suggestion that some affordable housing here should be consciously delayed solely to spread it through the plan period. Thus paragraph 4.51 of the Plan is unsound and should be deleted. All the changes necessary for soundness are included in **MM60**.
105. Development at West Road was promoted at the hearing and other sites in written representations. I have already indicated that there are no clearly preferable alternative sites to those which have been allocated in the Plan. For the avoidance of doubt I confirm that this is the case here. The existing use at West Road has some localised adverse visual impact. But the site is not well located for access by foot or cycle to the centre of the town or to other facilities such as the school. The route is via either the unlit, unmade riverside path or via the road network (with footways for only about half the distance) and compares unfavourably with the location of MOS1. There would be employment at the adjoining large holiday park and there is a grocery store at the entrance to the park, albeit not close to the suggested housing site. (Access on foot would be through the holiday park and thus at the owner's

discretion). But these merits do not compensate for the poor accessibility generally to a wider range of services and facilities. Whilst in the short term the impact on the Green Belt would be less from development at West Road, in the longer term MOS1 (with the changes now proposed) should result in a satisfactory Green Belt boundary in visual and functional terms.

New Milton

106. Allocation NMT1 is sound in principle. But the site is located in an area where there is a problem with surface water flooding. For soundness, a criterion needs to be added to the policy to highlight that surface water, particularly run-off from the adjoining highway, needs to be addressed in the development of the site. This is achieved in **MM69**.
107. There is already outline planning permission on the site allocated for NMT2. The policy requires a 25m landscape buffer alongside the adjoining woodland, which is a SINC. Given that the outline planning permission has a buffer of only 10m and that the Council suggested a minor change to amend the buffer in the policy to 20m (Pre-hearing Statement, January 2013) there is not the justification for the specific width stated. In any case, it is unnecessarily prescriptive. The specific width required is deleted by **MM72**.
108. NMT4 is a minerals processing site and a worked sand quarry. It is allocated for employment use and about 90 dwellings. Given its existing character and its well defined boundaries, which clearly separate it from the adjoining open countryside, NMT4 is a justified location for removal from the Green Belt and for the scale of housing and employment proposed. But there is no evidence to support the loss of minerals processing capacity without replacement in the area. An additional criterion should be added to the policy requiring replacement processing capacity in the area (**MM74**). This would be consistent with the aim of the adopted Minerals and Waste Plan.
109. Whilst it is likely that NMT4 would be developed after implementation of NMT2 and 3, there is no planning justification to require this to occur. The last sentence of 4.110 is not justified (**MM75**). The remainder of the paragraph provides for sufficient coordination between these adjoining proposals.
110. In Post Hearing Note 4 (ID12) I indicated that, on the basis of viability evidence (which was agreed between various parties in SCG5), I was concerned that NMT4 would not be started for at least six years and possibly longer and would thus not contribute to the delivery of needed affordable housing.
111. Policy CS12 enables *up to around* 110 dwellings to be provided at New Milton, but only the 20 or so dwellings on NMT1 are currently able to proceed. Whilst I accept that the figures in CS12 are not targets that have to be met, short/medium term delivery in New Milton would be very poor. In addition, the evidence indicated that there were opportunities to provide for some affordable housing on other sites around New Milton without breaching any fundamental environmental constraints. In this context, I requested the Council to explore alternatives as summarised below.
112. If the Council wanted to retain NMT4 then additional sites would be needed to boost the provision of affordable housing in the short term, but not replace the

90 units on NMT4. I indicated that sites for, say, an additional 30 or so affordable units would be sufficient to satisfy soundness in relation to delivery. Alternatively, the Council could look for alternatives to replace the provision currently made in NMT4 for both affordable housing and employment.

113. In NFDC45 the Council proposed two additional small sites under CS12 whilst retaining NMT4. The additions are NMT1a land West of Moore Close and NMT1b land off Park Road, Ashley. The land west of Moore Close is allocated in the submitted Plan for allotments, rolling forward an allocation made in the adopted Local Plan. Those with a legal interest in the land have consistently opposed this use and I concluded in Post Hearing Note 4 (ID12) that there is no prospect of allotments being delivered and the proposal should be removed from the Plan. I consider this deletion is necessary for soundness (**MM79**) regardless of whether an alternative allocation is made.
114. The land is a well defined parcel, running along the length of Moore Close which is a short cul-de-sac with housing along one side and at the end. Housing on this site would fit comfortably with the existing pattern of development. It is well located for access to local facilities. There is a strong tree belt on the western boundary of the land, separating it from the open recreational land beyond. The short northern boundary abuts a small part of the Old Milton Conservation Area. This has a very mixed character, centred around the church. Given the existing development in Moore Close and the well treed character of the conservation area abutting the site, it could be developed for housing without harming the setting of the conservation area.
115. The site is in the Green Belt, but the CS provides the justification for some land to be removed from the Green Belt. This is a small, self-contained site and would not undermine the purposes of the remaining Green Belt in this location. The site is Grade 1 agricultural land, but it is not part of any agricultural holding and the adjoining open land is in recreational use. Given this and its very small size, the allocation does not conflict with NPPF paragraph 112 as it is not a *significant* development of high grade land.
116. The Council's suggested indicative capacity of the site is 15. When the site was included as a possible allocation in the Consultation Draft Plan (Document S2) the capacity was 10, but an illustrative layout on behalf of the owners shows 16 dwellings. In my view, the Council's current suggestion is reasonable for assessing the implications of the development at this stage, but the appropriate capacity depends on the detailed design.
117. NMT1b, land off Park Road, is not in the Green Belt and this weighs significantly in its favour. The site backs on to woodland which is a SINC, but with an appropriate design and layout incorporating a buffer (suggested by the Council as 15m wide) there should not be any adverse impact on the ecological value of the wood. There would be some adverse impact on views to this wood from a short stretch of Ashley Common Road and from the adjoining allotments, but the harm would be localised. Local residents raise concerns about surface water flooding and the Council accepts that a criterion should be added to the policy to ensure that this is addressed in the design.
118. The nearest dwellings are low density bungalows/chalet bungalows. Whilst new development should respect the character of the area, I do not consider

that this would require it to be of similar low density and style. The Council's indicative capacity of around 20 homes is reasonable for assessing the implications of the development at this stage, but the appropriate capacity depends on the detailed design. The site is not that well located for access to local services and facilities, although it is typical of many edge-of-settlement locations around New Milton.

119. Residents living close to both sites are concerned about additional traffic. There is no objection from the Highway Authority and the Transport Site Assessments by the District Council are favourable (NFDC53, Appendix 8). The Council acknowledges the need for possible parking restrictions close to some of the junctions, but it is not suggested that these would be so extensive as to cause a substantial change to the availability of on-street parking. Residents in Park Road indicate that traffic to and from Park Close travels too fast around the T junction in Park Road. That may be because the northern arm of this junction serves only a few dwellings and so drivers are not expecting traffic from that direction. The development would even flows through the junction. Subject to proper consideration at the application stage, I see no reason why either development would add materially to any existing highway dangers.
120. On the basis of the Council's indicative capacities these two developments would deliver about 24 affordable dwellings. This would be short of the indication of an additional 30 such dwellings that I gave in ID12. In responding to ID12 the Council considered two much larger sites as replacements for NMT4 to deliver increased affordable housing – land south of Gore Road and land east of Stem Lane (NFDC49a). Both these possible replacements for NMT4 are in the Green Belt on land which has a rural character.
121. I note that the promoter of the alternative site off Stem Lane could also deliver SANGS at least sufficient for the number of dwellings on that site. However, the Council's proposed strategy for habitat mitigation is sound and so this is not a benefit. Weighing all relevant factors, the benefit of additional affordable housing in the short term from an alternative larger site does not outweigh the negative impact on the Green Belt and countryside/landscape when compared with the Council's chosen strategy of NMT4, NMT1a and 1b (and NMT1 which would remain allocated in all scenarios). The two new allocations proposed by the Council are sound (**MMs 67, 68, 70, 71, 94, MAP-M3 and MAP-M4**).

Ringwood

122. RING3 is a large allocation for both employment and housing. Most of the allocation is not in the Green Belt. A large part of the current allocation is a reserve employment and housing site in the adopted Local Plan. Most of the allocation is closely related to existing development to the north, east and west. Overall, the site and proposed land uses are well related to the existing pattern of development in this part of Ringwood. There are no alternative greenfield sites outside the Green Belt which could make a significant contribution to the housing in Ringwood required by CS11 with less environmental impact.

123. The main concern of local residents is traffic generation. They highlight existing problems, such as: queuing along Eastfield Lane from its junction with the A31 slip road; the difficulties for residents leaving their driveways at busy times; conflicts between vehicles at the pinch points along the road; and conflicts between vehicles and other users, including horseriders. The developer's evidence is that the local road network is operating well within its capacity and that the traffic impact assessment at the master-planning or application stage would highlight any localised works necessary to mitigate the impact of additional traffic.
124. There is not the evidence to suggest that the residual cumulative impact on the local road network would be severe (NPPF, paragraph 32). Any traffic impacts do not make the allocation unsound. The Council and developers envisage the main vehicular access being to Crow Lane along the eastern boundary of the site, with possible other links such as for pedestrians and cyclists to the residential roads to the north. There are various acceptable ways of providing vehicle access to this allocation and a degree of flexibility is appropriate at this stage pending further work. Accordingly, the policy does not need to be more prescriptive.
125. In the submitted Plan, the requirements in RING1 (for employment) and RING3 are related and seek a new road linking Crow Arch Lane with Christchurch Road, through that part of RING3 envisaged for employment use. However, changes proposed in NFDC45 to both these policies would require the new link from Christchurch Road to serve only the new employment land south of Crow Arch Lane, not actually connecting to that lane. No representations were made in response to these changes. These changes would enable the proposals to be more easily delivered and thus effective. There is no evidence to demonstrate that the original requirement was essential in highway terms. I therefore recommend these changes (**MMs 84 and 85**).
126. The Council also included in proposed change MM85 an increase in the indicative capacity for RING3 from 150 units to 150-175 as a result of preliminary work by the developer for a planning application. That new work has not been published as part of the Council's supporting evidence. I also note that the Draft Mitigation Strategy SPD has used 150 dwellings for RING3 in calculating the necessary scale of mitigation for Ringwood (NFDC46 p56). Accordingly, I am not in a position to recommend this change. Whether or not the allocation can accommodate up to 175 dwellings would be a matter to assess in the light of the evidence submitted in support of any planning application.

Fordingbridge

127. FORD1 is allocated for about 100 dwellings. It is one of the larger housing sites in the submitted Plan and was also expected to deliver additional playing fields to meet an existing deficit in the settlement. That requirement should be deleted as it is not justified. The deletion enables the site to provide on-site SANGS in accordance with the mitigation strategy (assuming no adjoining land is suitable/available for SANGS). The whole of the site is allocated in the adopted Local Plan for POS, but there is no evidence to suggest that this could be delivered.

128. In NFDC45 the Council included the standard change for the larger housing allocations relating to the provision of on-site SANGS (which I have amended here and in the other allocations to *on or close to the site* consistent with DM2b). The prospective developers of this site consider that this requirement raises issues of viability, such that there should be flexibility about the requirement for 70% affordable housing. No detailed evidence has been submitted to justify this concern and it is not a significant issue raised in relation to any other greenfield allocations. Given that sites under CS12 are allocated solely to provide this high proportion of affordable housing, it would undermine the justification for the principle of the allocation if this flexibility was introduced.
129. The Council also published some other changes relating to FORD1 which do not directly arise from changes I requested in ID12 or the mitigation strategy. A Council change to this policy copies the new wording for MOS1 requiring a comprehensive plan for the whole site and no built development until arrangements are in place to ensure the provision of land for the playing fields. However, the circumstances here are now quite different to MOS1 and do not justify this change. The SANGS and open space under CS7 will be an integral part of any proposals and design and delivery will need to be approved and secured at the planning application stage. In addition, the Council now proposes that the green route across the site to the school (included in the submitted Plan and separately proposed as FORD2.8), should now refer to incorporating the former railway line which runs alongside the site. The owners of the allocation indicate that they do not own the railway line and the owner of the latter is unwilling to sell. This new requirement would be an impediment to delivery and is not justified. I have therefore excluded these changes from **MM89**.
130. The geography of Fordingbridge severely constrains the opportunities for greenfield allocations. I consider that the selection of FORD1 is sound. There are no alternative sites which would have less environmental impact to deliver the number of dwellings proposed and which are available. The smaller site of Burgate Acres was not considered by the Council in the SA because it does not abut the settlement boundary, being separated from the town by the school. Given the large number of potential sites the Council had to consider, it was reasonable to use criteria such as this to initially sieve sites. (In relation to possible changes to the built-up boundary at Fordingbridge see the section on this topic below.)

Ashford

131. ASH1 is a small allocation which the Council envisage would be for about 10 dwellings. This is a well contained site which would be a continuation of the modest recent development of Jubilee Crescent. The adopted public highway extends the full width of the existing carriageway and footway up to the boundary of the site, even though the road has not been constructed to the boundary (NFDC37). The site is not land-locked. The main impact of the development would be the additional traffic along Jubilee Crescent. There would be a noticeable change for local residents, but the circumstances would be common-place for much modern development. The modest scale of the development would mean that potential disturbance would not be harmful, except as addressed below.

132. The end property has been built very close to the edge of the adopted public highway and has two box windows facing the highway. If the road and footway at the end of Jubilee Crescent were continued into the allocated site at the same width as the existing road, there would be an adverse impact on the privacy and general amenity of this dwelling. The allocation should therefore make clear that the access needs to be designed to minimise the impact on residential amenity such as by narrowing this section of road with a pinch point, thereby increasing the degree of separation between vehicles and pedestrians and the adjoining windows. This is achieved by **MM90**.
133. Local residents have other concerns, such as the effect on wildlife and any constraint from waterlogged ground, but there is no evidence to indicate that an acceptable development could not be achieved. An appeal for residential development was dismissed in 2008 on land in the rear garden of 7-11 Jubilee Road (NFDC8, Appendix 11). The main concern of that Inspector was the contrived and cramped relationship with existing buildings. The circumstances of that site and the planning context within which that decision was made are different from the circumstances relevant to the soundness of this allocation.

Built-up area boundaries

134. There is no requirement in the CS for this Plan to review all settlement boundaries. Sufficient land to meet the provisions of the CS is being allocated in this Plan and a general review of settlement boundaries to find additional housing land is not required. A limited review has been undertaken by the Council, as explained in NFDC9. As a result, the submitted Plan includes various changes to the built-up boundaries shown on the Proposals Map. Most of these changes are very minor, almost inconsequential. They correct various anomalies to ensure that the boundaries follow recognised features on the ground and as shown on the most up-to-date OS plans or take account of development which has taken place since the boundaries were originally drawn.
135. The submitted Plan includes a very minor change to the rear of 40A West Street, Fordingbridge (Plan PM-FORD-C3, Appendix 1, Part C of the Plan). This proposed boundary aligns with a garden boundary to the rear of the dwelling. This boundary is shown on the most up-to-date OS plan. I note that the owner of 40A owns land to the west of this boundary which, in part, is used for growing vegetables, but this land has a less domestic and more open character than the immediate garden around the dwelling. The Council's proposed boundary is sound and there is no justification for requiring a change.
136. Elsewhere, two more substantial changes are proposed. Firstly, the northern edge of Totton is extended to include the recently completed football ground and the sites allocated in TOT10 and TOT12 (see below) and an existing commercial unit. The second change creates a built-up boundary around Blashford, close to, but detached from, the built-up boundary around the rest of Ringwood. These two changes are justified by the built-up character of the areas to be encompassed. I see no justification for extending the built-up area at Blashford further to the north. I consider these changes sound and that no other changes to the settlement boundaries are required.

Bransgore and Sopley

137. The Council and the various owners of the SOP1 site have agreed that SOP1 is not needed and that national policy is sufficient to guide any future redevelopment (see NFDC38/SCG6). The Council is no longer seeking to justify SOP1. I consider that the policy in the submitted Plan is not consistent with national policy for previously developed sites in the Green Belt. It is unsound and should be deleted and the agreed text inserted (**MM83**). The proposed policy boundary for SOP1 needs to be deleted from the submitted plan (**MAP-M2**). The existing Local Plan policy SC-1 was proposed to be superseded on the adoption of this Plan, but the deletion of its policy boundary from the Proposals Map had been omitted in error. Corrected by **MAP-M1**.

Issue 4 Does the Plan make adequate provision for gypsies, travellers and travelling showpeople?

138. The CS does not identify a specific requirement to be met in this Plan, but refers to the work in preparation for the partial review of the SEP which would have set a requirement for each district. That review was subsequently abandoned. The submitted Plan was informed by the Hampshire and Isle of Wight Gypsy and Traveller Accommodation Assessment (GTAA) (June 2007) (BP22/22a) and the Travelling Showpeople Assessment (March 2008) (C114). These studies identified needs for New Forest District as a whole including the National Park. The studies assessed needs only to 2016. In response to this evidence, the Council considered that there was a need for five pitches for gypsies and travellers up to 2016 and five plots for travelling showpeople. There is no evidence contradicting the Council's assessment.
139. The Plan allocates land at Little Testwood Farm for eight permanent pitches for gypsies and travellers. This allocation adjoins an authorised transit site. The allocation is well located, being close to the edge of Totton with access from a main road. It is understood that the owner is willing to bring this site forward. There is very little opposition to the allocation. The allocation is sound.
140. Prior to the suspension of the Examination, the Council indicated that needs from 2017 would be included in a planned further limited review of the local plan to be informed by a new GTAA. That new GTAA was completed during the suspension of the Examination. The published changes in NFDC45 refer to it. Unfortunately, the new GTAA was not published as part of the evidence base to support the changes and as a result I have not been able to assess its adequacy as part of this Examination.
141. The published change refers to a need for 10 additional pitches for travellers to 2017, a further two pitches to 2027 and one additional plot to 2017 for travelling showpeople. Representations from the National Park Authority and Dorset County Council are generally supportive of this published change. The Council recently granted planning permission for two pitches, which together with the allocation at TOT10 would provide the short term need for travellers identified in the new GTAA.
142. If the new GTAA is a reasonable assessment, then this Plan would make adequate provision for travellers in the short term. The full review of the local plan will need to consider afresh the adequacy of the evidence and any needed

provision to 2027 or beyond. I have amended the proposed change on this matter (**MM17**) to make this position clear. This would put the assessment of long term needs and future provision for gypsies and travellers on a similar footing to the assessment and provision of general housing, since this Plan has not sought to update the overall need for and provision of housing.

Issue 5 Are the allocated employment sites and the policies for employment, economic development and retail consistent with the Core Strategy, particularly CS17 and CS18, and the NPPF; will they ensure delivery of the required scale of employment in appropriate locations; and are the requirements of each policy justified and effective?

143. Policy CS17 sets out the overall strategy for employment and economic development. Policy CS18 sets out a variety of matters relating to the provision for industrial and office development and includes provision for Totton, New Milton and Ringwood of *up to around* 5 hectares of land adjoining each of these settlements. As with the wording of housing provision in CS12, I consider that the reference to *up to around* 5ha does not make 5ha a target that has to be fully met in each settlement.
144. To demonstrate that the references to employment in the CS and in this Plan should be interpreted broadly and not restricted to B class uses, the Council has proposed a definition of employment be inserted in this Plan. Such a definition is important and necessary for compliance with the NPPF (**MM18**).

Totton

145. TO11 is a complex policy to enable employment-led regeneration of Eling Wharf which covers about 15ha on the edge of the town adjoining Southampton Water. There are substantial problems of contamination which need to be addressed at this site and the intention of the Council and the owner/developer is that this should be achieved through redevelopment. Accordingly, a flexible approach to the range and balance of potential future uses is justified to provide good prospects of a viable development, whilst still ensuring that the site delivers a significant scale of new employment.
146. The policy in the submitted Plan broadly achieves this aim, but the Council agreed that there should be the flexibility to explore some retail development. This is justified, whilst being clear that the site is not allocated for retail development. Apart from the very small part of the allocation which is north of the A35 and within the town centre boundary, any such town centre uses here would still need to be the subject of the sequential test. The change in NFDC45 follows my advice in Post Hearing Note 4 (ID12).
147. The submitted policy refers to residential development on the western part of the site adjoining Eling Lane. This is appropriate as there are houses opposite. But given the importance of enabling a viable development to come forward, there is no need to exclude some residential development as part of the mix of uses suggested adjoining Eling Quay which could be particularly attractive for such use. (I have amended the published change to refer to residential development being *mainly* adjoining Eling Lane to recognise that some is also now suggested at the Quay).
148. It was agreed that the reference to *compensation* measures in the context of

avoidance and mitigation of any impacts on the adjoining SPA/SAC and Ramsar sites was inappropriate and should be deleted. The published change, together with minor amendments I have made for internal consistency and clarity, would provide the flexible, positive framework to promote redevelopment on this site (**MM29**).

149. TOT11 states that it accords with CS17. Although the intention is to generate higher value uses and a higher density of employment on the site it is not new employment land to be provided under CS18. At Totton, the only new land for general employment use is TOT12. This is indicated as 1.8ha in the submitted Plan. However, the allocation erroneously includes part of the access and overflow parking of the adjoining football ground. With this necessary correction (**MM30**) the allocated site is reduced to about 1.3ha, which provides a developable area of about 1ha.
150. There is a complicated history to this land. It was included in a unilateral undertaking by Linden Homes when it secured planning permission to develop the existing football ground in Totton. A new football ground and related facilities has been completed next to TOT12. The land now included in TOT12 was intended to be new informal open space as part of the package, but is overgrown. The Council has negotiated a complex new S106 agreement with Linden Homes to replace the original undertaking. In summary, if TOT12 remains in the Plan at adoption, Linden Homes have to promote the site for employment development for up to 5 years and if it this goes ahead it has to pay £60,000 to the Council for open space improvements elsewhere. If TOT12 is deleted then it has to lay out the land as informal open space but not for playing fields.
151. TOT12 is an appropriate site for employment use. It is located close to a large business area, has access from a main road and is on the edge of the settlement. The Council is strongly opposed to an open space use on this land, particularly for playing fields because of concerns about the cost of provision and future maintenance and management. It seeks to improve open space provision elsewhere in Totton by a variety of measures. Conversely, representatives of local football clubs cite the shortage of playing pitches in Totton and the suitability of this site for formal pitches, particularly for juniors because of the facilities and the youth clubs at the adjoining football ground. These matters pull in opposite directions, but on balance there is insufficient reason to conclude that TOT12 is unsound.
152. TOT13 allocates land for the development of food production, processing and ancillary training at Sunnyfields Farm. This allocation seeks to reflect and consolidate a rural enterprise which has developed in recent years in this location. The policy would provide considerable new business opportunities and thus contribute to new employment at Totton, but as it is not intended for general employment use the size of the allocation cannot be directly seen as contributing to the *up to around 5ha* referred in policy CS18. Nevertheless it is a contribution to new employment land. The policy is supported by the owners/operators of the farm, but they also seek a larger allocation for general employment use. TOT13 is sound as proposed.
153. Given that *up to around 5ha* is not a target which has to be met, the Plan is not unsound in only making modest provision for new general employment

land. Additional land for general employment was promoted at the Examination as an expansion of TOT13 and at Shelley Nurseries to the north of Ower. The former would extend general development to the east side of the by-pass. The latter site does not *adjoin* Totton, as required by policy CS18. Both suggestions raise issues that need to be balanced with overall need for employment. They are not required to make the Plan sound. The forthcoming review of the whole local plan will provide the opportunity to review the scale of provision that needs to be made for different land uses.

Marchwood

154. MAR5 (Marchwood Industrial Park) and MAR6 (Cracknore Industrial Park) are large established employment sites that are already allocated in the adopted Local Plan. MAR5 and 6 would permit continued development, redevelopment and intensification. The policies are sound in principle, but some of the detailed criteria are not justified. The first criterion in each policy should simply cross refer to policy DM12 to ensure protection of access to the waterfront. It would be too inflexible to require specific areas to be set aside for marine related employment.
155. The requirement in MAR5 for a cycle route from Cracknore Hard Lane to the waterfront is not justified. Because of its peripheral location the route envisaged by the Council (NFDC23) would serve no purpose in enabling access by bike to the employment sites in this area. Its inclusion in the policy appears to derive from a requirement in a S106 agreement linked to planning permission for other development on the waterfront which has not been implemented. The requirement in MAR6 for improvements to the parking, mooring and launching facilities at Cracknore Hard are not justified as they do not relate to the allocated use for employment. The necessary changes to the policies are made in **MMs 41** and **42**.
156. MAR7 concerns the Marchwood Military Port. The policy in the submitted Plan is unsound for the following reasons (as previously set out in my agenda for the hearing 28 February 2013.):
- there is little evidence to justify the restrictive approach;
 - it does not seek to retain the wharfs and railhead for general port use;
 - it does not seek to make the most effective use of this important facility;
 - it contemplates other land uses (such as residential) which may be incompatible with the optimum use as a port, or use land that would best be used for port related uses;
 - it imposes an unjustified restriction on traffic generation;
 - it delegates land use decisions to a future planning brief;
 - whilst seeking a comprehensive approach, the proposed policy boundary excludes key areas.
157. A sound policy could be expressed in various ways. The most important

element of a sound policy is to safeguard the Military Port for port and port-related uses and to make the most of the rail connection and other infrastructure. Given the lack of evidence/assessment of the impact of the potential changes in the scale and nature of activities at the port that might take place, it is appropriate to seek to balance the need to make the most of this facility with potential impacts.

158. I consider that the proposed policy and text as published in NFDC45 sufficiently acknowledges the national importance of the asset. The policy does not need to refer to delivering services for the MOD since how the port operates and how such services are delivered is entirely under the control of the MOD as landowner. I have deleted the sentence in the text which refers to the use of the site as having been *non intensive and low key* because it does not accurately reflect the periods of intense activity linked to past military operations nor assist the application of the new policy.
159. The boundary of the allocation relating to the policy is largely consistent with the MOD's land holding on the eastern side of Cracknore Hard Lane and with the area already indicated on the existing Proposals Map. The designated area has rightly been enlarged to include the railway line where it joins the Waterside line and both jetties. Given the Council's concern, it is not necessary for soundness for the designation to include the small area on the northern boundary abutting MAR6 which is owned by the MOD. The sound new policy is set out in **MM43**.

Ringwood

160. RING2 is a small allocation for employment use. It is part of a much larger employment allocation in the adopted Local Plan, most of which now forms the employment allocation RING1. Planning permission was granted for office development in 2008 and this permission has been commenced sufficiently to keep the permission alive but, in practical terms, the site remains undeveloped. The site has been actively marketed, but with little interest. The evidence on behalf of the landowner presents a gloomy picture of the present and future office/industrial market in Ringwood. There is limited demand, a considerable range of available units, as well as the additional land allocated in this Plan.
161. Considering the site in isolation, the marketing evidence would suggest that there is little prospect of this site being developed for any B class use over the next 5 years or more. Clearly the current recession has had a significant negative effect, but even in the long term, commercial demand in Ringwood may be limited. However, the focus of both the marketing of the site and the assessment of demand has been for B class development. The owner had sought to explore with the Council last year possible alternative developments, but was rebuffed with the Council taking an apparently narrow view of what was acceptable on employment sites (essentially only B class uses). But the Council included a definition of employment in NFDC45 to indicate a more flexible approach, as referred to above (**MM18**).
162. RING2 adjoins other commercial development and much larger areas of land are allocated in the Plan for employment development nearby (RING1 and the southern part of RING3). The landowners/developers of those two larger

allocations have not disputed the justification for additional employment land in Ringwood and there has been little other questioning of the appropriateness of these allocations. Given the location of RING2 within the heart of the main area for business in Ringwood it would be illogical to conclude at this stage that RING2 should not be allocated for employment use. The additional flexibility now provided by the Council as to what would be acceptable on employment sites should provide greater opportunities for securing the development of this site. I consider that the employment allocations in RING1 and RING2 and in part of RING3 are sound.

Other employment matters

163. The CS does not require any new land to be allocated for employment use at or near Lymington. Given the limited scope of the Plan seeking only to fulfil the CS's requirements it is not necessary for soundness for any new land to be allocated here. Overall provision of employment land and its location can be re-considered in the forthcoming review of the whole Local Plan.
164. LYM7 supports employment development at Ampress Park, Lymington. This business park is largely developed but a specific site is identified in the policy for the provision of managed business space for small firms to meet the requirements of CS17 and CS18. A S106 legal agreement requires the developer of the Riverside site in Lymington (allocated under LYM6) to provide small business units at Ampress Park with their construction linked to phases of the Riverside site. That site is now well under construction so there are good prospects for the delivery of these small units at Ampress Park. In the context of the role of this Plan, sufficient provision is made for small businesses.

Policy DM12 marine industries

165. The wording of DM12 in the submitted Plan caused considerable concern and confusion among the owners/operators of boat yards and wharfs. There was a lack of clarity as to what the Council was seeking to achieve through the policy. Policy CS17(g) refers to identifying and protecting opportunities suitable for marine related business and CS18(f) refers to sites suitable to accommodate marine industries. Paragraph 7.5.12 states: *Suitable employment sites with direct access to the coast should be retained for marine related businesses. All proposed and potential locations will involve the use of existing employment sites and care will be taken to ensure that there will not be any adverse effects upon nature conservation interests in these locations.*
166. In the submitted Plan the wording of DM12 implied that new employment development on the identified sites should be limited to marine-related industries only. This could unnecessarily hinder general economic development on those sites. The Council and most of the interested parties accepted that a key factor in supporting marine related industries was maintaining existing wharfs, boat launching facilities and vehicular access thereto. *Marine industries* encompass a wide range of potential activity which is not easily defined. Some marine industries do not need to be located close to the water. Although marine industries are clearly an important business sector in this part of New Forest District, making the policy more restrictive and/or limiting specific sites solely to such uses would hinder and not support

economic growth because of inflexibility in response to changing circumstances. Such hindrance would be contrary to the aim of the NPPF. The policy needs to be changed as suggested by the Council.

167. The submitted policy identified 11 sites. Marchwood Military Port does not now need to be included because it is subject to a bespoke policy (MAR7) which protects the port. The inclusion of Site J - The Boatworks, Undershore Road, Lymington is not justified. This yard has restricted access because of the low clearance under the rail bridge and limited water depth. It was also not identified in the Solent Waterfront Strategy December 2007 (Volume 2, Appendix 8; Core Document J6) which has informed this aspect of the Plan. The identification of the remaining locations covered by DM12 needs to be corrected on the plans in Appendix 1, Part F of the submitted Plan.
168. Associated British Ports (ABP) consider that the policy is unsound because it does not allocate new land for port uses at Dibden Bay. I consider this wider issue separately below. But DM12 is clearly intended to be a development management, not an allocation, policy and the text of the CS (7.5.12) indicates that sites would be existing employment sites. With the changes referred to above the policy is sound (**MM19, MAP-M6, M7 and M8**).
169. Given the importance within the district of recreational boating the Council also proposed in NFDC45 a new policy (DM12b) to ensure that development proposals do not prejudice the continued use of slipways, including public hard, to access inland and coastal waters. The omission of such a policy from the submitted Plan was a concern raised in representations and no new representations were made in response to publication of the new policy in NFDC45. This additional policy is justified (included in **MM19**).

Dibden Bay

170. Representations from ABP seek a policy in the Plan to designate land at Dibden Bay for port development with the caveat (within the policy) that it had to be demonstrated that the benefits of such development outweigh any adverse impacts, including those on nature conservation. This is a significant issue because of the scale of land sought to be designated and because part of the land at Dibden Bay is a European protected nature conservation site.
171. Given the potential complexity of the issues and to avoid exploring matters at the Examination if it was not necessary to do so, I framed the question for the hearing on this matter as follows: *Is the plan sound (and regulatory compliant) in the absence of any explicit consideration of the long term needs of the Port of Southampton and of whether land at Dibden Bay might have a role in meeting any future needs?* If the answer to that question was *no* then the Council would have to do further work.
172. In summary, ABP consider that the Council should have fully considered the matter in the preparation of this Plan resulting in the designation of land at Dibden Bay for port development as a result of the following considerations:
- paragraphs 9.15 and 9.16 of the CS concerning Dibden Bay;
 - The intention of CS18(f): *sites suitable for marine industries will be identified;*

- The National Policy Statement for Ports (NPSP)(N73);
- the Port of Southampton Master Plan 2009-2030 (AE1);
- the NPPF; and
- the Duty to Co Operate.

173. Paragraphs 9.15 and 9.16 of the CS are text which was agreed between the Council and ABP during the Examination of the CS and recommended as a change by the Inspector in his report (O66, September 2009, paragraphs 3.41-3.43). The most important point from this text relied on by ABP is the statement: *The reclaimed land known as Dibden Bay is the only area of land which is physically capable of accommodating significant expansion of the port.* Paragraph 9.16 goes on to say: *Whilst there may be a strong economic case for the physical expansion of the Port of Southampton any future expansion would, amongst other considerations, need to satisfy the requirements of the Habitats Regulations.*

174. Nothing emerged in the Examination to suggest that these two paragraphs do not continue to represent an accurate summary of the position regarding Dibden Bay. However, I agree with the Council that the paragraphs are a factual statement only and do not amount to a policy or a strategic steer which specifically require any action by the Council in progressing this Plan. My view is reinforced by the fact that the adoption of the CS resulted in the deletion from the adopted Local Plan of policy DW-C3 which allocated land at Dibden Bay for port development and the removal from the Proposals Map of the relevant notation (Doc 14, Appendices 4 and 5). If allocating or safeguarding Dibden Bay for port use had been the intention of the Core Strategy (to be reviewed in the subsequent allocations plan) there would have been no reason to make those deletions. The Inspector indicated that because the text to be inserted in the CS regarding Dibden Bay was not a policy, then Dibden Bay should not be identified by a particular notation on the CS's Key Diagram (O66, paragraph 3.43).

175. Policy CS18(f) states: *sites suitable to accommodate marine industries will be identified.* This is included under a sub-heading within the policy which states *In particular* and thus must be understood within the scope of the rest of the policy. There is nothing in the rest of CS18 (or the overall strategy in CS17) to suggest that land for port expansion at Dibden Bay should be allocated. Given such an allocation would be by far the most extensive allocation for development in the plan area, I do not regard it as something that should be implied from the policies in the absence of any explicit reference to it. This is reinforced by the supporting text to these at paragraph 7.5.12 (already quoted above in relation to DM12) which does not suggest that a large new allocation is intended for marine industries. In addition, paragraphs 9.15 and 9.16 in the CS do not refer back to CS17 or CS18.

176. On a number of matters the Council has consistently emphasised the intended limited scope of this Plan as set out in paragraphs 1.1 and 1.4: that it has been prepared within the planning framework already set out in the adopted CS and is intended to help achieve the CS's objectives. Given all the above, I consider that the Council did not need to explore further the role of Dibden

Bay in responding to requirements of the CS.

177. ABP put particular emphasis on the importance of the development plan elaborating the *other considerations* (besides the requirements of the Habitat Regulations) referred to in paragraph 9.16 of the CS. A planning application for a substantial port development at Dibden Bay would fall within the national infrastructure regime established by the 2008 Planning Act and thus not be an application determined by the local planning authority (LPA). In such circumstances the development plan does not have the same status as for conventional applications.
178. ABP submit that it needs to know what factors would be of concern to the LPA and these should be identified in the development plan. ABP has not published any up-to-date proposals for Dibden Bay and in the absence of any indicative scheme it would be hard to identify now in any useful way what *other considerations* might be of particular concern, beyond those which are self-evident or already identified in table 9.1 of the Port Master Plan. In any case, it is not essential that this is done now in this Plan. At any stage ABP could discuss with the Council what concerns it might need to address and the 2008 regime requires early consultation.
179. Since the adoption of the CS there have been 3 important and related policy developments. The *Port of Southampton Master Plan* states (3.36-37) that ownership of land at Dibden Bay (which it identifies as the port's *strategic land reserve*) will enable the port to effect a step-change expansion as and when the existing port operational areas become fully developed and opportunities for further land use intensification are exhausted. It envisages that this will happen during the period of the Master Plan (ie by 2030).
180. The NPSP seeks to encourage sustainable port related development to cater for long term forecast growth in volumes of imports and exports. It indicates that there is a compelling need for substantial additional port capacity over the next 20-30 years. But the scale, location and timing of development proposals is to be market led and in this regard Port Master Plans will have an important role to play. Finally, the NPPF (paragraph 182) requires plans to meet objectively assessed development needs (unless the circumstances in paragraph 14 are met) and to be positively prepared.
181. The combination of the Port Master Plan, the NPSP and the NPPF mean that the future role of Dibden Bay for port use must be given serious consideration. However, it is not essential for the Council to undertake that task in the preparation of this Plan which is only one part of the Council's overall local plan, especially given the Plan's intended limited scope. That preparation took place between the adoption of the CS and the submission of this Plan in July 2012. It is the Council's stated intention to consider Dibden Bay in the future review of the whole Local Plan. In my view, the future of Dibden Bay is a strategic matter and the appropriate place to consider such a matter is when the Council considers all other strategic matters. That would be in the overall review which is intended to be submitted by the end of 2016. .
182. Southampton City Council, along with some business interests, support the allocation of Dibden Bay for port use in this Plan. Whilst that support further emphasises the significance of the issue and its cross-boundary implications, it

does not affect the balance of considerations leading to my conclusion above. The City Council consider that New Forest District Council has met the Duty to Co-Operate on this issue (Statement of City Council for hearing on 22 February 2013, paragraph four). In my view, as the future of Dibden Bay was not a strategic matter which had to be addressed in the present Plan, the Duty was not engaged in the preparation of this Plan.

183. At the time of the hearing, the County Council had consulted on changes to the Minerals and Waste Plan which included Dibden Bay (as identified in the Port of Southampton Master Plan) as a safeguarded area so that it can be considered as a possible mineral and waste wharf in the future. I understand that the plan has subsequently been adopted along these lines. The policy in that plan does not require a similar policy in the submitted Plan.

Retail

184. Development management policies DM14 - DM17 concern retail in the town centres; DM18 - 20 concern local shopping frontages and local shops; and there are further policies for the town centres in the sections of the Plan for each spatial area. These combine to make an unnecessarily lengthy and cumbersome set of policies, although of itself this does not make the policies unsound.

185. I set out concerns on soundness in relation to a number of these policies in ID12 and I only summarise the reasons here. Firstly, DM14 is unsound because it introduces additional tests for retail development not found in the NPPF and not justified by any local circumstances. DM14 is not needed at all.

186. The NPPF paragraph 23, 3rd bullet states that LPAs should: define the extent of town centres and primary shopping areas (PSA), based on a clear definition of primary and secondary frontages in designated centres. The Proposals Map defines PSA and, beyond these areas, secondary frontages. No primary frontages are defined. Policy DM15 is titled Primary Shopping Areas. The policy wording goes on to refer to ground floor street frontages and the wording is a relevant policy for controlling development in primary frontages but these are not defined on the Proposals Map.

187. Policy DM15 is unsound as it is not consistent with national policy and there is no local justification for departing from the requirements of the NPPF. As primary frontages have not been defined, the reference to frontages in DM15 is not effective. Although PSAs have been defined, they are not consistent with the NPPF definition because they have excluded all of the secondary frontages. The use of terminology defined in the NPPF, but applied locally in a different way is confusing and is likely to undermine effective decision making, such as when considering whether certain retail proposals are *edge of centre*.

188. All this unsoundness is resolved in **MM20** by: the deletion of DM14 and changes to DM15 and 17 to appropriately relate to changes to the Proposals Map for the town centres (see below). DM17 also now appropriately makes clear that residential development above street level is acceptable at the opportunity sites identified in the town centres. Appropriate PSA, primary and secondary frontages and town centre boundaries are shown on amended plans for each of the towns, as follows: Totton **MM31**; Hythe **MM48**; Lymington

MM57; New Milton **MM76**; Ringwood **MM86**; and Fordingbridge **MM91**.

189. The identification of PSA is only necessary and appropriate where there is a defined town centre boundary. It is not meaningful to define or equate the protected shopping frontage within local centres as a PSA. Accordingly the changes the Council published along these lines in NFDC45 applying to frontages in Blackfield, Holbury and Fawley (MM53); Milford on Sea (MM61) and Bransgore (MM81) are not necessary for soundness and are not included in the attached schedule. Modifications **MAP-M11** and **MAP- M12** are necessary as these correct errors recognised by the Council on the plans showing the shopping frontages in Holbury and Fawley.
190. The identified town centre opportunity sites are appropriate to demonstrate a positive approach to the provision of town centre requirements and flexibility to respond to changing circumstances. There is no requirement for existing businesses to relocate if they do not wish to do so.
191. The Council accepts that TOT15.6 (railway siding, Junction Road) should be deleted from the list of town centre opportunity sites in Totton. The site is not required to be identified as an opportunity site, given the other opportunity sites identified and there is the potential that development would prejudice long term alterations to railway infrastructure that might be needed to increase the capacity of the junction of the Waterside line with the main line, particularly for freight (**MM32**). Opportunity site RING4.1 is The Furlong Long Stay Car Park in Ringwood. To ensure appropriate flexibility, the identification should not refer to a specific part of this large car park, especially as the long stay section is furthest from the existing PSA (**MM87**). The Council indicated that it is not the intention that any development would lead to a loss of parking spaces in the town centre, but that issue would be one to assess if and when a specific development proposal came forward.
192. In the submitted Plan, TOT18 identifies Rumbridge Street in Totton as a Local Shopping Area with a bespoke policy. The relevant part of Rumbridge Street is all within the defined Totton town centre and there are secondary frontages adjoining each end of the TOT18 policy area. In this context, it is illogical and inconsistent with the retail definitions used in the NPPF for TOT18 to be termed a *Local* Shopping Area. It should be either a primary or a secondary frontage to which the special requirements of TOT18 could apply.
193. The Council propose to identify Rumbridge Street as a secondary frontage within Totton town centre and outside the primary shopping area. This status is justified taking into account the secondary frontages at either end of the TOT18 area; the limited nature of retail here; and the physical separation of the street from the main shopping area which is north of the railway line. The submitted policy referred to retaining a minimum of 45% of the frontage as retail, but in reality it is already less than that and a 40% target is now justified (**MM33**).
194. With these changes the Plan makes appropriate provision for retail and town centre development.

Issue 6 Are the transport proposals/allocations consistent with the CS and the NPPF; will they assist delivery of the Hampshire Local Transport

Plan and are the details of proposals justified and effective?

Waterside railway and proposed stations

195. A single track railway runs from the main line in Totton through Marchwood and Hythe to Fawley and is used for freight. There is a long standing proposal by the County Council, supported by the District Council and others to use the line for passenger traffic with new/reopened stations in the main settlements. Passenger use of the line is sought by policy CS23(f). The submitted Plan contains allocations for new stations at Hounslow (Totton) (TOT22.3), Marchwood (MAR8.2) and Hythe (HYD8.1). But there was no clear justification for the precise boundaries shown and the potential implications had not been thought through.

196. The Council indicated at the hearing that it was no longer considered necessary to allocate/safeguard stations on the Waterside line. Recent work (NFDC33) indicates that the most likely locations are all within Network Rail operational land and that the station and facilities would be the minimum possible (to save costs). Accordingly, the allocations at Hythe and Hounslow are not justified and the allocation at Marchwood (which is still envisaged as a station utilising an existing platform), is not needed. There is insufficient evidence to draw any conclusions as to whether any alternative station site(s) would be operationally effective, deliverable or have any clear benefits over and above the sites currently being considered by the scheme promoters. The station allocations should therefore be deleted and revised explanatory text inserted at paragraph 3.5 (**MM24, MM36, MM47, MM49, MM51**).

Other transport proposals

197. Since submission of the Plan the Highway Authority has revised its schemes in the area as set out in the New Forest District Transport Statement (C115). A substantial scheme for capacity improvements between Dibden and the Totton Western by-pass has been much reduced in scale and only local improvements are now envisaged. The text in paragraph 3.6 needs amending to reflect the up-to-date position (**MM25**). The improvement scheme for the A35 in Totton has also been dropped and so TOT22.1 needs to be deleted (**MM35**).

198. The Plan includes a large number of relatively small schemes for improvements to footways, cycle paths and some bus stops. The schemes are included in the Plan where it is likely that land outside the existing highway would be required. These schemes are justified in principle because they accord with policy CS24 to promote walking and cycling and more sustainable means of transport and with the objectives of the Hampshire Local Transport Plan (R102). Given limited funding, not all schemes are likely to be implemented over the plan period, but it is not necessary for this Plan to choose local priorities and it is reasonable to have a pool of such small schemes to be implemented as and when funds and other circumstances permit. There are 4 exceptions to this general finding of soundness.

199. FORD 2.7 is a proposed footpath in Fordingbridge which would cross numerous private gardens (not shown on the OS base map used in the submitted Plan). Many of the residents object to the scheme. There would seem no prospect of it being implemented and it should be deleted as accepted by the Council

(**MM93**). The reference to *sight line* improvements at a junction in Hordle (HOR3.4) does not accurately reflect the likely nature of the works and should be deleted (**MM66**). I have already indicated that the Highway Authority no longer proposes scheme MAR8.1 and it should be deleted (**MM46**).

200. LYM10.6 is a proposal to widen the footway alongside Bath Road, Lymington. A plan produced by the Council (NFDC22) shows that, in practice, the policy need only apply to a short section of the footway and not the length shown in the plan accompanying the policy. The supporting text also needs to make clear that the acquisition of a narrow strip of private land is not the only way that this widening could occur (see ID12 for further background). The justified scope of the scheme is shown and explained in **MM59**.

Issue 7 Are the other Development Management Policies justified, are they consistent with the Core Strategy and NPPF and would they be effective in achieving their aims?

201. As this Plan is only part of the Council's overall local plan and the CS predates the NPPF it is still necessary to include a policy setting out the presumption in favour of sustainable development as has generally been included in plans progressed since publication of the NPPF (**MM3**).

202. The intention of DM1 in the submitted Plan to protect the pattern of historic streets and roads is justified, but it needs to be part of a comprehensive policy on heritage protection to supplement the aims of the CS. The publication of the NPPF removed some detailed national policies on heritage protection. The submitted Plan lacks adequate coverage of the topic.

203. The Council and English Heritage agreed (SCG1) the wording of new policy DM1 and supporting text as set out in NFDC45. Whilst this new text is probably more detailed than necessary, it is comprehensive and clear. I recommend these changes (**MM5** and **MM6**).

204. DM3 on renewable and low carbon energy generation is sound. Given the fairly narrow belt of land between the coast/plan boundary and the National Park boundary, the number of settlements within this belt and other constraints, it is unrealistic to expect specific areas to be identified where such development would be favoured. There is no need to identify land at Roeshot as a potential renewable energy centre to serve the urban extension to Christchurch on nearby land in Christchurch Borough. Any such proposal could be adequately assessed within the existing policy framework.

205. The text on renewable energy in the submitted Plan (2.15) emphasises the limited opportunities identified in the Council/NPA study, but those conclusions have proved unduly pessimistic in practice. The existing extensive references to the Council/NPA study are disproportionate and set a tone of constraint not justified by the policy or the approach required by the NPPF. Much of 2.15 should be deleted and reference made to other work exploring opportunities for renewable energy projects in Hampshire such as *Towards a Hampshire Energy Strategy* (**MM11**).

206. Policy DM5 seeks to respond to evidence (BP36) of predicted coastal erosion on some of the developed coast within the district. The generally restrictive approach is justified by the evidence, but the policy as submitted is too

207. inflexible and should allow for replacement dwellings subject to there not being an increase in residents who might be potentially at risk (**MM12**). The related map of predicted coastal erosion in the Plan is incorrect and needs replacing to define the extent of the coastline at risk, where it is not being defended (**MM13**).
208. Policy DM10 sets out an occupancy cascade for local needs housing. This is not a matter that should be addressed in such detail in a development plan policy. It primarily concerns housing management practice and is not applicable to how a decision maker should react to a development proposal (NPPF, paragraph 154). The policy is deleted in **MM15** with appropriate explanatory text substituted. (I have amended the text to refer to *prioritising* occupation for people with a local connection rather than *restricting* occupation, as funders of affordable housing need to be certain that dwellings would not be left vacant with no income to the housing provider.)
209. Policy DM11 seeks generally to allow care homes and extra care developments wherever housing would normally be permitted, but it seeks to exclude them from sites allocated for residential development under CS11 and CS12. Given the need to meet the minimum housing target set out in the CS and the special justification for, and requirements imposed on, CS12 sites, some limitation is justified. But flexibility should be introduced by ensuring that such uses are only precluded if the development would prejudice the achievement of the housing figures in CS11 and CS12 (**MM16**). All other development management policies not referred to elsewhere in the report are sound.

Assessment of Legal Compliance

210. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that on the basis of the modifications I recommend and the revised Habitat Regulations Assessment (NFDC47, September 2013) the Plan would meet them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	This Plan is identified in the approved LDS (December 2012, O54b) which sets out an expected adoption date of September 2013. The Plan's content are compliant with the LDS and the delay in adoption is a result of the lengthy suspension necessary for further work on habitat mitigation.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in June 2006 (S16) and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed main modification changes (MM).
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Appropriate Assessment (AA)	The HRA (July 2012, Doc12) which accompanied the submitted Plan sets out why AA is not necessary, other than for policy TOT11 Eling Wharf for which an AA was undertaken (December 2011, Doc13).

	However the assumptions made in the HRA report were not delivered in the submitted Plan. As explained under issue 1 above, a revised HRA report has been prepared (NFDC47, September 2013) and amendments made to the Plan to set out a mitigation strategy for European sites. Natural England has accepted the conclusions of the revised HRA. There is now regulatory compliance.
National Policy	The Plan complies with national policy except where indicated and modifications are recommended.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS.
2004 Act (as amended) and 2012 Regulations.	The Plan complies with the Act and the Regulations.

Overall Conclusion and Recommendation

211. The Plan has a number of deficiencies in relation to soundness and legal compliance for the reasons set out above which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the Act. These deficiencies have been explored in the main issues set out above.

212. The Council has requested that I recommend main modifications to make the Plan sound and legally compliant and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the Sites and Development Management DPD for New Forest District Outside the National Park satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the NPPF.

Simon Emerson

Inspector

This report is accompanied by the Appendix containing the Main Modifications

Inspector's Schedule of Main Modifications – Annex to Report

**New Forest District outside the National Park
Local Plan Part 2:
Sites and Development Management DPD**

March 2014

Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
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MM1	ID/12	Para.1.2	9	<p><i>Amend paragraph 1.2 as follows:</i></p> <p>On the adoption of this document, all of the Council's statutory development plan policies will be set out in two <u>main</u> documents:</p> <ul style="list-style-type: none"> • The Core Strategy • The Sites and Development Management Development Plan Document. <u>The Local Plan Part 2: Sites and Development Management</u> • <u>Policy DW-E12 'Protection of landscape features' from the New Forest District Local Plan First Alteration (adopted August 2005) and the areas protected by that policy shown on the Local Plan Proposals Map, will continue to be a 'saved' part of the Development Plan, pending a future review of the policy.</u> <p>[Note: the Development Plan for Minerals and Waste is prepared separately – jointly by Hampshire County Council, Southampton and Portsmouth City Councils, and the New Forest and South Downs National Park Authorities.]</p>
MM2	ID/12	Para.1.11	11	<p><i>Amend paragraph 1.11 as follows:</i></p> <p>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 <u>Local Plan Part 2: Sites and Development Management</u> all remaining policies in the Local Plan, <u>except Policy DW-E12</u>, 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.</p>

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MM3	Ch2.1	After Para. 2.1	13	<p><i>Add new Policy NPPF1 after paragraph 2.1 as follows:</i></p> <p><u>Policy NPPF1: National Planning Policy Framework - Presumption in favour of sustainable development</u></p> <p><u>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</u></p> <p><u>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</u></p> <ul style="list-style-type: none"> • <u>Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or</u> • <u>Specific policies in that Framework indicate that development should be restricted.</u>
MM4				Not used. Published change in NFDC45 not needed for soundness
MM5	Ch2.19i	DM1	13	<p><i>Delete Policy DM1 and replace with new policy as follows:</i></p> <p><u>Policy DM1: Heritage and Conservation</u></p> <p>a.) <u>Development proposals and other initiatives should conserve and seek to enhance</u></p>

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				<p><u>the historic environment and heritage assets, with particular regard to local character, setting, management and the historic significance and context of heritage assets.</u></p> <p><u>In particular:</u></p> <ul style="list-style-type: none"> • <u>All heritage assets will be protected in proportion to their significance. The more significant the heritage asset, the greater the presumption in favour of its conservation.</u> • <u>Development proposals should conserve or enhance the significance, character and appearance of heritage assets.</u> • <u>Any development that may affect archaeological remains should demonstrate the likely impact upon the remains and where appropriate, include mitigation measures to reduce that impact. Any information gained as a result of the investigation should be publicly available.</u> • <u>Development proposals should respect historic road, street and footpath patterns that contribute to the character and quality of an area.</u> <p><u>b.) In assessing the impact of a proposal on any heritage asset, account will be taken of:</u></p> <ul style="list-style-type: none"> • <u>the impact of the proposal on the heritage asset and its significance, with regard to the nature of the significance of the heritage asset and the value that it holds for this and future generations</u> • <u>the impact of the proposal on the setting of the heritage asset</u> • <u>the impact of the proposal on public access to, and enjoyment and appreciation of, the heritage asset.</u> <p><u>If there would be harm to the heritage asset account will be taken of:</u></p> <ul style="list-style-type: none"> • <u>how any conflict between climate change objectives and the conservation of the heritage asset is addressed and mitigated</u> • <u>whether the public benefits of a proposal outweigh any harm caused to the heritage asset. Exceptions to the principle of safeguarding heritage assets from inappropriate development will only be considered where substantial harm is avoided and where the public benefits of a proposed development can be clearly demonstrated to outweigh the level of harm to the significance of the heritage</u>
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				<p><u>asset.</u></p> <p><u>c.) Where appropriate and necessary to secure the long term future of a heritage asset, in particular where it is in a poor condition or at risk, an exception may be made to other local plan policies, providing:</u></p> <ul style="list-style-type: none"> <u>the nature of the heritage asset means it is not suitable for all reasonable uses of the site which accord with local plan policies</u> <u>the proposal will not materially harm the significance of the heritage asset and its setting, and is sympathetic to its conservation</u> <u>any variance in, or departure from, other policies, is minimised to that necessary to secure the heritage asset, and the benefits of securing the long term conservation of the heritage asset outweigh the disbenefits.</u> <p><u>d.) The local planning authority will work with others, and in particular with local communities, to identify, record and give appropriate recognition to heritage assets not subject to a national designation, but which are of local significance.</u></p>
MM6	Ch2.20	Para. 2.7 – 2.8	13-14	<p><i>Delete paragraphs 2.7 – 2.8 in the submitted Plan and replace with new paragraphs 2.7a, 2.7b, 2.7c and 2.8, and new Figure 3 as follows:</i></p> <p><u>C2.7a Heritage assets include listed buildings, scheduled ancient monuments, conservation areas, historic parks and gardens, locally listed buildings, locally listed historic parks and gardens, archaeological sites, historic landscapes, and locally important historic road, street and footpath patterns, and the setting of these assets. Identified heritage assets in the Plan Area are set out in Figure 3. The Archaeology and Historic Buildings Record (AHBR) is the Historic Environment Record for Hampshire County Council. The Historic Environment Record (HER) provides the evidence base.</u></p> <p><u>2.7b Many heritage assets are not formally designated, for example, sites with archaeological interest may not currently be designated as ancient monuments, and locally distinct buildings valued by a local community, may not be listed buildings. Local heritage assets may be identified through Local Distinctiveness SPD.</u></p>

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				<p><u>Conservation Area Appraisals, and neighbourhood/community plans, and should be supported by an evidence base that records information on the significance of the heritage asset.</u></p> <p><u>2.7c Historic road, street and footpath patterns 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.</u></p> <p><u>2.8 The Policies/Proposals Maps identify Conservation Areas, sites of historic interest (not on the register), and burgage plots. Listed Buildings and Ancient Monuments are not shown on the Proposals Maps.</u></p> <p>Figure 3: New Forest District (outside the National Park) Identified Heritage Assets</p> <table border="1"> <thead> <tr> <th><u>Conservation Areas</u></th> <th></th> </tr> </thead> <tbody> <tr><td>Ashlett Creek, Fawley (part)</td><td>2000 (original designation 1993)</td></tr> <tr><td>Bickton</td><td>1999 (original designation 1981)</td></tr> <tr><td>Breamore (part)</td><td>2000 (original designation 1981)</td></tr> <tr><td>Buckland, Lymington (part)</td><td>1999 (original designation 1988)</td></tr> <tr><td>Damerham</td><td>2000 (original designation 1976)</td></tr> <tr><td>Eling (Totton)</td><td>2000 (original designation 1979)</td></tr> <tr><td>Fordingbridge</td><td>1999 (original designation 1975)</td></tr> <tr><td>Hanger Farm, Totton</td><td>2000 (original designation 1986)</td></tr> <tr><td>Harbridge</td><td>1999 (original designation 1993)</td></tr> <tr><td>Hazel Farm, Totton</td><td>1999 (original designation 1996)</td></tr> <tr><td>Hythe</td><td>2000 (original designation 1978)</td></tr> <tr><td>Ibsley</td><td>1999 (original designation 1981)</td></tr> <tr><td>Lymington</td><td>1999 (original designation 1977)</td></tr> <tr><td>Lymington (Kings Saltern)</td><td>2001</td></tr> <tr><td>Martin</td><td>2000 (original designation 1974)</td></tr> <tr><td>Milford-on-Sea</td><td>1999 (original designation 1975)</td></tr> <tr><td>Old Milton Green, New Milton</td><td>1999 (original designation 1993)</td></tr> </tbody> </table>	<u>Conservation Areas</u>		Ashlett Creek, Fawley (part)	2000 (original designation 1993)	Bickton	1999 (original designation 1981)	Breamore (part)	2000 (original designation 1981)	Buckland, Lymington (part)	1999 (original designation 1988)	Damerham	2000 (original designation 1976)	Eling (Totton)	2000 (original designation 1979)	Fordingbridge	1999 (original designation 1975)	Hanger Farm, Totton	2000 (original designation 1986)	Harbridge	1999 (original designation 1993)	Hazel Farm, Totton	1999 (original designation 1996)	Hythe	2000 (original designation 1978)	Ibsley	1999 (original designation 1981)	Lymington	1999 (original designation 1977)	Lymington (Kings Saltern)	2001	Martin	2000 (original designation 1974)	Milford-on-Sea	1999 (original designation 1975)	Old Milton Green, New Milton	1999 (original designation 1993)
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				<p>Ringwood 1999 (original designation 1983)</p> <p>Rockbourne 2000 (original designation 1976)</p> <p>Royal Naval Armaments Depot, Marchwood 1999 (original designation 1997)</p> <p>Sopley 1999 (original designation 1976)</p> <p>Whitsbury 2000 (original designation 1976)</p>
				<p>Listed Buildings* 1665 buildings</p>
				<p>English Heritage Register of Parks and Gardens Breamore Park SU155192</p>
				<p>Hampshire Register of Historic Parks and Gardens (not on the National Register)</p> <p>On the Hampshire Register of Historic Parks and Gardens: hants.gov.uk/landscape-and-heritage/historic-environment/parks-gardens.htm</p> <p>Including the following identified on the Proposals/Policies Maps:</p> <p>Everton: Efford House SZ 299943</p> <p>Fordingbridge: Burgate Manor (Game Conservancy), Fordingbridge SU 153146 Fryern Court SU 143161</p> <p>Milford-on-Sea: Newlands Manor, Milford-on-Sea SZ 286933</p> <p>Ringwood: Sommerley Park, Ringwood Forest SU 132082</p> <p>Sandleheath: Sandle Manor SU 136148</p> <p>Totton: Testwood House, Testwood Lane, Totton SU 360144</p>
				<p>Burgage plots Nos. 2 to 24 High Street Lymington Nos. 45 to 51 High Street Lymington</p>

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				<p><u>Nos. 55 to 58 High Street Lymington</u> <u>Nos. 63 to 75 High Street Lymington</u> <u>Nos. 124 to 131 High Street Lymington</u> <u>Nos. 43 to 48 St Thomas' Street Lymington</u></p> <p><u>Scheduled Ancient Monuments</u> *</p> <p>Notes: * - <u>Designated Heritage Asset not specifically identified on the Proposals/Policies Map</u></p> <p><u>For further information - The Archaeology and Historic Buildings Record</u> <u>Historic Environment Record (HER) for Hampshire County Council provides supplementary information: hants.gov.uk/landscape-and-heritage/historic-environment/historic-buildings-register.htm</u></p>
MM7	Ch2.22	Para.2.9	14	<p><i>Insert new paragraph 2.9 as follows:</i></p> <p>2.9 <u>As set out in Core Strategy Policy CS3, the overall objective is that developments should protect, and where possible, enhance biodiversity.</u></p>

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MM8	Ch2.21 Minor changes from NFDC45	DM2	14	<p><i>Delete Policy DM2 in the submitted Plan and replace with new Policy DM2a as follows:</i></p> <p><u>Policy DM2a: Nature conservation, biodiversity and geodiversity</u></p> <p><u>Development proposals which would be likely to adversely affect the integrity of a designated or candidate Special Area of Conservation (SAC), classified or potential Special Protection Area (SPA), or listed Ramsar site will not be permitted unless there is no alternative solution and there are imperative reasons of overriding public interest which would justify the development.</u></p> <p><u>Development proposals within or outside a Site of Special Scientific Interest (SSSI) which would be likely to adversely affect the site will not be permitted unless the benefits of the development clearly outweigh both the adverse impacts on the site and any adverse impacts on the wider network of SSSIs.</u></p> <p><u>Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance (including Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), Regionally Important Geological/Geomorphological Sites (RIGGS), and habitats of species of principal importance for biodiversity) will not be permitted unless the benefits of the development outweigh the harm it would cause to the site, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity.</u></p> <p><u>Development proposals will be expected to incorporate features to encourage biodiversity and retain and, where possible, enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity.</u></p> <p><u>Where development is permitted, the local planning authority will use conditions and/or planning obligations to minimise the damage, provide mitigation and site</u></p>
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				<p><u>management measures, and where appropriate, compensatory and enhancement measures.</u></p> <p><u>Development will not be permitted which would adversely affect species of fauna or flora that are protected under national or international law, or their habitats, unless their protection can be adequately secured through conditions and/or planning obligations.</u></p>
MM9	Ch2.22	Para.2.10-2.11	14	<p><i>Amend paragraph 2.10 and replace paragraph 2.11 with new paragraphs 2.11a, 2.11b, and 2.11c as follows:</i></p> <p>2.10 Sites of national 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. These designations are not made through the development plan process. They are subject to international and national legislation and procedures. Candidate and potential designations will be considered as if they have been designated, in accordance with the National Planning Policy Framework. Many Sites of Special Scientific Interest (SSSIs) are also designated as sites of international importance.</p> <p><i>(Paragraph 2.11 of the submitted Plan is deleted)</i></p> <p>2.11a <u>Locally designated Sites of Importance for Nature Conservation (SINCs) are not shown on the Proposals Map as the areas subject to this designation may change, or be added to over the Plan period.</u></p> <p>2.11b <u>Where compensatory measures are required, these shall result in no net loss to biodiversity, factoring in such considerations as the certainty with which the measures will deliver the requisite biodiversity value and the time it will take before the measures deliver the requisite biodiversity value.</u></p>

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				<i>(Paragraph 2.9 in the submitted Plan becomes paragraph 2.11c and is unchanged)</i>
MM10	ID/9 Minor changes to NFDC45			<p><i>Insert new section on Habitats Regulations Assessment and the Protection of European sites, including new Policy DM2b:</i></p> <p><u>Habitats Regulations Assessment and the protection of European sites</u></p> <p><u>2.11d The overall level of development planned within the area, as set out in the adopted Core Strategy, has been restricted to avoid harmful effects that development could have on the European designated nature conservation sites. In the context of this lower development rate, the Core Strategy Habitats Regulations Assessment (HRA) concluded that the housing provision policies have uncertain in-combination effects in relation to disturbance effects on the New Forest SAC, SPA and Ramsar sites (New Forest European sites) as they may result in an increase in visitor recreational pressure. Adopting the “precautionary approach” the HRA concluded that, with the mitigation and avoidance measures included in the Core Strategy policies, the plan will not adversely affect the designated European nature conservation sites.</u></p> <p><u>2.11e With regard to the Solent and Southampton Water European nature conservation designations (the Solent Coast European sites), work done since the Core Strategy was adopted on the Solent Disturbance and Mitigation Project (SDMP) has concluded that adverse significant effects associated with the new housing planned around the Solent cannot be ruled out. Therefore, in line with the “precautionary approach”, mitigation measures are also required relating to these possible impacts.</u></p> <p><u>2.11f Taking on board the Core Strategy HRA and the SDMP, the Habitats Regulations Assessment of the Local Plan Part 2 concludes that likely significant effects on both the New Forest and the Solent and Southampton Water SPA/SAC/Ramsar nature conservation designations associated with recreational impacts from the planned residential development cannot be ruled out. A precautionary approach is appropriate in line with the requirements of the Habitats Regulations until the evidence base is refined. The HRA concludes that mitigation is therefore required for all additional housing development within the Plan Area. All development within the Plan Area will</u></p>

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				<p><u>be required to contribute towards this required mitigation.</u></p> <p><u>2.11g The mitigation framework set out in Policy DM2b is based on the evidence set out in, and recommendations of, the Habitats Regulations Assessment of the Local Plan Part 2.</u></p> <p><u>2.11h All parts of the Plan Area lie close to the New Forest European sites and some parts of the Plan Area also lie within 5.6kms of the Solent Coast European sites. Given limited leisure time, it is logical to assume that the overall number of recreational trips to the European sites is not increased by being closer to the coastal sites as well as the New Forest sites. Hence the mitigation strategy does not differentiate between different parts of the Plan Area in setting the mitigation requirements from developers. The allocation to projects of the funds received, however, will take into account the location of the sites. Overall, the best current assessment is that mitigation measures should aim to offset a total of around 80,000 potential visits per annum to the European nature conservation designations. The achievement of this target would mean that there would be no growth in visitor numbers to the designated sites as a consequence of the additional housing planned in the Local Plan Part 2 that could result in harmful impacts.</u></p> <p><u>2.11i The HRA sets out that, if the mitigation were to be provided in full through Suitable Alternative Natural Green Space (SANGS), at a provision rate adopted elsewhere of 8ha per 1,000 population generated by the new housing development, then this would require some 80ha of SANGS provision. However, this approach would be unlikely to be deliverable. A package of measures as set out in Policy DM2b is deliverable and will be effective in mitigating potential harmful impacts on the European nature conservation designations, subject to monitoring and review of delivery and effectiveness of individual projects.</u></p>
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				<p><u>Policy DM2b: Mitigation of impacts on European nature conservation sites</u></p> <p><u>Except as provided for in the first paragraph of Policy DM2a, development will only be permitted where the Council is satisfied that any necessary mitigation is included such that, in combination with other developments, there will not be adverse effects on the integrity of:</u></p> <ul style="list-style-type: none"> • <u>the New Forest European nature conservation sites (the New Forest SAC; New Forest SPA; the New Forest Ramsar site) or</u> • <u>the Solent Coast European nature conservation sites (the Solent Maritime SAC; Solent and Southampton Water SPA; Solent and Southampton Water Ramsar site).</u> <p><u>For residential development, the required suite of mitigation measures relating to the European nature conservation sites consists of a combination of the following measures:</u></p> <p><u>(a) Provision of alternative natural green spaces (SANGS) and recreational routes: new or improved open space and recreational routes of a quality and type suitable to attract residents of new development within the Plan Area who might otherwise visit the European nature conservation sites for recreation. These will be delivered by:</u></p> <ul style="list-style-type: none"> • <u>Additional areas of publicly accessible natural green space (30 to 40 ha) of SANGS quality</u> • <u>Enhancing the character and accessibility of existing public open spaces, to provide additional areas of publicly accessible natural green space of SANGS quality ;</u> • <u>Improvements to walking routes and the connectivity between local green spaces, to be more attractive to local residents who might otherwise visit the European nature conservation sites.</u> <p><u>(b) Access and Visitor Management: measures to manage the number of recreational visits to the New Forest European sites and the Solent Coast European sites; and to modify visitor behaviour within those sites so as to reduce the potential for harmful recreational impacts.</u></p> <p><u>(c) Monitoring of the impacts of new development on the European nature</u></p>
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				<p><u>conservation sites and establishing a better evidence base: to reduce uncertainty and inform future refinement of mitigation measures.</u></p> <p><u>To achieve these mitigation measures, all residential developments that result in additional dwellings will be required to provide for appropriate mitigation and/or financial contributions towards off-site mitigation. This will need to be agreed and secured prior to approval of the development. The required level of contributions (to be set out in more detail in the Mitigation Strategy Supplementary Planning Document) will be based on x/y where:</u></p> <p><u>x = the assessed overall cost of the package of mitigation measures set out in (a) and (b) above needed to offset potentially harmful visits to the European nature conservation sites, and</u></p> <p><u>y = the number of contributing dwellings (having regard also to the size of the dwellings).</u></p> <p><u>On sites of 50 or more dwellings the full mitigation requirements should be met by provision of SANGS on-site or close to the site, based on a standard of 8ha of SANGS per 1,000 population. The details of the SANGS will need to be agreed with Natural England as part of the planning application process. This provision should be available for new occupants of the development at the time of first occupation.</u></p> <p><u>Informal open space required by Policy CS7 will be accepted as a part of the mitigation contribution where it is demonstrated as contributing towards SANGS requirements.</u></p> <p><u>In addition, all residential developments will be required to contribute towards monitoring [measure (c)].</u></p>

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				<p><u>2.11j The purpose of 'Suitable Accessible Natural Green Spaces' (SANGS) is to provide natural green spaces which are accessible to the public that provide a suitable recreational alternative (either individually or in combination with other sites and routes) for a visit which may otherwise have been made to a European nature conservation site. Within the Plan Area the main type of recreational activity for which SANGS should be designed are recreational walks and dog-walking, as these are the main recreational reasons for local residents visiting the New Forest and Solent Coast European sites. Providing appropriate 'SANGS' will involve:</u></p> <ul style="list-style-type: none"> • <u>Providing new green spaces</u> • <u>Improving access to green spaces</u> • <u>Improving the naturalness of green spaces</u> • <u>Improving connectivity between green spaces</u> <p><u>2.11k The informal open space allocations in the plan, together with informal public open space provided in association with new residential development under Policy CS7, will be expected to be designed so that it can contribute to SANGS*.</u></p> <p><u>2.11l Policy DM2b recognises that, especially given the attractiveness of the New Forest and Solent Coast for recreational activities, the provision of SANGS will not deflect all potential recreational visits generated by new residential development away from the New Forest and the protected coast. Therefore an important component of the mitigation strategy will be the management of recreational visits to designated sites. Management measures will include access management, increased wardening and information provision, with the objective of avoiding or minimising the impact of those visits on the sensitive areas.</u></p> <p><u>2.11m Based on the HRA, it is estimated that the provision of additional natural green spaces (SANGS) as set out in Policy DM2b(a) will have the potential to offset some 30,000 - 40,000 a year potential visits to European nature conservation sites. This calculation, however, is based on assumed very low usage rates of the new SANGS and if the SANGS are designed in a way that enhances their attraction then it would</u></p>

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				<p><u>be expected that the number of visits diverted could be very much higher.</u></p> <p><u>2.11n It is provisionally assessed that the other measures set out in parts (a) and (b) of Policy DM2(b) will need to offset up to some 40,000 - 50,000 trips per annum to the European nature conservation sites.</u></p> <p><u>2.11o The effectiveness of the measures set out in Policy DM2b will be carefully monitored, working closely with the National Park Authority, Natural England and other parties and consequential reviews of the mitigation approach will be carried out if necessary.</u></p> <p><u>2.11oi The effectiveness of proposals for alternative natural green spaces and recreational walking routes will be assessed against the following criteria:</u></p> <ul style="list-style-type: none"> • <u>The proposal must provide an attractive natural green space or recreational walking route with the potential to mitigate the impact of the appropriate number of potential visits to a European designation.</u> • <u>The proposals should be well connected to or in close proximity to the residential development it is designed to attract visits from.</u> • <u>The proposal should be welcoming and safe for users; dense trees and scrubs should not cover parts of the walking routes.</u> • <u>The proposal should provide or make a significant contribution to a recreational walking route, accessible from residential areas. A circular route of at least 2.3 km is desirable.</u> • <u>Routes and open spaces should be clearly sign-posted or way-marked.</u> • <u>Access by the public must be largely unrestricted and there should be opportunities for dogs to exercise freely and safely off lead.</u> • <u>Paths should be well maintained, useable throughout the year, and be rural in character.</u> <p><u>2.11p The allocation of funding towards mitigation of harmful impacts of the coastal European nature conservation designations will have regard to the measures set out in the Solent Disturbance and Mitigation Project Phase 3 (Towards an Avoidance and Mitigation Strategy).</u></p> <p><u>2.11q More detailed guidance on the required mitigation measures and financial</u></p>
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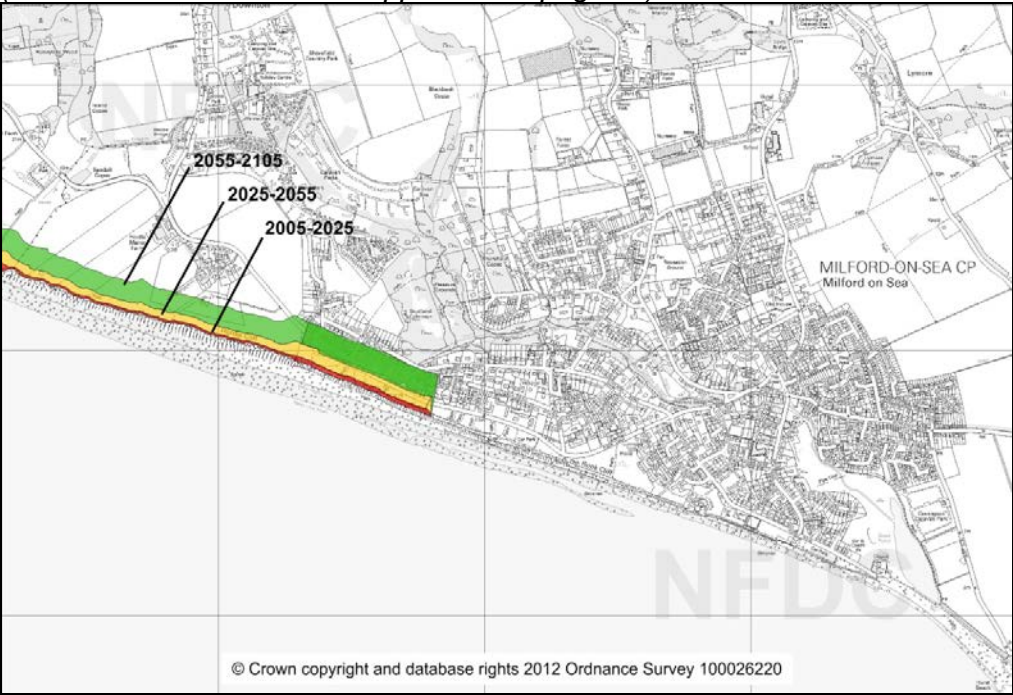
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				<p><u>contributions, and on specific mitigation proposals and their implementation, will be set out in Mitigation Strategy Supplementary Planning Document. This will include proposals for SANGS and other projects for each settlement where a significant amount of new residential development is proposed, to offset the potential harmful impacts on the European Nature Conservation designations, proportional to the potential additional visits generated by the new development in each settlement.</u></p> <p><u>2.11r The Mitigation Strategy SPD will be followed by a second SPD which will give further consideration to identifying important neighbourhood-level green infrastructure features (as identified in Policy DM9) and give further guidance on enhancement projects.</u></p> <p><u>2.11s An essential component of the mitigation package is setting up evidence-gathering and monitoring systems to establish better information. Monitoring will be essential to ensure that the mitigation strategy is successful. Provision of better baseline information against which to monitor the impacts of the mitigation strategy should be given a priority in the early part of the Plan Period. If, over time, the monitoring and establishment of better data demonstrates that the mitigation framework outlined in Policy DM2b is not achieving the intended effects, then this framework will be revised in a review of the development plan. The implementation and effectiveness of the detailed proposals set out in the Mitigation Strategy SPD will also be kept under review and revised if necessary.</u></p> <p><u>2.11t Until the Community Infrastructure Levy (CIL) has been adopted, the requirements for developers to provide mitigation/contributions will be implemented through planning agreements and conditions. Once the CIL is adopted, the requirements of EU legislation regarding mitigation of impacts on European nature conservation designations will be recognised in the allocation of CIL funds.</u></p> <hr/> <p><u>* New residential development required to provide informal public open space of 2ha per 1000 population. (Public open space standard of 3.5ha per 1000 also includes provision for designed play spaces for children and young people and formal recreational space such as playing pitches.) Informal public open space provision, if designed as publicly accessible natural green space will contribute towards the total SANGS provision.</u></p>
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MM11	ID/12 Ch2.26	2.15	15	<p><i>Amend paragraph 2.15 and add new paragraph 2.15a as follows:</i></p> <p>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 included 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:</p> <ul style="list-style-type: none"> 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; v. infrastructure associated with offshore wind farm development. <p><u>2.15a Regard will also be had to the Hampshire County Council commissioned study titled 'Towards a Hampshire Energy Strategy' (April 2010) when considering proposals for renewable energy schemes including those related to developments in or close to the plan area.</u></p>

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MM12	Ch2.3/ NFDC35	DM5	17	<p><i>Amend the criteria in Policy DM5 as follows:</i></p> <ul style="list-style-type: none"> a. New residential development will generally not be appropriate (subject to the exceptions in criteria e.i,and e.ii, <u>and e.iii</u> below); e. ii.....of the property and iii. <u>replacement dwellings where the development does not result in a potential increase in the number of people living in a property at risk from the effects of coastal erosion.</u>
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MM13	Ch2.19	Map DM5a	18	<p><i>Revise Map DM5a to refer to the 'With Present Management' map data rather than 'No Active Intervention' maps from the Poole and Christchurch Bay Shoreline Management Plan (PCBSMP Document BP36 Appendix C3 page 94).</i></p> 
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MM14	ID7/ID9 NFDC17a Ch2.24, Ch2.5(v2), Ch2.6, Ch2.25	2.26 – 2.40 DM7, DM8 and DM9	19-22	<p><i>Replace paragraphs 2.26 – 2.40 of the submitted Plan with new text, amend Policy DM7, delete Policy DM8 and amend Policy DM9:</i></p> <p>Green Infrastructure, open spaces, sport and recreation [Section 6.7 of Core Strategy]</p> <p><i>(Paragraphs 2.24 and 2.25 of the submitted Plan are retained unchanged)</i></p> <p>2.26 <u>As set out in Policy DM2b, the provision of publicly accessible natural green spaces (SANGS) and enhancements of green infrastructure, in and close to towns and villages, has a significant role in mitigating the recreational impacts of new residential development on European nature conservation sites (in accordance with the Habitats Regulations).</u></p> <p>2.27 <u>Some strategic green infrastructure issues, in particular the mitigation of recreational impacts on European nature conservation sites within or close to the Plan Area, cross local authority areas. The Council will work with other local authorities and agencies to secure the delivery of appropriate strategic GI projects.</u></p> <p>2.28 <u>As well as having a role in the mitigation of the recreational impacts of development on European nature conservation sites, this Plan recognises the important contribution that the green spaces and features (green infrastructure) make to the quality of life in the towns and villages, and the impact this can have on health and well-being.</u></p> <p>2.29 <u>Policies in the Local Plan:</u></p> <ul style="list-style-type: none"> • <u>protect existing areas of public and private open space – informal (amenity/ natural green spaces), formal (sports pitches and playing fields) and play facilities/areas (See Policy DM7, and Policy CS7); and</u> • <u>provide a framework for the preparation of a two part Green Infrastructure Strategy, which will:</u> • <u>assist in the delivery of measures to mitigate the recreational impacts of residential development on internationally important nature conservation sites (The Mitigation Strategy (Part 1)) (See Policy DM2b), and</u>

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				<ul style="list-style-type: none"> • <u>provide for the protection and enhancement of important green infrastructure features within settlements (Part 2).</u> <p>2.30 <u>Important landscape features, which contribute towards the local networks of green infrastructure and local distinctiveness, continue to be protected by saved policy DW-E12 (protection of landscape features) from the New Forest District Local Plan First Alteration through the Landscape Feature designations of that Plan identified on the Proposals/Policies Maps. There will be an early review of these landscape feature designations, undertaken as part of the preparation of the Green Infrastructure Strategy (Part 2).</u></p> <p>2.31 <u>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, including those which will be designed as Suitable Accessible Natural Green Spaces (SANGS). Some are set out as site-specific proposals, others are required as part of development proposals made in this Plan.</u></p> <p>Policy DM7: Protection of public open space, private recreation land and school playing fields</p> <p>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. <u>An exception to this policy may be made where the loss of existing open space (public open spaces, private recreation land/playing fields/sports grounds and school playing fields) resulting from a proposed development will be replaced by equivalent or better provision in terms of quantity, quality and accessibility, in a suitable location.</u></p> <p>2.32 <u>Policy DM7 and saved policy DW-E12 from the New Forest District Local Plan First</u></p>

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				<p><u>Alteration relate to specific 'green features' which make a significant contribution to the green infrastructure within the towns and villages. These designations alone can appear as isolated areas on the Proposals/Policies Maps. However they are usually part of a wider network of green areas and open spaces (collectively referred to as green infrastructure) 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 will be identified in the Green Infrastructure Strategy (Part 2) which will be prepared as a Supplementary Planning Document to this Plan.</u></p> <p>2.33 <u>Policy DM9 provides the overall framework for the preparation of the Green Infrastructure Strategy (Part 2). The Green Infrastructure Strategy (Part 2) will identify important neighbourhood-level green infrastructure and enhancement projects. It will include green infrastructure features which contribute to the local networks of green infrastructure by providing important connecting linkages. Some of these features have already been identified in the adopted Local Distinctiveness Supplementary Planning Documents, or as 'Landscape features' protected by Policy DW-E12 in the New Forest District Local Plan First Alteration (and as identified by a subsequent review of that policy). In addition to the specific recreational mitigation measures which will be set out in Part 1 of the Green Infrastructure Strategy (the Mitigation Strategy), green infrastructure features will also contribute recreational and biodiversity benefits, and help to mitigate recreational impacts of residential development on internationally important nature conservation sites.</u></p> <p>Policy DM9: Green Infrastructure linkages</p> <p>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.) <u>within settlements.</u></p> <p>In particular development proposals should:</p> <p>(i) maintain green buffers between development and major transport routes;</p>
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				<p>(ii) maintain and enhance the character of tree lined streets and streets with spacious verges;</p> <p>(iii) make a feature of watercourses and their banks, and avoid putting the watercourse into a culvert.</p> <p>(iv) 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;</p> <p>(v) 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.</p> <p>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.</p> <p>Any development proposal deemed likely to add to recreational pressures on sensitive European (nature conservation) sites will be required to contribute to the provision of alternative natural green-space.</p> <p><u>In designing new development, even where the loss of some trees and hedgerows or other existing green infrastructure is unavoidable, developers should seek to:</u></p> <ul style="list-style-type: none"> • <u>retain identified 'Landscape features';</u> • <u>minimise the loss of existing 'green' features on a site;</u> • <u>maximise the potential to create links with adjoining green infrastructure;</u> • <u>provide natural green spaces within a development; and</u> • <u>maintain or create wildlife corridors through a site.</u> <p><u>The following green infrastructure linkage features, which have an important role in providing connectivity between other green infrastructure and open spaces, will be identified in the Green Infrastructure Strategy Supplementary Planning Document:</u></p> <p>i. <u>'green links' between green spaces within the settlements and between the built-up area and the countryside;</u></p>

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				<p>ii. <u>'green buffers' between development and major transport routes;</u> iii. <u>tree-lined streets and streets with spacious verges;</u> iv. <u>watercourses and their banks.</u></p> <p><u>The presence of these features should be taken into account and influence the design of development proposals.</u></p> <p>2.34 <u>The features referred to in parts (ii) (iii) and (iv) of policy DM9 all provide connecting elements of green infrastructure within a settlement, and have amenity and biodiversity value. A review of 'Landscape features' (Policy DW-E12 of the Local Plan First Alteration 2005) will be undertaken within the preparation of the Green Infrastructure Strategy Supplementary Planning Document. Consequential changes will be made to the Local Plan in a future review.</u></p> <p><i>(Paragraphs 2.35-2.40 are deleted)</i></p>
MM15	Ch2.17	DM10 and para.2.53	24	<p><i>Delete Policy DM10 and paragraph 2.53 of the submitted Plan and replace with the following:</i></p> <p>2.53 <u>It is essential for the delivery of the Core Strategy that the additional affordable housing provided under Core Strategy Policy CS12 specially to address a local need is actually occupied by the local people whose needs it is intended to address. Any planning permission for development in accordance with Policy CS12 will be required, by legal agreement, to prioritise the occupation of the affordable housing element of the development to occupiers that have a local connection.</u></p> <p>2.53a <u>Housing management policies will establish appropriate allocation policies to ensure the affordable housing provided under Core Strategy Policy CS12 is directed primarily towards the needs of the community in which the development is located. 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).</u></p>

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MM16	Ch2.18	DM11	25	<p><i>Amend Policy DM11 as follows:</i></p> <p>DM11: Residential accommodation for older people</p> <p>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, <u>if they would prejudice the achievement of the housing figures set out in those policies.</u></p>
MM17	<p>ID/12 NFDC19 Ch2.8 and further proposed change.</p> <p>Changes to text in NFDC45</p>	2.57- 2.59	25	<p><i>Delete paragraphs 2.57-2.59 and replace with the following:</i></p> <p>2.57 <u>New Forest District Council took part in the ‘Travellers Accommodation Assessment for Hampshire 2013’, along with other Hampshire authorities. This assessment found a need for 10 additional pitches for travellers up to 2017 and a further two pitches up to 2027 within the Plan Area. Based on this assessment, this Plan makes provision for around 8 additional pitches for gypsies and travellers through an extension to the existing site at Little Testwood Farm, Totton (See Policy TOT10, Section 3). In addition, the Council has recently permitted two residential pitches at Wellow, which contribute towards meeting the identified needs. However, the adequacy of the 2013 Accommodation Assessment was not tested during the Examination of this plan.</u></p> <p>2.58 <u>With regard to travelling showpeople, the assessment found that an additional plot is required in the Plan Area up to 2017. Given this low level of need, it is considered that the best approach is to meet this need by responding 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.</u></p> <p>2.59 <u>The Council will work with neighbouring authorities to address the need for travellers’ transit provision in the wider area as recommended in the Accommodation Assessment.</u></p>

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				<u>2.59a Provision to meet the accommodation needs of travellers' and travelling showpeople and the adequacy of the evidence on future need will be reviewed as part of the next review of the Local Plan.</u>
MM18	ID/12	Following 2.63	26	<p>Add new paragraph after 2.63 as follows:</p> <p><u>2.63a Uses which are appropriate on employment sites include: industrial, office, business, storage and distribution uses falling within classes B1, B2 and B8 of the Use Classes Order; other uses which are compatible with those listed above and which also generate employment include leisure, hotel, and retail development. (Note: Any town centre uses will also be the subject of the sequential test and other assessments required by national or other local policies. Employment in the construction stage of a development is not included in this definition.)</u></p>
MM19	ID/12 NFDC24 and further change	DM12	26	<p>Replace sub-section title, amend Policy DM12 (see also amended maps in Appendix 1 Part F) and provide associated note, add new Policy DM12b, amend paragraph 2.64 and add new paragraph 2.64a:</p> <p><u>Marine-related employment sites Sites for marine-related businesses and access to the water</u></p> <p>Policy DM12a: Employment land Sites identified as particularly suitable for marine-related uses businesses</p> <p><u>Land adjoining the water frontage within the following sites is identified as being Within the framework set by Core Strategy Policies CS17(g) and CS18(f), the following sites provide wharves or other boat launching facilities which make them particularly suitable for marine-related businesses:</u></p> <ol style="list-style-type: none"> Marchwood Industrial Park (wharf and environs) Cracknore Industrial Park Marchwood Military Port Hythe Marina Boat Yard, Endeavour Way Hythe Boat Yard, St. Johns Street

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				<p>e. Hythe Marine Park, Shore Road f. Lymington Marina, Bath Road g. Bath Road, Lymington, yacht clubs, harbour office, car and boat parks h. Boat Yard, Mill Lane, Lymington j) Boat Works, Undershore Road, Lymington i. Lymington Yacht Haven, King's Saltern Road</p> <p>New employment-development on these sites should secure opportunities for marine-related businesses to have access to the water frontage. <u>be designed to ensure the retention of existing wharves, boat launching facilities and vehicular access thereto¹.</u></p> <p><u>DM12b: Maintaining access to the water</u></p> <p><u>Development proposals should be designed to enable the continued use of slipways, including public hard, to access inland and coastal waters.</u></p> <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. <u>Policy CS17(g) refers to the aim to encourage the marine sector and Policy CS17(j) seeks to retain suitable employment sites with direct access to the coast for marine-related businesses; and Policy CS18(f) states that sites suitable to accommodate marine industries will be identified.</u></p> <p><u>2.64a In addition to maintaining access to coastal waters for marine related industry, the various existing facilities along the coast which provide points of access to the water for public recreational uses should not be prejudiced by development proposals.</u></p> <p><u>Note¹ The general locations of the facilities protected by Policy DM12a are indicated on the Proposals Maps. The policy applies to where there is a wharf, quay or slipway where boats are berthed or</u></p>
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				moored, lifted or launched.
MM20	ID/12	2.68-2.75 DM15, DM16, DM17	28-30	<p><i>Amend paragraphs 2.68 – 2.75 including the insertion of new paragraphs 2.72a, 2.73a, 2.73b and 2.73c. Delete Policy DM14 and amend Policies DM15 and DM17 as follows:</i></p> <p>Town, village and local centres (Section 7.7 of Core Strategy)</p> <p><i>(Paragraph 2.68 of the submitted Plan is retained unchanged)</i></p> <p>2.69 In addition to Core Strategy and the National Planning Policy and Guidance Framework, this Plan sets out additional policies aimed at protecting existing centres and directing new development to appropriate locations. <u>Where possible, main town centre uses should be located in town centres.</u></p> <p><i>(Paragraph 2.70 of the submitted Plan is retained unchanged)</i></p> <p>The Main Town Centres (Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge)</p> <p><i>(Paragraph 2.71 of the submitted Plan is retained unchanged)</i></p> <p><i>(Delete Policy DM14)</i></p> <p>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. <u>Specific opportunities for 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 are identified by Policies TOT15, HYD4, LYM8, NMT8 and RING4 as ‘Town Centre Opportunity Sites’ in 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 <u>These policies also identify opportunities for additional town centre office</u></u></p>

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				<p>floorspace in accordance with Core Strategy Policy CS18.</p> <p><u>2.72a Outside of town centre boundaries, retail development proposals of over 1,000sqm will be subject to an impact assessment.</u></p> <p>Town centre policy areas</p> <p>2.73 <u>In accordance with the National Planning Policy Framework a 'Primary Shopping Area' is defined on the Proposals Maps for the town centres of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge. Primary and Secondary Frontages are also defined.</u></p> <p>Policy DM15: Primary Shopping Areas Frontages</p> <p>Within the primary shopping areas areas <u>frontages</u>, as defined on the Proposals Maps, the following will be permitted: (Rest of policy unchanged)</p> <p>(Note ² referenced within Policy DM15 in the submitted Plan is unchanged, but becomes Note ¹)</p> <p>(Policy DM16: Secondary Shopping Frontages is retained unchanged)</p> <p><u>2.73a Core Strategy Policy CS20(b) establishes a presumption against the loss of premises in A1 use within the defined Primary Shopping Areas¹. However, amendments to the Primary Shopping Areas, which have been made in this Plan in order to comply with the NPPF, have resulted in some Secondary Shopping Frontages being brought within the Primary Shopping Areas. Given the flexibility within Secondary Shopping Frontages towards the accommodation of the variety of appropriate town centre uses, the general presumption in CS20(b) against the loss of A1 uses will not apply to Secondary Shopping Frontages within a Primary Shopping Area.</u></p>
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				<p><i>(The following Note ² is referenced in paragraph 2.73a above)</i></p> <p>² <u>The part of Policy CS20 (b) which does not apply to Secondary Shopping Frontages within a Primary Shopping Area states: "Within the primary shopping areas there will be a presumption against the loss of premises in an A1 retail use, except where it can be demonstrated that an alternative use proposed would be complementary to the retailing function and would enhance the overall vitality of the centre."</u></p> <p><u>2.73b A specific policy, Policy TOT18, applies in the defined Rumbridge Street Secondary Shopping Frontage.</u></p> <p><u>Policy DM17: Town centre development Within town centres, outside Primary Shopping Areas and Secondary Shopping Frontages</u></p> <p><u>Within the town centre Boundary, boundaries as defined on the Proposals Maps, excluding the Primary Shopping Area and premises in secondary shopping frontages, the following will be permitted: outside the defined Primary Shopping Areas and other Secondary Shopping Frontages, development for retail and appropriate non-retail uses (defined in para.2.70) will be permitted. Policies TOT15, HYD4, LYM8, NMT8 and RING4 identify specific opportunities for town centre developments.</u></p> <p>(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:</p> <p><u>Residential development will be permitted where:</u></p> <p>(i) it does not result in the loss of retail, appropriate non-retail (defined in para.2.70), or other employment or business uses, or sites which are capable of being satisfactorily used for an alternative business or employment use appropriate to a town centre location;</p> <p>(ii) <u>it is not on the ground floor (street level) of a defined Town Centre Opportunity</u></p>
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				<p><u>Site and</u> it does not prejudice the development opportunities identified in TOT15, HYD4, LYM8, NMT8 and RING4.</p> <p><u>2.73c</u> Policy DM15, Primary Shopping areas <u>Frontages</u>, Policy DM16, Secondary Shopping areas <u>Frontages</u> and Policy DM17, <u>within the</u> Town Centre developments <u>outside Primary Shopping Areas and Secondary Shopping Frontages</u>, provide additional detailed policy <u>policies</u> implementing Policy CS20 of the Core Strategy.</p> <p>2.74 Town centre boundaries, Primary Shopping Areas, <u>Primary Shopping Frontages and Secondary Shopping Frontages</u> and Local Shopping Frontages are defined in this Plan on the Proposals Maps. (For town centre boundaries, Primary Shopping Areas, <u>Primary Shopping Frontages</u> and Secondary Shopping Frontages, see the following maps: in Section 3, Totton - Map TOT-TC1 <u>and</u> Hythe - Map HYD-TC1; in Section 4, Lymington - Map LYM-TC1 <u>and</u> New Milton - Map NMT-TC1; <u>and</u> in Section 5, Ringwood - Map RING-TC1 <u>and</u> Fordingbridge - Map FORD-TC1. Local Shopping Frontages are defined on the Proposals Maps).</p> <p><i>(Paragraph 2.75 of the submitted Plan is retained unchanged)</i></p>
MM21				Not used. Published change in NFDC45 not needed for soundness.
MM22				Not used. Published change in NFDC45 not needed for soundness
MM23				Not used. Published change in NFDC45 not needed for soundness
MM24	Ch3.12 (V2) / AD/12	Para.3.5	39	<p><i>Amend paragraph 3.5 as follows:</i></p> <p>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. Further detailed work on the re-opening of the Waterside railway to passengers will be progressed during the early years of the plan period. New local</p>

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				<u>community stations will be provided at Hounslow, Marchwood and Hythe and are likely to be accommodated within operational railway land. Associated proposed pedestrian and cycle links shown in this Plan, (as set out in the sections for Totton, Marchwood and Hythe) are based on the best information available at the time of preparing the Local Plan Part 2. However, the precise locations of the stations may be subject to review during the plan period.</u>
MM25	Ch3.17	Para.3.6	39	<p><i>Delete paragraph 3.6 and replace with the following:</i></p> <p>3.6 <u>Core Strategy Policy CS23(c) proposes improvements to the A326, in particular, capacity improvements including bus priorities on the A326 between Dibden and Totton Western Bypass. This would have been a significant scheme that could have involved the widening of the A326. The aim of the improvements was to relieve congestion on the A326 through provision of priority for bus and multi occupancy vehicles, encouraging the use of the public transport services and car sharing. However, following HCC's review of transport schemes as part of the production of their New Forest District Transport Statement, the County Council considered the previous scheme was not necessary to respond to either current or forecast problems, within the context of the economic growth and carbon reduction outcomes that HCC is seeking to achieve. The County Council has accordingly reduced the scale of the improvements proposed. The revised scheme involves localised improvements on the Totton Western Bypass section of the A326.</u></p>
MM26	ID/9, ID/12 Ch3.1 Minor changes to NFDC45 for clarity and consistency	TOT1 3.13 – 3.14	45-46	<p><i>Amend Policy TOT1 and paragraph 3.14 as follows:</i></p> <p><i>Note: The previous proposal for on-site provision of formal public open space, in addition to the requirements of Policy CS7, is deleted.</i></p> <p>TOT1: Land at Durley Farm, Hounslow</p> <p>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.</p>

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				<p>The site will be developed in accordance with the following site specific criteria:</p> <ul style="list-style-type: none"> • 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 <u>retention and enhancement</u> 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, <u>wherever possible</u> 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 <u>in accordance with Policy CS7</u>, to include an equipped play-space for children; within the development and formal public open space accessible to Hounslow School; • <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);</u> • appropriate provision for the future management of green infrastructure within the site including <u>woodland, public publicly accessible</u> open spaces, allotment land and areas designated Sites of Importance for Nature Conservation; <i>and</i> • no built development beneath power lines crossing the site. <p>3.14 If provision of Suitable Alternative Natural Green Space (SANGS) is on site, the development will be limited to <u>could accommodate</u> about 80 dwellings, in order to limit impacts upon local highways and the existing character of the area, to enable the</p>

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				<u>provision of significant areas of public open space, and to protect and enhance having regard to the protection and enhancement of the Site of Importance for Nature Conservation (SINC) on the site. The provision of allotments will also provide benefits to the wider community. Publicly accessible natural green space (SANGS provision) should be of an appropriate scale and design to meet in full the requirements set out in Policy DM2b.</u>
MM27	Ch3.2	TOT2	47	<p><i>Amend Policy TOT2 as follows:</i></p> <p>TOT2: Land at Loperwood Farm</p> <p>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:</p> <ul style="list-style-type: none"> • provision of <u>safe</u> 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.
MM28	ID/9 ID/12	TOT3 3.18	47-48	<p><i>Amend Policy TOT3 and paragraph 3.18 as follows:</i></p> <p>TOT3: Land at Hanger Farm</p> <p>Land at Hanger Farm, is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy.</p> <p>The site will be developed in accordance with the following site-specific criteria:</p> <ul style="list-style-type: none"> • <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land</u>

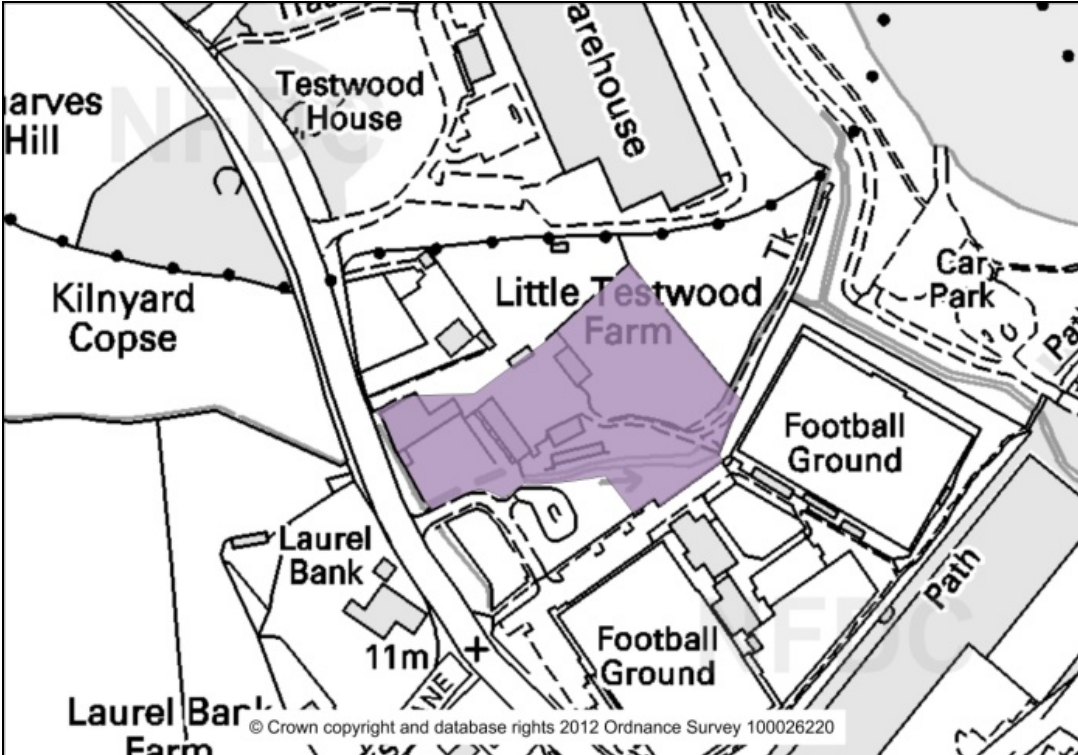
Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<p><u>designed to provide Suitable Alternative Natural Green Space (SANGS);</u></p> <ul style="list-style-type: none"> • provision of public open space in accordance 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); and • provision of a wildlife corridor between the Hanger Farm Arts Centre and the landscape buffer on the western edge of the site. <p>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. <u>The development of this site should include the provision of publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European sites, meeting the requirements set out in Policy DM2b. This SANGS requirement should be designed to include a wildlife corridor between the Hanger Farm Arts Centre and the western edge of the site.</u></p>

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MM29	Ch3.3, Ch3.16, ID/9 ID/12 Minor Changes to NFDC45 for clarity	TOT11	53-55	<p><i>Amend Policy TOT11 as follows:</i></p> <p>TOT11: Eling Wharf</p> <p>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, <u>subject to the criteria set out below. In addition, town centre uses may be considered as part of the comprehensive redevelopment scheme subject to the sequential test and other assessments required by national or other local policies. (The small part of the allocation north of the A35 is within the defined town centre of Totton and would not need to be subject to the sequential test.)</u></p> <p>In determining the appropriate balance between the uses on the site, regard will be had to:</p> <ol style="list-style-type: none"> (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. <p><u>Any residential development on the site will be required to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b.</u></p> <p>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:</p> <ul style="list-style-type: none"> • 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 <u>mainly</u> be located on the western part of the site, adjoining Eling Lane;
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				<ul style="list-style-type: none"> • the primary access to the employment <u>non-residential</u> areas should be from the A35, and the primary access to the housing area 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 <u>and, within a mixed use scheme, residential development;</u> <p><i>Rest of policy unchanged except for:</i> In respect of the Solent and Southampton Water SPA/Ramsar site and Solent Maritime SAC (and associated SSSIs) the types of impact to be investigated and corresponding avoidance, <u>and</u> mitigation and compensation measures may include, but are not necessarily limited to:</p> <ul style="list-style-type: none"> - - Air pollution – traffic management measures sufficient to avoid significant effects on the integrity of the designated sites from traffic-related air pollution including: proposals for employment development to include a Green Transport Plan that commits to measures to support public transport use, walking and cycling by employees; proposals for residential development proposals to commit to measures to support increased use of sustainable modes (e.g. through promotion of car clubs, provision of electric vehicle charging points, provision of secure cycle parking). maintenance, where relevant;

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MM30	Ch3.10, Ch3.11	TOT12 Para.3.34	57	<p>Delete Map TOT12: Land at Little Testwood Farm and replace with new map and amend first sentence of paragraph 3.34 as follows:</p>  <p>Map TOT12: Land at Little Testwood Farm</p> <p>3.34 The 4.8 <u>1.3</u> 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.</p>
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MM31	ID/12	Map TOT-TC1	59	<p><i>Delete Map TOT-TC1 – Totton Town Centre and replace with new map.</i></p>
MM32	ID/12	TOT15.6	60	<p><i>Delete from Policy TOT15 Town Centre Opportunity Site TOT15.6 - Railway Sidings, Junction Road.</i></p>

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MM33	Ch3.14, Ch3.15 ID/12	TOT18, para.3.49	62	<p><i>Amend Policy TOT18 and supporting paragraph 3.49 as follows:</i></p> <p>TOT18: Rumbridge Street Local <u>Secondary Shopping Area Frontage</u></p> <p>Within the Rumbridge Street Local <u>Secondary Shopping Area Frontage</u>, as defined on the Proposals Map, development proposals which enhance the commercial vitality of the area will be permitted. A minimum of 45% <u>40%</u> of the total street frontage should be retained in retail use. No residential uses will be permitted within the ground floor street frontages.</p> <p>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 <u>In 2012, less than 40% of the street frontage within the Rumbridge Street Secondary Shopping Frontage was in an A1 retail use. Policy TOT18 seeks to prevent the further decline in retail activity in this area, while recognising</u> that other commercial and business activities 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.)</p>
MM34	ID/9 Ch3.5	Paras. 3.51- 3.58 TOT19 TOT20	62 - 64	<p><i>Amend paragraphs 3.51-3.57 and Policies TOT19 and TOT20 as follows:</i></p> <p>Green Infrastructure and Open Space at Totton</p> <p>3.51 A <u>The 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. will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of "Suitable Alternative Natural</u></p>

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				<p><u>Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Totton.</u></p> <p>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 <u>DW-E12</u>: Protection of landscape features, of this plan <u>the New Forest District Local Plan First Alteration</u>. The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>3.53 The Green Infrastructure Strategy <u>Part 2</u> includes these areas and identifies further features contributing <u>will also identify green infrastructure linkage features to be protected by Policy DM9</u>. These features contribute to the green infrastructure of the town – in particular <u>by providing</u> 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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM7. <u>In Test Valley District there are also proposals for a new ‘Forest Park’ on the M27 corridor north of Southampton.</u></p>

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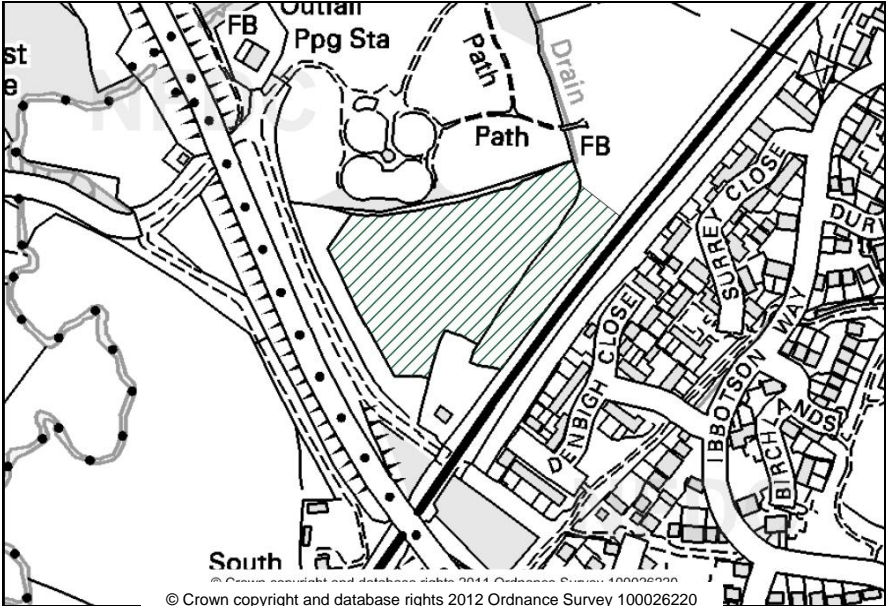
				<p>TOT19: New Public Open Space north east of Bartley Park</p> <p>Land south of the railway line, east of Lackford Avenue is allocated as Public Open Space <u>to be managed as “Suitable Alternative Natural Green Space” (SANGS).</u></p>  <p>Map TOT19: Public open space north east of Bartley Park</p> <p>3.55 The significant area of undeveloped green space, (4.44 4.23 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. <u>will provide an extension to Bartley Park. The proposal will bring into public use as “Suitable Alternative Natural Green Space” (SANGS) this publicly owned asset and improve its accessibility to the</u></p>
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public for low-key recreational uses. The area should be managed to provide walking routes in an attractive natural environment, providing an alternative to recreational visits to European nature conservation sites. Improved access will be provided via Bartley Avenue.

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 to be managed as “Suitable Alternative Natural Green Space” (SANGS).



Map TOT20: Public open space south of Bartley Park

(Delete contents of paragraph 3.56 and replace with the following)

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				<p>3.56 <u>This extension to Bartley Park will enhance the role Bartley Park already fulfils as “Suitable Alternative Natural Green Space” (SANGS), providing a substantial area of natural green space with pleasant walking and dog walking routes.</u></p> <p>3.57 <u>Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document. and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(Paragraph 3.58 of the submitted Plan is retained unchanged)</i></p>
MM35	Ch3.18	TOT22.1 Para.3.63	66	<i>Delete Policy TOT22.1 and associated map and paragraph 3.63. (Totton A35 east of A326 – highway improvements)</i>
MM36	ID/12	TOT22.3 Para.3.65	67	<i>Delete Policy TOT22.3 and associated map and paragraph 3.65. (station safeguarding at Hounslow)</i>
MM37	ID/10 ID/12	MAR1	76	<p><i>Amend Policy MAR1 as follows:</i></p> <p>MAR1: Land between Cracknore Hard Lane and Normandy Way</p> <p>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:</p> <ul style="list-style-type: none"> • 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; <u>and</u> • <u>the design and layout of the dwellings should ensure that acceptable living conditions will be created for their future occupiers, particularly in relation to noise</u>

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				<u>from HGVs arising from the implementation over the plan period of policies MAR 5, 6 and 7.</u>
MM38	ID/12 NFDC26	MAR2 3.81	77	<p><i>Amend Policy MAR2 and paragraph 3.81 as follows:</i></p> <p>MAR2: Land at Park's Farm</p> <p>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:</p> <ul style="list-style-type: none"> • 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; • <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS):</u> • 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 <u>wherever possible</u>; • 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;

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				<ul style="list-style-type: none"> 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. <p>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 Twiggs Lane. Such measures may include provision of a safe pick-up and drop-off area or a parking area. <u>The development of this site should make provision for publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European sites, meeting the requirements set out in Policy DM2b.</u></p>
MM39	ID/12 NFDC26	3.82	77	<i>Delete paragraph 3.82 as Policy MAR8.1 (which it refers to) is deleted.</i>
MM40	(Ch3.6)	3.83	78	<p><i>Amend paragraph 3.83 as follows:</i></p> <p>3.83 This site could accommodate up to around 15 dwellings. It should be developed towards the later part of the plan period.</p>

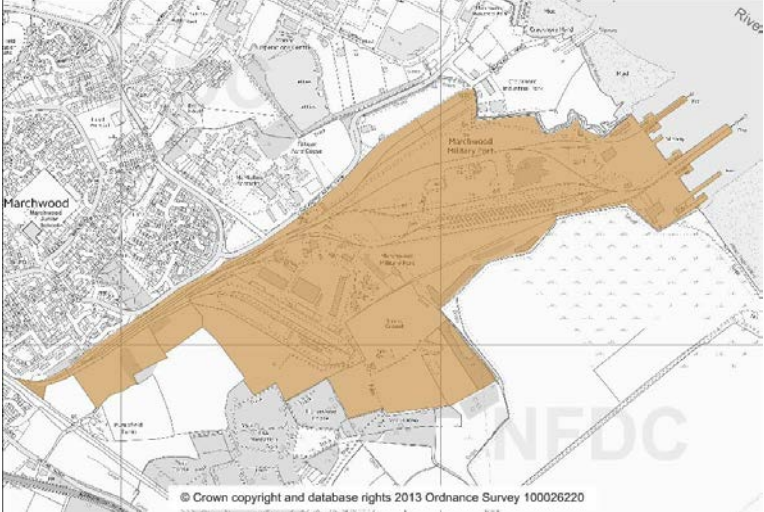
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MM41	NFDC26 ID/12	MAR5	79	<p><i>Amend Policy MAR5 as follows:</i></p> <p>MAR5: Marchwood Industrial Park</p> <p>The development, redevelopment and intensification of employment uses at Marchwood Industrial Park will be encouraged in accordance with Core Strategy Policy CS17. New development will be subject to the following site-specific criteria:</p> <ul style="list-style-type: none"> • retention of the wharf; • provision of a cycle route linking from Cracknore Hard Lane to the waterfront; • <u>compliance with Policy DM12: Sites identified as particularly suitable for marine-related businesses; and</u> • retention and enhancement of existing landscape features associated with the lakes and boundaries of the site to screen development and enhance biodiversity.
MM42	ID/12	MAR6	80	<p><i>Amend Policy MAR6 as follows:</i></p> <p>MAR6: Cracknore Industrial Park</p> <p>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:</p> <ul style="list-style-type: none"> • 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); • <u>compliance with Policy DM12: Sites identified as particularly suitable for marine-related businesses; and</u> • 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.

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MM43	ID/12	MAR7 3.89-3.90	80-82	<p><i>Delete Policy MAR7 and replace with the following. Amend paragraphs 3.89 and 3.90.</i></p> <p>MAR7: Marchwood Military Port (Sea Mounting Centre)</p> <p><u>Marchwood Military Port, as defined on the Proposals Map, is safeguarded for port and port-related uses.</u></p> <p><u>The existing jetties/wharves and the railway connection to them should be retained. Proposals which make the most of the rail connection will be encouraged.</u></p> <p><u>Development proposals will need to balance making the most of this important port infrastructure with:</u></p> <ul style="list-style-type: none"> <u>(a) ensuring that additional traffic can be satisfactorily accommodated on the road network, and where necessary, mitigating any harmful impacts on the environment and local community;</u> <u>(b) avoiding unacceptable impacts on the amenity of local residents, including from noise or disturbance from operational activity; and</u> <u>(c) the visual impacts on the wider countryside, including the New Forest National Park.</u> <p><u>In addition to the above, any non port-related proposals must be compatible with the port and port-related activity and not prejudice the effective utilisation of the port and rail facilities of the site.</u></p>
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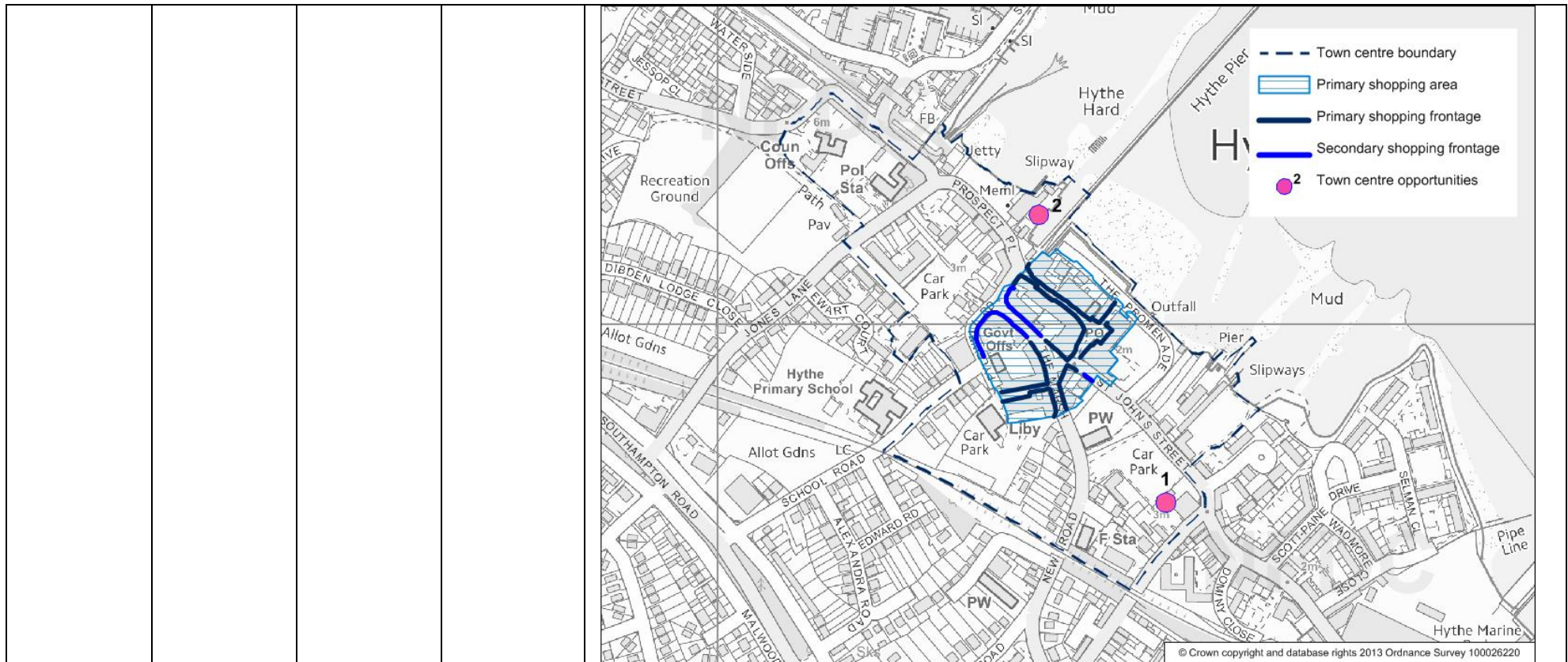
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				 <p>Map MAR7: Marchwood Military Port (Sea Mounting Centre)</p> <p>3.89 Planning policies have recognised the national importance of the Military Port facility at Marchwood. The national importance of the port facilities at Marchwood Military Port is recognised. 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 has been non-intensive and low-key.</p> <p>3.90 As part of the Strategic Defence Review in 2010, Marchwood was confirmed as an 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</p>
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				preparation of a site specific development brief. Initial guidance is given in Policy MAR7 above. <u>However, the site has potential to meet a wider general need for additional port facilities. A site-specific development brief may be prepared within the framework set out in Policy MAR7, to guide future development on the site for more general port use.</u>
MM44				Not used. Published change in NFDC45 not needed for soundness
MM45	ID/9	3.92-3.97	82	<p><i>Amend paragraphs 3.92 - 3.97 as follows:</i></p> <p>Green Infrastructure and Open Space at Marchwood</p> <p>3.92 A The 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. <u>will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Marchwood.</u></p> <p>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 <u>DW-E12: Protection of landscape features, of this Plan the New Forest District Local Plan First Alteration.</u> The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>3.94 The Green Infrastructure Strategy includes these areas and identifies further features</p>

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				<p>contributing to the green infrastructure of the town in particular. Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the village – in particular by providing the important green links between the green spaces within the town village 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.</p> <p>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, <u>including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites.</u> In particular, the development at Park’s Farm (Policy MAR2) will provide additional formal public open space (playing pitches). Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM7.</p> <p><i>(Delete paragraph 3.96 in submitted Plan and replace with the following)</i></p> <p>3.96 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document. <u>and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy).</u> Further <u>improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(No paragraph 3.97)</i></p>
MM46	ID/12 NFDC26	MAR8.1 Para.3.101	83	<i>Delete Policy MAR8.1 and associated map and paragraph 3.101. (Junction improvement and crossing with A326 and Twiggs Lane)</i>
MM47	ID/12 NFDC33	MAR8.2 Para.3.102	84	<i>Delete Policy MAR8.2 and associated map and paragraph 3.102. (New railway station at Plantation Drive)</i>
MM48	ID/12	Map HYD-TC1	93	<i>Delete Map HYD-TC1 – Hythe Town Centre and replace with new map.</i>

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MM49		3.119	94	Delete paragraph 3.119.
MM50	ID/9 (Ch3.27 Ch3.28)	3.121- 3.128 HYD6 HYD7	94-96	<p>Amend paragraphs 3.121 - 3.127 and Policies HYD6 and HYD7 as follows:</p> <p>Green Infrastructure and Open Space at Hythe and Dibden</p> <p>3.121 A The 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. <u>will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Hythe and Dibden.</u></p> <p>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 <u>DW-E12: Protection of landscape features, of this Plan the New Forest District Local Plan First Alteration.</u> The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>3.123 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town <u>Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the town – in particular by providing the</u></p>

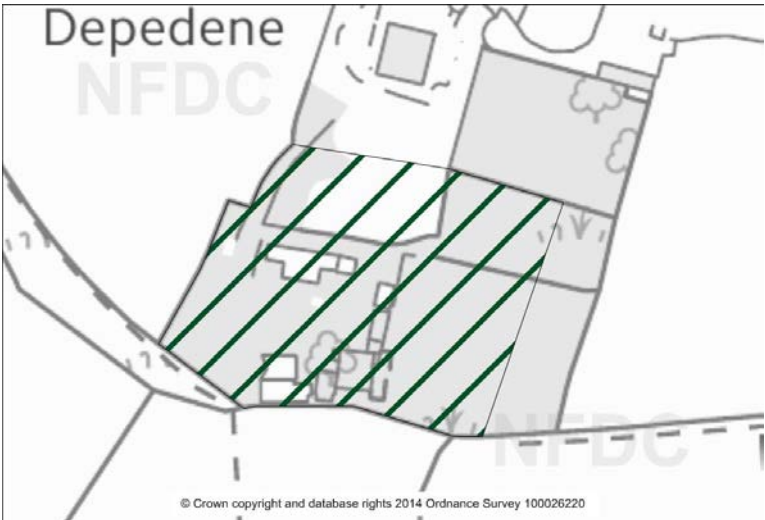
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				<p>important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’ are identified in the Green Infrastructure Strategy.</p> <p>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 <u>and the creation of new public open space provided as part of a development proposal, additional provision will be made at Hythe and Dibden for new informal open spaces which provide “Suitable Alternative Natural Green Space” (SANGS) as part of the package of mitigation measures to address recreational impacts on European nature conservation sites.</u> and the Proposals for new public open space set out in Policies HYD6 and HYD7 will be designed to provide, and link in with, walking routes in an attractive natural environment, providing an alternative to recreational visits to European nature conservation sites. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM7.</p> <p>HYD6: New Public Open Space south of Hardley Lane, west of Fawley Road</p> <p>Land south of Hardley Lane, west of Fawley Road is allocated as public open space <u>to be managed as “Suitable Alternative Natural Green Space” (SANGS).</u></p>
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				<p>(Delete Map HYD6 in the submitted Plan and replace with new map)</p>  <p>Map HYD6: Public open space, south of Hardley Lane</p> <p>3.125 Land south of Hardley Lane is within Fawley Parish but adjacent to Hythe. <u>The site links with the Forest Front recreation ground to the west and is close to the Solent Way long-distance footpath. This allocation will provide 6.2 3.04 hectares of land for additional formal informal public open space – playing fields, sports pitches which should be designed to deflect visits from the adjoining New Forest SAC/SPA/Ramsar site, by providing a natural green space with attractive walking routes and dog exercise area.</u> In part, the proposal involves the public use of an existing private sports facility.</p> <p>HYD7: New Public Open Space west of Lower Mullins Lane</p> <p>Land to the west of Lower Mullins Lane is allocated for public open space <u>to be managed as “Suitable Alternative Natural Green Space” (SANGS).</u></p>
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				<p><i>(Delete Map HYD7 in the submitted Plan and replace with new map)</i></p>  <p>Map HYD7: Public open space, west of Lower Mullins Lane</p> <p>3.126 The proposal is to provide 2.3 <u>0.8</u> hectares of informal public open space <u>as natural green space</u>. It is well connected with the local footpath network and will <u>provide an attractive natural environment for use by local walkers and dog walkers, as an alternative to recreational visits to nearby European nature conservation sites.</u></p> <p><i>(Delete paragraph 3.127 in the submitted Plan and replace with the following)</i></p> <p>3.127 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document. <u>and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(No paragraph 3.128)</i></p>
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MM51	ID/12 NFDC33	HYD8.1 Para.3.132	97	<i>Delete Policy HYD8.1 and associated map and paragraph 3.132. (Station safeguarding at Hythe)</i>
MM52	ID/14 NFDC40	BLA1 3.143	104	<p><i>Amend Policy BLA1 and paragraph 3.143 as follows:</i></p> <p>BLA1: Land adjacent to Blackfield Primary School</p> <p>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:</p> <ul style="list-style-type: none"> • 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 <u>including in accordance with Policy CS7, to include</u> 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 five full size allotments plots within the site; • <u>the views of the Health and Safety Executive with regard to safety in relation to Esso's Fawley Refinery and the Hythe Terminal.</u> <p>3.143 <u>The BLA1 site straddles the middle and outer consultation zones defined by the HSE in relation to Esso's Fawley Refinery and the Hythe Terminal. These zones trigger consultation on planning applications with the HSE. It is essential that the proposed layout and density of the development on this site has regard to the likely advice from the HSE on any application.</u> 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.</p>

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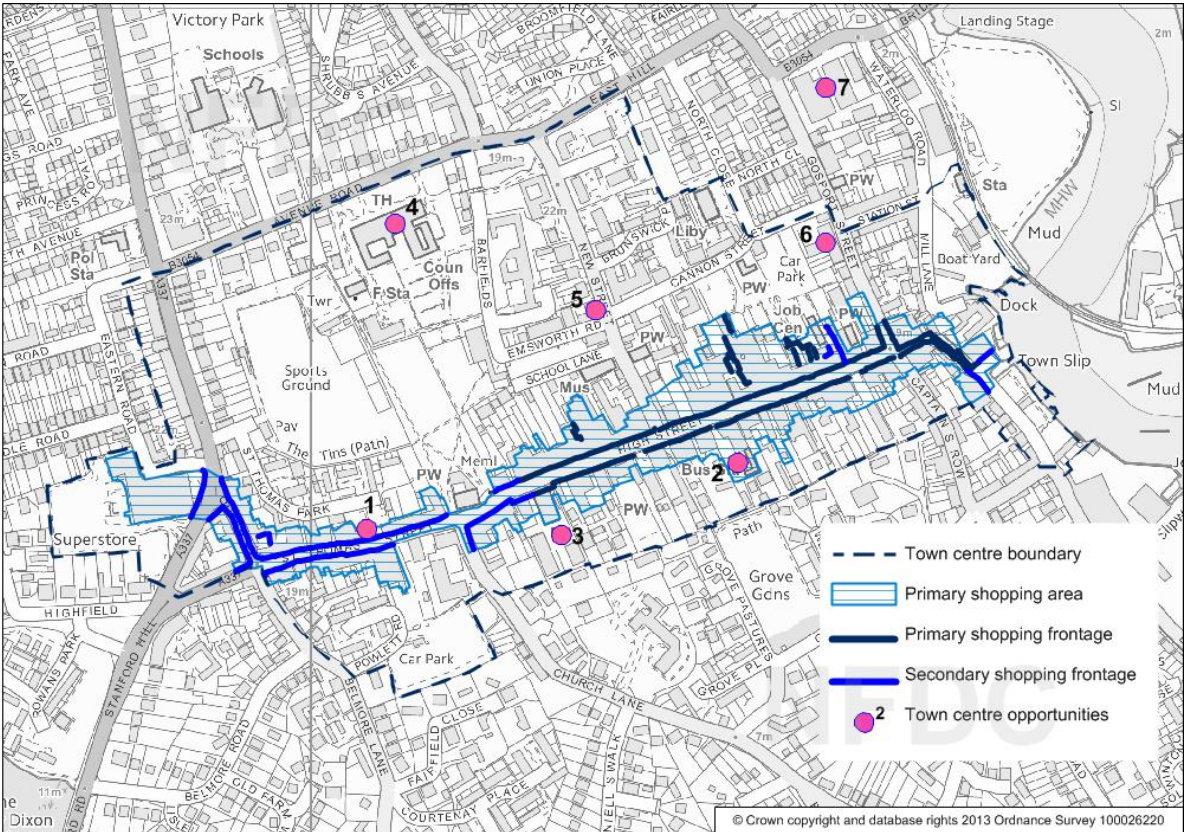
MM53				Not needed for soundness
MM54		3.150-3.155	106-107	<p><i>Amend paragraphs 3.150-3.155 as follows:</i></p> <p>Green Infrastructure and Open Space at Hardley, Holbury, Blackfield, Langley and Fawley</p> <p>3.150 A <u>The Green Infrastructure Strategy for the Plan Area is published as a Supplementary 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. will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Hardley, Holbury, Blackfield, Langley and Fawley.</u></p> <p>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 <u>DW-E12: Protection of landscape features of this Plan the New Forest District Local Plan First Alteration</u>. The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>3.152 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the settlements <u>Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of Hardley, Holbury, Blackfield, Langley and Fawley – in particular by providing the important green links between the green</u></p>

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				<p>spaces within the villages 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.</p> <p>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). <u>including "Suitable Alternative Natural Green Space" (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites.</u> Any new areas of public open space provided, <u>including</u> as part of a development scheme, will be protected by Policy DM7. (See also policy HYD6, which proposes additional informal public open space on land south of Hardley Lane, west of Fawley Road. Although located on the edge of Hythe the site is within Fawley Parish.)</p> <p><i>(Delete paragraph 3.154 in the submitted Plan and replace with the following)</i></p> <p>3.154 <u>Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(No paragraph 3.155)</i></p>
MM55	ID9	LYM2 4.9	115	<p><i>Amend Policy LYM2 and para.4.9 as follows:</i></p> <p>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:</p> <ul style="list-style-type: none"> • provision of vehicular, pedestrian and cycle access from Alexandra Road, and pedestrian links to the public footpath along the eastern boundary of the site;

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				<ul style="list-style-type: none"> <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);</u> 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 allotment plots within the site. <p>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. <u>The development of this site should make provision for publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European sites, meeting the requirements set out in Policy DM2b.</u> As a consequence of this allocation, the Green Belt boundary is amended in this area to exclude this development site.</p>
MM56	ID/9	LYM6	118-119	<p><i>Amend Policy LYM6 with addition to policy criteria :</i></p> <ul style="list-style-type: none"> <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);</u>

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MM57	ID/12	Map LYM-TC1	121	<p><i>Delete map LYM-TC1 – Lymington Town Centre and replace with new map.</i></p> 
MM58		4.30-4.36	123 -124	<p><i>Amend paragraphs 4.30 – 4.36 as follows:</i></p> <p>Green Infrastructure and Open Space at Lymington and Pennington</p>

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				<p>4.30 A <u>The 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.</u> will be in two parts. Part 1, the <u>Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Lymington and Pennington.</u></p> <p>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 <u>DW-E12: Protection of landscape features, of this Plan the New Forest District Local Plan First Alteration.</u> The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>4.32 The Green Infrastructure Strategy <u>Part 2</u> includes these areas and identifies further features contributing to the green infrastructure of the town—in particular <u>will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the town – in particular by providing 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.</u></p> <p>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, including</p>

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				<p><u>“Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential on European nature conservation sites. In particular, the development at Alexandra Road (Policy LYM2) will provide additional public open space. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM7.</u></p> <p><i>(Delete paragraph 4.34 in the submitted Plan and replace with the following)</i></p> <p>4.34 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document. <u>and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(Paragraph 4.36 in the submitted Plan becomes paragraph 4.35 and is unchanged)</i></p> <p><i>(No paragraph 4.36)</i></p>

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MM59	ID/12 NFDC22	LYM10.6	127	<p><i>Amend map LYM10.6 to show reduced length for footpath improvement and amend paragraph 4.44 as follows:</i></p>  <p>4.44 Pedestrian connections from The Quay to the Sea Wall currently do not provide a satisfactory link. Opportunities to improve the existing 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. <u>That part of the footway shown on the plan is very narrow and a wider path is proposed. Such widening could be achieved either by a small realignment of the carriageway or by using a thin sliver of private land alongside the path. The opportunity for the latter should be explored if there are any proposals for changes to the boundary of the adjoining boatyard or redevelopment of that part of the site.</u></p>
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MM60	ID/12 NFDC39	Policy MoS1 and paragraphs 4.50-4.53	132	<p><i>Amend Policy MoS1 and paragraphs 4.50 – 4.53 as follows:</i></p> <p>MOS1: Land north of School Lane</p> <p>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:</p> <ul style="list-style-type: none"> • provision of a maximum of 30 dwellings <u>on the southern part of the site (on the land within the defined built-up area)</u>; • <u>on-site provision of public open space in accordance with Policy CS7, including the provision of</u> play space for children within the residential development in the southern part of the site; • provision of land for a minimum of two hectares of formal public open space (<u>playing fields</u>) in the northern part of the site (east of the Milford Primary School); to include public playing fields, and • provision of suitable land for a minimum of five 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 through 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 <u>an</u> 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 <u>car parking sufficient to serve the playing fields and available for dual use with the school as a safe pick-up and drop-off area for Milford Primary School</u>; • 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. <u>significant landscaping to integrate the</u>
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				<p><u>different elements within the site and with adjoining features and to create an appropriate transition from built development across the playing fields to the wider countryside beyond.</u></p> <p><u>Planning permission will not be granted for any built development until a comprehensive plan has been prepared showing how all the required elements can be satisfactorily accommodated and integrated within the site and any phasing for the provision of the different elements.</u></p> <p><u>Built development shall not commence until arrangements are in place to ensure that the land for playing fields would be made available for that use in accordance with the planned phasing of the development or other clear timetable.</u></p> <p>4.50 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 <u>formal public open space</u> (playing fields) will remain within the Green Belt.</p> <p><i>(Paragraphs 4.51 and 4.52 are deleted. Paragraph 4.53 becomes paragraph 4.51 and is unchanged).</i></p>
MM61		4.56		Not used. Published change in NFDC45 not needed for soundness
MM62		4.57-4.62	134	<p><i>Amend paragraphs 4.57 – 4.62 as follows:</i></p> <p>Green Infrastructure and Open Space at Milford on Sea</p> <p>4.57 A <u>The 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. will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space</u></p>

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				<p><u>and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Milford on Sea.</u></p> <p>4.58 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 <u>DW-E12</u>: Protection of landscape features, of this Plan <u>the New Forest District Local Plan First Alteration</u>. The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>4.59 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of Milford on Sea <u>Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the village – in particular by providing the important green links between the green spaces within the built-up areas village 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.</u></p> <p>4.60 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 <u>new public open space provision required as part of a development proposal, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential on European nature conservation sites.</u> A significant new allocation of formal public open space <u>(a minimum of two hectares) is also made</u> as part of the development proposals north of School Lane (<u>see Policy MoS1</u>). This will address a shortfall of playing field provision in the village. Any new areas of public open space provided, <u>including</u> as part of a development scheme, will be protected by Policy DM7.</p>
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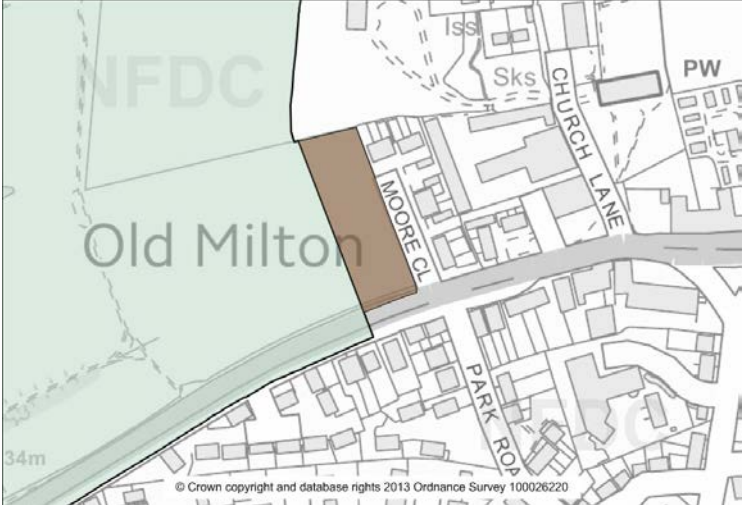
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				<p><i>(Delete paragraph 4.61 in the submitted Plan and replace with the following:)</i></p> <p>4.61 Projects relating to the improvement of existing open spaces <u>and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(No paragraph 4.62)</i></p>
MM63	NFDC40	HOR1	140	<p><i>Amend Policy HOR1 as follows:</i></p> <p>HOR1: Land to the rear of 155-169 Everton Road, Hordle</p> <p>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. <u>Provision of public open space will be in accordance with Policy CS7.</u></p>
MM64				Not used. Published change in NFDC45 not needed for soundness
MM65		4.78-4.84	142	<p><i>Amend paragraphs 4.78 – 4.84 as follows:</i></p> <p>Green Infrastructure and Open Space at Hordle and Everton</p> <p>4.78 A The 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. <u>will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in</u></p>

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				<p><u>Hordle and Everton.</u></p> <p>4.79 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 <u>DW-E12: Protection of landscape features, of this Plan the New Forest District Local Plan First Alteration</u>. The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>4.80 The Green Infrastructure Strategy Part 2 includes these areas and identifies further features contributing to the green infrastructure of Hordle and Everton <u>will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the villages</u> – in particular <u>by providing the important green links between the green spaces within the built-up areas villages 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.</u></p> <p>4.81 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 <u>by new public open space provision required as part of a development proposal, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential on European nature conservation sites.</u> Any new areas of public open space provided, <u>including</u> as part of a development scheme, will be protected by Policy DM7.</p> <p><i>(Delete paragraph 4.82 in the submitted Plan and replace with the following:)</i></p> <p>4.82 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further</p>

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				<p><u>improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(Paragraph 4.84 in the submitted Plan becomes paragraph 4.83 and is unchanged)</i></p> <p><i>(No paragraph 4.84)</i></p>
MM66	(Ch4.6)	HOR3.4	145	<p>Amend Policy HOR3.4 as follows:</p> <p>HOR3.4 (HO/T/9): Sight line Improvements at Everton Road crossroad junction with Hordle Lane and Woodcock Lane.</p>
MM67				<p>Amend paragraph 4.96 as follows:</p> <p>4.96 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. <u>However, given concerns over the timing of the delivery of NMT4, which is expected to come forward later in the Plan period, two further sites have been identified by Policies NMT1a and NMT1b to provide for the delivery of affordable housing early in the Plan period.</u></p>
MM68				<p>Amend paragraphs 4.99 – 4.101 and add new paragraph 4.101a as follows:</p> <p>Housing and employment allocations adjoining New Milton</p> <p>4.99 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two <u>four</u> sites adjoining New Milton to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:</p> <ul style="list-style-type: none"> • NMT1: Land south of Gore Road, east of the Old Barn • <u>NMT1a: Land west of Moore Close</u> • <u>NMT1b: Land off Park Road, Ashley</u> • NMT4: Land east of Caird Avenue, south of Carrick Way woodland


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				<p>4.100 Both these site Allocations <u>NMT1 and NMT4</u> 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.</p> <p><i>(Paragraph 4.101 is unchanged)</i></p> <p><u>4.101a Allocations NMT1a and NMT1b will provide for additional residential development. West of Moore Close was previously identified for allotments, but these could not be delivered. Land off Park Road, Ashley was excluded from the Green Belt, when detailed boundaries were established, with the intention of accommodating some of the longer term development needs of the town. Both these allocations will provide affordable housing to address local needs.</u></p>
MM69	ID/12 (Ch4.11)	NMT1	151	<p><i>Amend Policy NMT1 with addition to policy criteria:</i></p> <ul style="list-style-type: none"> • <u>mitigation measures to address surface water flooding, including surface water run-off on to the site from the adjoining highway, without increasing flood risk to adjacent properties.</u>
MM70	ID/12	New Policy after paragraph 4.102	151	<p><i>Add new Policy NMT1a, map and supporting paragraph 4.102a, allocating land for residential development west of Moore Close.</i></p> <p><u>NMT1a: Land west of Moore Close</u></p> <p><u>Land off Moore Close 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:</u></p> <ul style="list-style-type: none"> • <u>vehicular access from Moore Close;</u> • <u>provision of pedestrian and cycle access to the site which links with existing</u>

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				<p><u>networks;</u></p> <ul style="list-style-type: none"> • <u>provision of a footpath link from Christchurch Road through the site giving access to Fawcetts Field public open space to the west;</u> • <u>provision of public open space in accordance with Core Strategy Policy CS7, including on-site provision of natural play space for young children;</u> • <u>retention of trees and hedgerows on the site boundaries, wherever possible.</u>  <p><u>Map NMT1a: Land west of Moore Close</u></p> <p><u>4.102a Development of this site will provide around 15 new homes to meet a local housing need and will provide a footpath access from Christchurch Road through to Fawcetts Field public open space. As a consequence of this allocation the Green Belt boundary is amended to exclude this site.</u></p>
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MM71	ID/12	New Policy after paragraph 4.102	151	<p>Add new Policy NMT1b, map and supporting paragraph 4.102b, allocating land for residential development off Park Road, Ashley.</p> <p><u>NMT1b: Land off Park Road, Ashley</u></p> <p><u>Land off Park 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:</u></p> <ul style="list-style-type: none"> • <u>provision of a landscape buffer between the development and the adjacent Site of Importance for Nature Conservation to the north which could also serve as public open space;</u> • <u>on-site provision of public open space in accordance with Policy CS7, including provision of natural play space for young children;</u> • <u>provision of five full-size allotment plots adjoining the existing allotment gardens;</u> • <u>retention of trees and hedgerows on the site, wherever possible;</u> • <u>measures to address surface water flooding near the Park Road entrance to the site and to control the surface water discharge from the site, without increasing flood risk to nearby properties.</u>

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				 <p data-bbox="936 817 1451 849"><u>Map NMT1b: Land off Park Road, Ashley</u></p> <p data-bbox="882 874 1982 976"><u>4.102b Development of this site will provide around 20 new homes to meet a local housing need and also new allotment plots adjoining the existing allotment gardens on Ashley Common Road.</u></p>
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Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
MM72	ID/13 Ch4.7	NMT2 4.105	152/153	<p><i>Amend Policy NMT2 with additional bullet and change and paragraph 4.105 as follows:</i></p> <ul style="list-style-type: none"> • <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);</u> • provision of appropriate landscape buffers: <ul style="list-style-type: none"> 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); <p>4.105 <u>An outline planning application for residential development was granted planning permission on this site in 2010. The development of this site will provide This provided for 54 new homes and create, a new area of public open space in the northern part of the site retaining and the retention and enhancement of the woodland and balancing pond.</u></p>
MM73				Not used. Published change in NFDC45 not needed for soundness
MM74	IC/9 ID/12, ID/13	NMT4 4.107	153 - 154	<p><i>Amend Policy NMT4 with 2 additional criteria; change to an existing criterion and change to paragraph 4.107 as follows:</i></p> <ul style="list-style-type: none"> • <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land</u>

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				<p><u>designed to provide Suitable Alternative Natural Green Space (SANGS);</u></p> <ul style="list-style-type: none"> • retention <u>where possible</u> of important trees within the site and on <u>the site boundaries</u>; • <u>prior to the occupation of any residential development the capacity of the minerals processing infrastructure on or adjoining this site should be relocated or provided elsewhere.</u> <p>4.107 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. <u>The development of this site should make provision for publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European sites, meeting the requirements set out in Policy DM2b.</u></p>
MM75	ID/13 (Ch4.8)	4.110	154	<p><i>Amend paragraph 4.110 as follows:</i></p> <p>4.110 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 NMT2 and NMT3.</p>
MM76	ID/12	Map NMT-TC1	157	<p><i>Delete Map NMT-TC1: New Milton Town Centre and replace with new map.</i></p>

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				<p>The map displays the town centre boundary of New Milton and Barton on Sea. It highlights the primary shopping area in light blue and the primary shopping frontage in dark blue. Secondary shopping frontages are shown in medium blue. Four town centre opportunities are marked with pink circles and numbered 1 through 4. The map includes various streets such as Avenue Road, Station Road, and Pleasance. Landmarks like 'The Arnewood School' and 'Recn Gd' are also visible. A legend in the top right corner defines the symbols used. A copyright notice at the bottom right reads '© Crown copyright and database rights 2013 Ordnance Survey 100026220'.</p>
MM77	ID/12 NFDC21	4.123- 4.132 NMT9 NMT10, NMT11	158 - 161	<p><i>Amend paragraphs 4.123 - 4.132 and Policies NMT10 and NMT11 as follows:</i></p> <p>Green Infrastructure and Open Space at New Milton and Barton on Sea</p> <p>4.123 A <u>The Green Infrastructure Strategy for the Plan Area</u> 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</p>


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				<p><u>Infrastructure (in Section 2 of this Document) applies. will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of "Suitable Alternative Natural Green Space" (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in New Milton and Barton on Sea.</u></p> <p>4.124 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 <u>DW-E12: Protection of landscape features, of this Plan the New Forest District Local Plan First Alteration.</u> The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>4.125 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town <u>Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the town – in particular by providing 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.</u></p> <p>4.126 In addition to protecting existing open spaces within New Milton and Barton on Sea, new open spaces accessible to the public will be created over the Plan period by</p> <ul style="list-style-type: none"> • 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. <u>new public open space provision required as part of a development proposal.</u>
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				<p><u>including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential on European nature conservation sites. The Plan allocates land for additional public open space with proposals for an extension to Fernhill Sports Ground and for informal publicly accessible natural green space (SANGS), west of Culver Road and south of Lymington Road. Any new areas of public open space provided, <u>including</u> as part of a development scheme, will be protected by Policy DM7.</u></p> <p><i>(Policy NMT9 and associated map are unchanged)</i></p> <p>4.127 This public open space allocation will provide 5.9 hectares of formal open space <u>(playing fields/pitches)</u>, extending Fernhill Sports Ground.</p> <p><i>(Delete policy NMT10, associated Policy NMT10 map and paragraph 4.128)</i></p> <p>NMT10: New Public Open Space off Culver Road</p> <p>Land off Culver Road is allocated as public open space</p> <p>4.128 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.</p> <p>NMT11: New Public Open Space south of Lymington Road, north of Chestnut Avenue.</p> <p>Land south of Lymington Road, north of Chestnut Avenue is allocated for public open space <u>to be managed as “Suitable Alternative Natural Green Space” (SANGS).</u></p> <p><i>(Delete Map NMT11 in the submitted Plan and replace with new map)</i></p>
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				 <p>Map NMT11: Proposed Public Open Space - south of Lymington Road, north of Chestnut Avenue</p> <p>4.129 This area will provide an additional area of informal natural green space to address the localised deficiency in informal open space in the Old Milton area, designed as SANGS, to mitigate the impact of recreational impacts from residential development on the European nature conservation designations. To secure long term public access to this area, the Council may consider a very limited amount of 'enabling development' at the eastern end of on the site, provided the existing woodland is retained and a minimum of 0.5 <u>0.3</u> hectares of <u>accessible</u> informal public open space, <u>in the form of natural green space</u>, is provided.</p> <p><i>(Delete paragraph 4.130 in the submitted Plan and replace with the following)</i></p> <p>4.130 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document. and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). <u>Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p>
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				<i>(Paragraph 4.132 in the submitted Plan becomes paragraph 4.131 and is unchanged)</i> <i>(No paragraph 4.132)</i>
MM78				Not used.
MM79	ID/12	NMT12 Paragraph 4.133	161	<p><i>Amend Policy NMT12 and paragraph 4.133 as follows:</i></p> <p>NMT12: Land for allotments</p> <p>Land is allocated for the provision of new allotments:</p> <p>a) East of existing allotments south of Pitts Place (0.5 hectares);</p> <p>b) West of Moore Close (0.5 hectares).</p> <p><i>(Map NMT12a in the submitted Plan is unchanged)</i></p> <p><i>(Delete Map NMT12b in the submitted Plan)</i></p> <p>4.133 These <u>This proposals are</u> is carried forward from the previous Local Plan.</p>
MM80				Not used. Published change in NFDC45 not needed for soundness.
MM81				Not used. Published change in NFDC45 not needed for soundness.
MM82		5.10-5.15	171	<p><i>Amend paragraphs 5.10 – 5.15 as follows:</i></p> <p>Green Infrastructure and Open Space at Bransgore</p> <p>5.10 A The <u>The 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. will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green</u></p>

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				<p><u>Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Bransgore.</u></p> <p>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 <u>DW-E12: Protection of landscape features, of this Plan the New Forest District Local Plan First Alteration.</u> The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>5.12 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of Bransgore <u>Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the village – in particular by providing the important green links between the green spaces within the built-up area village 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.</u></p> <p>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 <u>by new public open space provision required as part of a development proposals, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential on European nature conservation sites.</u> Any new areas of public open space provided, <u>including as part of a development scheme,</u> will be protected by Policy DM7.</p> <p><i>(Delete paragraph 5.14 and replace with the following)</i></p> <p>5.14 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document. <u>and recreational walking routes are set out</u></p>

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				<p><u>in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(No paragraph 5.15)</i></p>
MM83	ID/12 NFDC38 Change to 5.16 not needed for soundness	SOP1 Paragraphs 5.16-5.18	172-173	<p><i>Delete Policy SOP1 and 5.17 and amend para 5.18:</i></p> <p>5.17 <u>The National Planning Policy Framework sets out policies for the Green Belt. On sites within the Green Belt, previously developed sites may be partially or completely redeveloped where development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. The site's future will be considered against the policies set out in the National Planning Policy Framework, having regard to the adopted Core Strategy.</u></p> <p><i>(Delete Policy SOP1)</i> <i>(Add new text for paragraph 5.18)</i></p> <p>5.18 <u>Possible future uses could include residential, business, training/educational, and recreational uses, or similar, provided the development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.</u></p> <p><i>(Paragraph 5.18 in the submitted Plan is amended as follows and becomes paragraph 5.18a)</i></p> <p><u>5.18a</u> Proposals for this site will only be considered in the context of a comprehensive Development Brief and Site Restoration Plan <u>scheme</u> 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 <u>comprehensive scheme</u>. 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.</p>

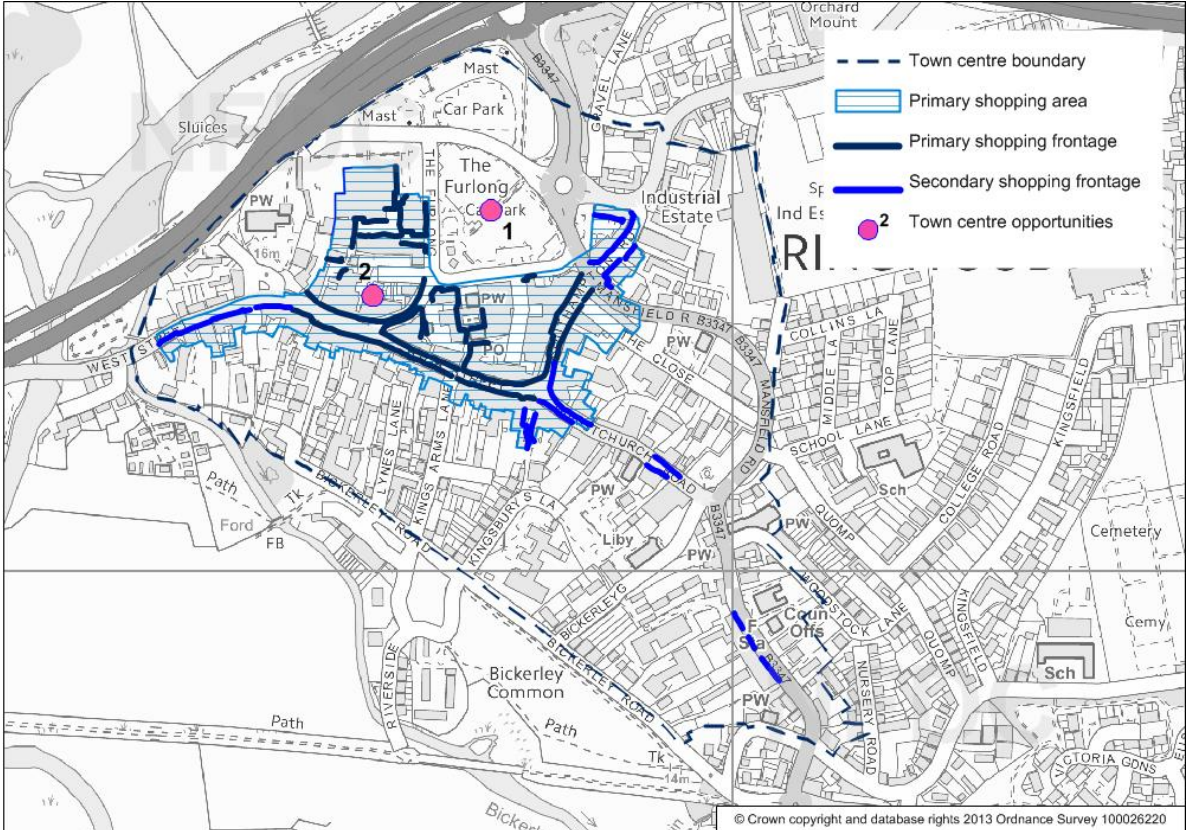
Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
MM84	Ch5.1	RING1	179	<p><i>Amend Policy RING1 as follows:</i></p> <p>RING1: Land east of Christchurch Road – employment land allocation</p> <p>Land east of Christchurch 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:</p> <ul style="list-style-type: none"> • within the site, the provision of an access road <u>to adoptable standards linking through the site from connecting</u> 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.
MM85	ID/12 NFDC30 Ch5.4 Ch5.5 Minor changes to NFDC45	RING3 Paras 5.29 – 5.32	181	<p><i>Amend Policy RING3 and paragraphs 5.29 and 5.31 as follows:</i></p> <p><i>Note. The previous proposal for on-site provision of formal public open space in addition to the requirements of Policy CS7 is deleted.</i></p> <p>RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane</p> <p>Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane is allocated to provide:</p>

Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<ul style="list-style-type: none"> • 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. <u>public open space, to include natural green space designed to mitigate the recreational impacts of the development on European nature conservation designations (SANGS).</u> <p>The site will be developed in accordance with the following site-specific criteria:</p> <ul style="list-style-type: none"> • 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 <u>Crow Arch Lane route of the old railway line, linking Crow Arch Lane to Christchurch Road</u>, through the site and the industrial land allocation east of Christchurch Road (<u>see Policy RING1</u>); • 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 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;

Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<ul style="list-style-type: none"> • on-site provision of public open space provision (both formal and informal) of around 1.2 to 1.4ha, in accordance with Policy CS7, 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 required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS); • 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 the development being agreed, to tie in with the prior development of the majority of site RING4. <p>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. <u>natural green space (SANGS)</u>. 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. <u>The development of this site should make provision for publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European nature conservation sites, meeting the requirements of Policy DM2b. The SANGS provision should include enhancements to the Castleman Trailway through the site (between Crow Arch Lane and Crow Lane), improving links to long-distance routes and the public right of way network that can be accessed via the Castleman Trailway.</u></p>

Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<p><i>(Paragraph 5.30 of the submitted Plan is unchanged)</i></p> <p>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. <u>agreement needs to be in place defining how the proposed land uses can be accommodated on the site. This agreement can be achieved through the preparation of a Supplementary Planning Document, a Development Brief or the approval of a developer-led master plan.</u> 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.</p> <p><i>(Paragraphs 5.32 and 5.33 of the submitted Plan are unchanged)</i></p>

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MM86	ID/12 Ch5.6	Map RING-TC1	183	<p>Delete Map RING-TC1: Ringwood Town Centre. Replace with new map and move dot 1 to The Furlong Car Park.</p>  <p>The map displays the Ringwood Town Centre with various shopping areas and opportunities. A dashed line indicates the town centre boundary. A light blue shaded area represents the primary shopping area, with a thick blue line marking the primary shopping frontage. A secondary shopping frontage is shown with a thinner blue line. Two pink dots, labeled 1 and 2, represent town centre opportunities. Dot 1 is located at The Furlong Car Park, and dot 2 is located in the central part of the town. The map also shows various streets, including West Street, Kingsbury's Lane, and Bickerley Road, as well as landmarks like the Industrial Estate and Bickerley Common.</p> <p>Legend:</p> <ul style="list-style-type: none"> - - - Town centre boundary Primary shopping area Primary shopping frontage Secondary shopping frontage 1 2 Town centre opportunities <p>© Crown copyright and database rights 2013 Ordnance Survey 100026220</p>
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MM87	Ch5.7	RING4	184	<p><i>Amend Policy RING4.1 as follows:</i></p> <p>RING4: Ringwood Town Centre Opportunity Sites</p> <p>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:</p> <table border="1"> <thead> <tr> <th>Ref:</th> <th>Site</th> <th>Development opportunity primarily for the following uses:</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>The Furlong Long Stay Car Park</td> <td>Retail</td> </tr> <tr> <td>2</td> <td>Former Cinema Site, Market Place and environs</td> <td>Retail/entertainment/office</td> </tr> </tbody> </table> <p>Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.</p>	Ref:	Site	Development opportunity primarily for the following uses:	1	The Furlong Long Stay Car Park	Retail	2	Former Cinema Site, Market Place and environs	Retail/entertainment/office
Ref:	Site	Development opportunity primarily for the following uses:											
1	The Furlong Long Stay Car Park	Retail											
2	Former Cinema Site, Market Place and environs	Retail/entertainment/office											
MM88		5.42-5.49 Including RING5	184 - 185	<p><i>Amend paragraphs 5.42 – 5.49 as follows:</i></p> <p>Green Infrastructure and Open Space at Ringwood</p> <p>5.42 A <u>The 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. will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to</u></p>									

Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
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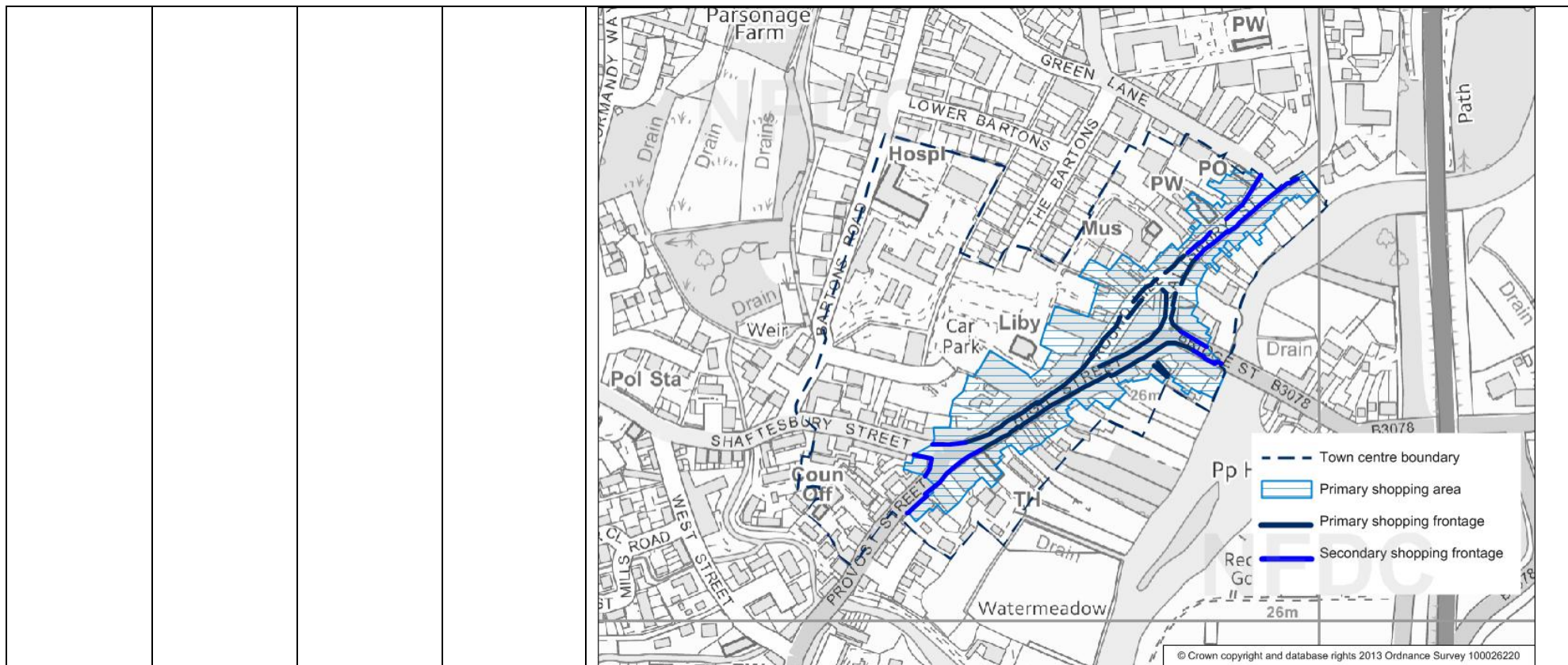
				<p><u>existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Ringwood.</u></p> <p>5.43 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8 <u>DW-E12</u>: Protection of landscape features, of this Plan <u>the New Forest District Local Plan First Alteration</u>. The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>5.44 The Green Infrastructure Strategy <u>Part 2</u> includes these areas and identifies further features contributing to the green infrastructure of the town <u>will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the town – in particular by providing 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.</u></p> <p>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); by 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 RING3). <u>including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential on European nature conservation sites. This will include the creation of a significant area of natural green space as part of the proposed development south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane (see Policy RING3). The Plan also</u></p>
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Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<p><u>proposes an extension to the formal open space to the south of the town, west of Green Lane, to enable additional facilities to be provided (see Policy RING5). Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM7.</u></p> <p><i>(Policy RING5 and paragraph 5.46 in the submitted Plan are unchanged)</i></p> <p><i>(Delete paragraph 5.47 in the submitted Plan and replace with the following)</i></p> <p>5.47 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document. <u>and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p><i>(Paragraph 5.49 in the submitted Plan becomes paragraph 5.48 and is unchanged)</i></p> <p><i>(No paragraph 5.49)</i></p>
MM89	ID/12 NFDC31 Minor changes to NFDC45.	Policy FORD1 Para.5.70	196	<p><i>Amend Policy FORD1 and paragraph 5.70 as follows:</i></p> <p><i>Note. The previous proposal for on-site provision of formal public open space in addition to the requirements of Policy CS7 is deleted.</i></p> <p>FORD1: Land east of Whitsbury Road, Fordingbridge</p> <p>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:</p> <ul style="list-style-type: none"> 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 <p>within the residential development and formal open space on the northern part of</p>

Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<p>the site;</p> <ul style="list-style-type: none"> • 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; • <u>on site provision of public open space, (both formal and informal) in accordance with Policy CS7, including provision of natural children’s play spaces and recreational space for young people located within the residential development;</u> • <u>provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM2b, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);</u> • 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; and • provision of suitable land for a minimum of 10 full size allotments plots within the site. <p><u>Planning permission will not be granted for any built development until a comprehensive plan has been prepared showing how all the required elements can be satisfactorily accommodated and integrated within the site and any phasing for the provision of the different elements.</u></p>

Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<p><i>(Delete paragraph 5.70 in the submitted Plan and replace with the following)</i></p> <p>5.70 <u>If the Suitable Alternative Natural Green Space (SANGS) is provided on site the development could accommodate about 100 new homes, having regard to the character of the area as one of transition between town and countryside, The provision of allotments will provide benefits to the community. The delivery of publicly accessible natural green space (SANGS provision) of an appropriate scale and design to meet in full the requirements of Policy DM2b will be a priority. The development should include the creation of a ‘green route’ adjacent to the former railway line, which should include a footpath/cycleway route between Whitsbury Road and Burgate School, and should connect with the Avon Valley Path long distance walking route (see also Policy FORD2.8).</u></p>
MM90	ID/12	ASH1	197	<p><i>Amend Policy ASH1 with an additional policy criterion as follows:</i></p> <ul style="list-style-type: none"> • <u>provision of vehicular access from Jubilee Crescent. The design of the vehicular and pedestrian access from the end of Jubilee Crescent into the site should maximise the separation between the carriageway/footway and the closest adjoining dwelling, such as by the creation of a pinch point;</u>
MM91	ID/12	Map FORD-TC1	200	<i>Delete Map FORD-TC1 – Fordingbridge Town Centre and replace with new map.</i>

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MM92		5.82-5.89	200 - 201	<p><i>Amend paragraphs 5.82 – 5.89 as follows:</i></p> <p>Green Infrastructure and Open Space at Fordingbridge, Ashford and Sandleheath</p> <p>5.82 A <u>The 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. will be in two parts. Part 1, the Mitigation Strategy, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Fordingbridge, Ashford and Sandleheath.</u></p> <p>5.83 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 <u>DW-E12: Protection of landscape features, of this Plan the New Forest District Local Plan First Alteration</u>. The following types of protected green spaces are identified on the Proposals Maps:</p> <ul style="list-style-type: none"> • Existing public open space • Proposed public open space • Private/education authority recreational land • Landscape features <p>5.84 <u>The Green Infrastructure Strategy Part 2 includes these areas and identifies further features contributing to the green infrastructure of the town will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of Fordingbridge, Ashford and Sandleheath – in particular <i>by providing</i> the important green links between the green spaces within the</u></p>
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Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
				<p>town <i>and villages</i> 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.</p> <p>5.85 In addition to protecting existing open spaces within Fordingbridge, Ashford and Sandleheath, 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 proposals, <u>including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential on European nature conservation sites. This will include the creation of a significant area of natural green space in particular by the as part of the proposed development east of Whitsbury Road. This allocation also includes provision for an additional 2 hectares for playing fields (see Policy FORD1).</u> Any new areas of public open space provided, <u>including</u> as part of a development scheme, will be protected by Policy DM7.</p> <p><i>(Delete paragraphs 5.86 and 5.87 in the submitted Plan and replace with the following)</i></p> <p>5.86 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. and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). <u>Further improvement projects may be identified in Part 2 of the Green Infrastructure SPD.</u></p> <p>5.87 The following transport proposals will also make an important contribution to the Green Infrastructure Strategy, by encouraging walking and cycling: <ul style="list-style-type: none"> • 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 </p> <p><i>(No paragraphs 5.88 and 5.89)</i></p>
MM93	Ch5.8	FORD2.7	205	<i>Delete Policy FORD2.7 (Footpath from Green Lane to Shaftsbury Street), paragraph 5.98 and accompanying map.</i>

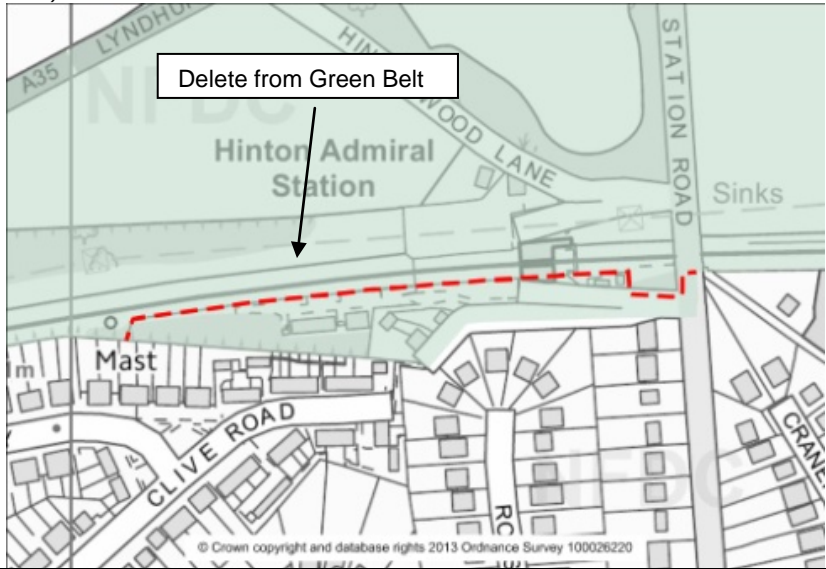
Main Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Change
MM94	ID/12	Appendix 1: Part C after PM-NMT-C2	56 of Appendix 1 After PM-NMT-C2	<i>Amend wording as follows:</i> Changes resulting from new allocations at New Milton. See SDMDPD Maps NMT1, <u>NMT1a</u> , <u>NMT1b</u> and NMT2/3/4.
MM95	NFDC16 Consequential to MM14 (withdrawal of Policy DM8)	Appendix 3	185	<i>Delete 'DW-E12 Protection of landscape features' from list.</i>

MAP-RELATED CHANGES

Main Map Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Map Change
MAP-M1	ID/12 NFDC38	Appendix 1: Part A Map deletions Map 11 Bransgore	23 of Appendix 1	<i>Add to schedule of map changes: PM-BG-A2 Delete SC-1 Sopley Camp (Sites where special policies apply) from Local Plan First Alteration</i>
MAP-M2	ID/12 NFDC38	Appendix 1: Part B PM-SOP-B1	39 of Appendix 1 173 of Local Plan Part 2	<i>Delete Map SOP1: Sopley Camp (Merryfield Park)</i>
MAP-M3	ID/12	Appendix 1: Part B PM-NMT-B22	38 of Appendix 1 After PM-NMT-B21	<i>Add residential allocation (NMT1a) at Moore Close (see change MM68 above)</i>
MAP-M4	ID/12	Appendix 1: Part B PM-NMT-B23	38 of Appendix 1 After PM-NMT-B22 above	<i>Add residential allocation (NMT1b) off Park Road, Ashley (see change MM69 above)</i>

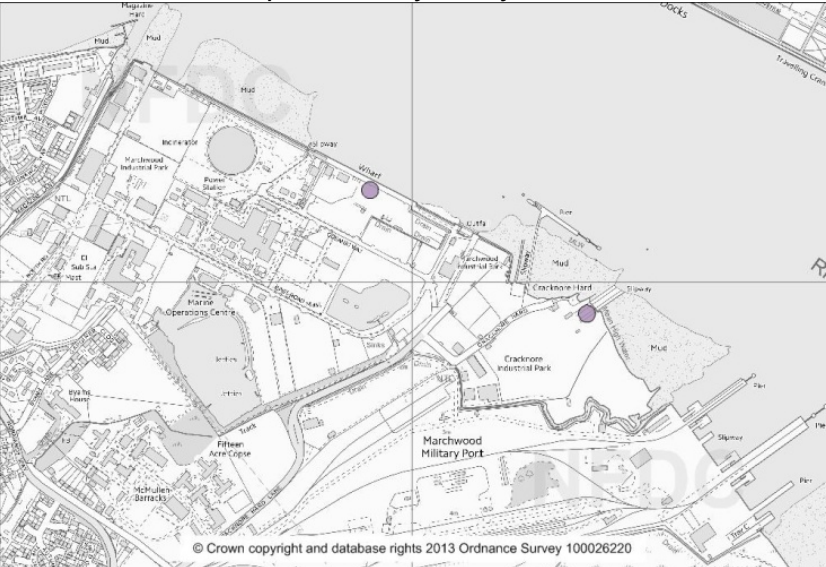
MAP-RELATED CHANGES

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MAP-M5	NFDC36	Green Belt boundary Appendix 1: Part C	56 – Add new section between New Milton and Bransgore sections	<p>Add map change PM-HIN-C1 Delete land south of railway line at Hinton Admiral from the Green Belt as shown below. (revised Green Belt boundary shown by red-dotted line).</p> 
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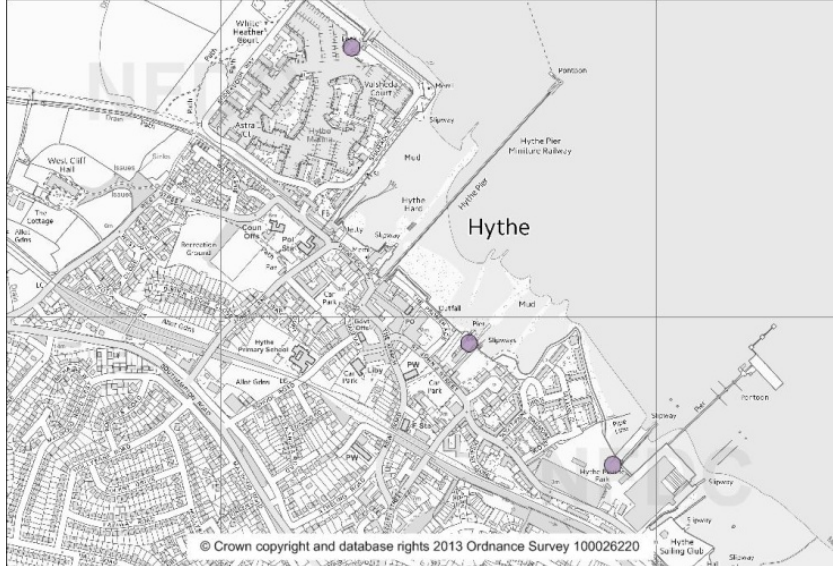
MAP-RELATED CHANGES

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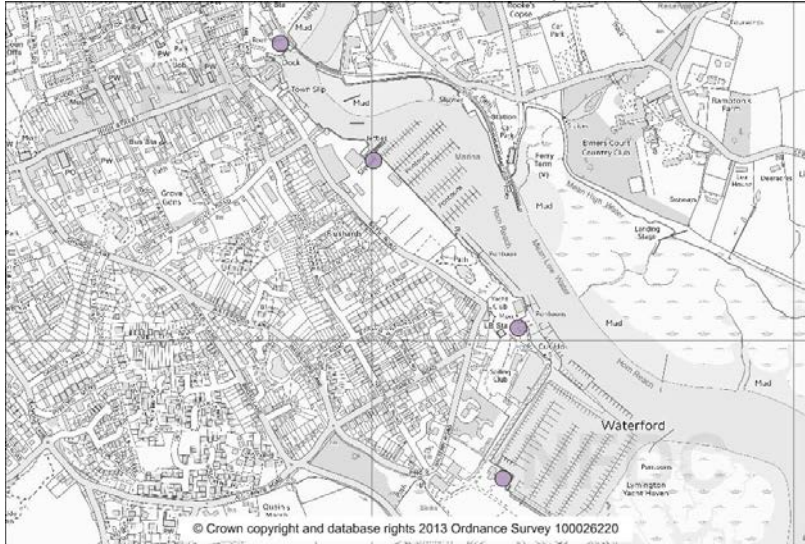
MAP-M6	ID/12	Appendix 1 Part F PM-MAR-F1 PM-MAR-F2 PM-MAR-F3	174 of Appendix 1	<p><i>Delete PM-MAR-F3 (Marchwood Military Port) and amend indicative locations of facilities protected by Policy DM12a.</i></p> 
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MAP-RELATED CHANGES


Main Map Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Map Change
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MAP-M7	ID/12	Appendix 1 Part F PM-HYT-F1 PM-HYT-F2 PM-HYT-F3	174 of Appendix 1	<p><i>Amend indicative locations of facilities protected by Policy DM12a.</i></p> 
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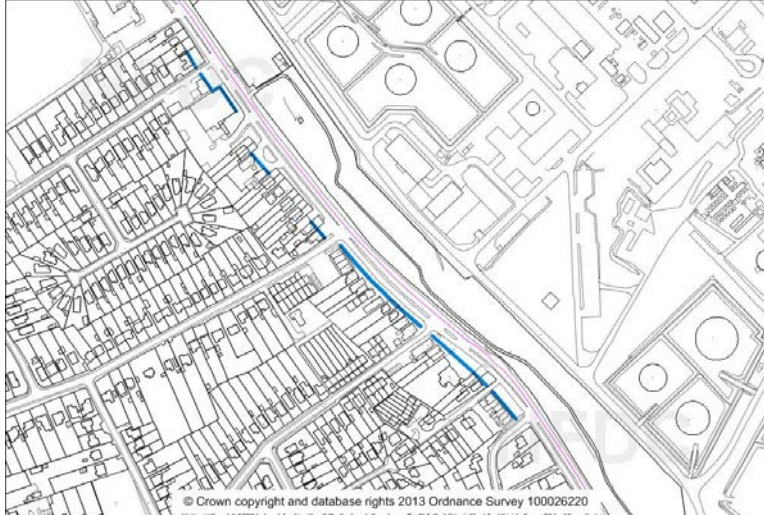
MAP-RELATED CHANGES

Main Map Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Map Change
MAP-M8	ID/12	Appendix 1 Part F PM-LYM-F1 PM-LYM-F2 PM-LYM-F3 PM-LYM-F4 PM-LYM-F5	177 in Appendix 1	<p><i>Delete PM-LYM-F5 (Boat Works, Undershore Road) and amend indicative locations of facilities protected by Policy DM12a.</i></p> 


MAP-RELATED CHANGES

Main Map Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Map Change
MAP-M9	NFDC16	Appendix 1 Part D PM-HOR-D2	104 of Appendix 1	<p><i>Amend boundary of public open space (red line) to exclude front garden of 4 Sycamore Road.</i></p>  <p>© Crown copyright and database rights 2012 Ordnance Survey 100026220</p>
MAP-M10	NFDC13	Appendix 1:Part D PM-NMT-D36	115 of Appendix 1	<p><i>Amend notation to 'existing public open space'.</i></p>

MAP-RELATED CHANGES

Main Map Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Map Change
MAP-M11	Erratum	Appendix 1 Part F PM-HOL-F2	176 of Appendix 1	<p><i>Delete map PM-HOL-F2 and replace with new map which extends shopping frontage to include 119 to 123 Long Lane, Holbury.</i></p> 

MAP-RELATED CHANGES

Main Map Modification Reference	Origin of change (Previous change no.)	Paragraph/ Policy	Page number in submitted Plan	The Proposed Map Change
MAP-M12	Erratum	Appendix 1 Part F PM-FAW-F1	177	<p>Delete map PM-FAW-F1 and replace with new map which removes local shopping frontage added in error at Solent House, Fawley.</p> 
MAP-M13	NFDC13	Appendix 1: Part D PM-HYT-D35	85 of Appendix 1	Delete proposed change (area remains Landscape Feature).
MAP-M14	NFDC13	Appendix 1: Part D PM-NMT-D27	112 of Appendix 1	Delete 'proposed public open space' notation.