New Forest District Council Local Development Framework

Local Plan Part 2: Sites and Development Management

New Forest District outside the National Park

Adopted 2014

Foreword by Councillor Paul Vickers

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

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

Preparation of this document involved extensive public consultation and a lengthy Examination conducted by an Inspector appointed by the Secretary of State. I would like to thank all of those who have been involved in the process which has resulted in the Council having in place this statutory development plan that best helps the District's population meet their needs while protecting and enhancing the local environment.

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Section 1: Introduction

What is the 'Local Plan Part 2: Sites and Development Management'?

1.1 This document sets out detailed planning policies and proposals for New Forest District (outside of the National Park) as shown on Figure 1 below. It has been prepared within the planning framework already set out in the adopted Core Strategy for New Forest District outside the National Park (adopted October 2009).

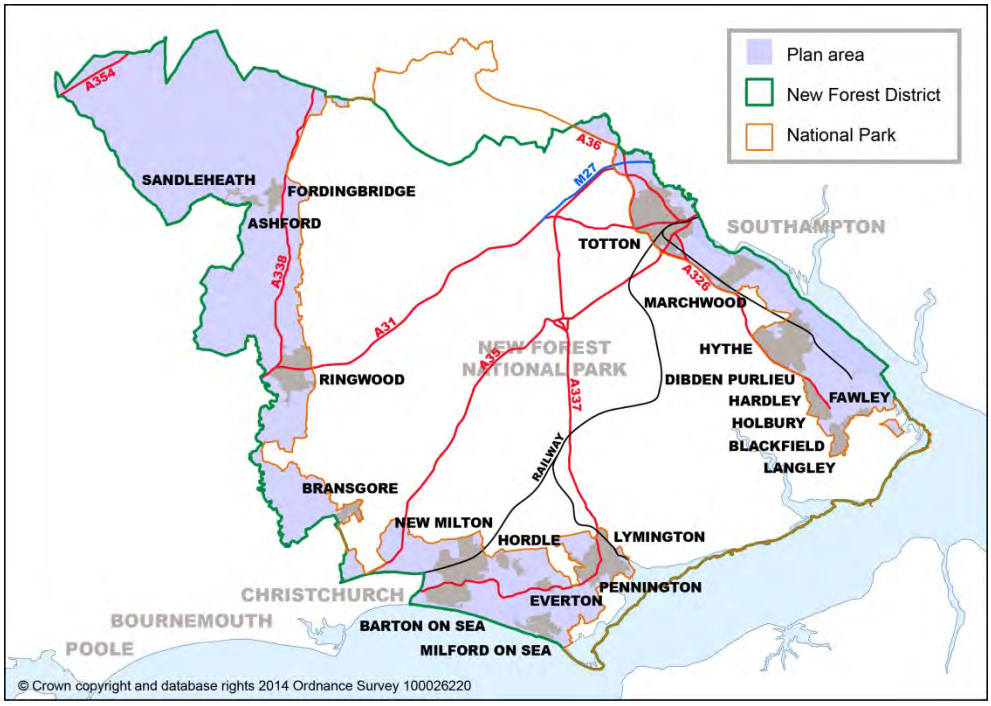


Figure 1: The Plan area – New Forest District outside the National Park

1.2 On the adoption of this document, all of the Council's statutory development plan policies will be set out in two main documents:

- The Core Strategy
- The Local Plan Part 2: Sites and Development Management

together with 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 Policies Map (formerly known as the Proposals Map), which continues to be a 'saved' part of the Development Plan, pending a future review of the policy.

[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.]

1.3 These statutory development plan policies are backed up by a range of Supplementary Planning Documents (SPDs) to give detailed guidance on implementation.

The background to this document – the adopted Core Strategy

1.4 The proposals in this document have been prepared within the framework of the adopted "Core Strategy" for New Forest District outside the National Park (the New Forest National Park Authority is a separate planning authority). The Core Strategy was adopted in October 2009 and forms the key part of the statutory development plan. It sets out the planning objectives and strategy for the area. The Local Plan Part 2: Sites and Development Management sets out detailed policies and proposals to help achieve the Core Strategy's objectives.

1.5 The planning strategy (as set out in the Core Strategy) aims to protect and, where possible, enhance the character and local distinctiveness of the various parts of the Plan area, and to avoid adding to harmful pressures on the sensitive and nationally important areas in and near to the Plan area (including the New Forest National Park). But it also recognises the local need to provide for a limited amount of necessary new development to help maintain the economic vitality of the area, to provide for community needs and to make some impact on the need for housing which is affordable to local people. This is a fine balance.

1.6 The Core Strategy document can be seen at newforest.gov.uk/planningpolicy It looks ahead to the year 2026 and includes:

- a summary description of the key features and issues affecting the area;
- a vision for the future of the area;
- strategic objectives;
- general principles that will be applied to the future planning of the area to ensure a high quality of sustainable development and to protect and enhance the area's qualities as a place to live, work and visit; to ensure protection and enhancement of nature conservation and biodiversity; to minimise energy and resource use; to achieve safe and healthy communities; and to provide for community needs including open space and recreation; and
- the spatial planning strategy for the area – covering such matters as housing development, employment and business development, town centres, tourism, the rural economy, and transport needs – with future development contributing towards meeting the area's needs and enhancing the environment.

1.7 In broad terms, the Core Strategy sets out the general level and location for development in the Plan area, but it does not identify specific locations. That is one of the main purposes of this document.

What has been done to prepare this document?

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

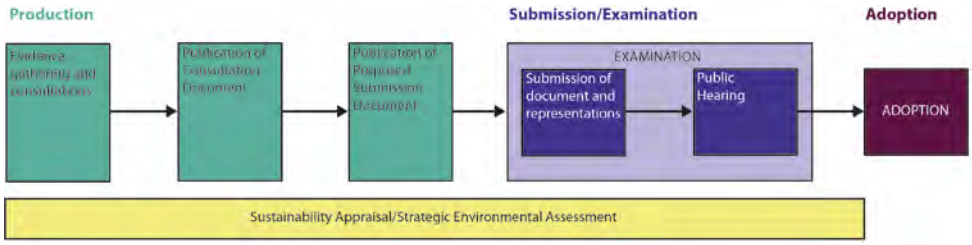


Figure 2: Stages in document preparation

1.9 A great deal of evidence gathering and consultations with other people and organisations has been necessary in order to prepare this document. The evidence used in preparing the Core Strategy has also been drawn on. The evidence is set out in a series of Background Papers which are listed in Appendix 1 to this document. All Background Papers can be seen at newforest.gov.uk/planningpolicy.

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

Replacement of Local Plan

1.11 On the adoption of the Local Plan Part 2: Sites and Development Management all remaining policies in the Local Plan, except Policy DW-E12, will have been superseded and will no longer be in force.

How is this document set out?

1.12 The structure of this document follows the structure of the Core Strategy.

1.13 Section 2 sets out Development Management policies that would apply to a relevant situation anywhere in the Plan area. Most of the necessary Development Management Policies are already included in the adopted Core Strategy, or are included in National Planning Policy. Section 2 of this document only includes additional policies that are considered to be needed to provide a proper basis for local development management.

1.14 Sections 3 to 5 set out, for each of the towns and larger villages in the Plan area, site specific proposals to meet the requirements of the Core Strategy. These proposals do not only deal with new development. They also include, for example, proposals regarding open space and green infrastructure, and cycle routes and footpaths.

- Section 3 deals with Totton and the Waterside (including Totton and Eling, Marchwood, Hythe and Dibden, Hardley, Holbury, Blackfield, Langley and Fawley).

- Section 4 deals with the coastal towns area and villages (including Lymington, Milford on Sea, Hordle, Everton and New Milton)
- Section 5 deals with Bransgore and Sopley, Ringwood, Fordingbridge, Ashford and Sandleheath, the Avon Valley and Downlands.

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

Section 2: Development Management Policies

2.1 The Core Strategy and the Sites and Development Management document form the statutory development plan for the area (together with the County level minerals and waste development plans). National planning policy is also an important material consideration in any planning decisions.

Policy NPPF1: National Planning Policy Framework - Presumption in favour of sustainable development

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.

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:

- **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**
- **Specific policies in that Framework indicate that development should be restricted.**

2.2 Most of the policies needed for development management are already included in the Core Strategy and/or in national planning policy. This document sets out policies additional to the Core Strategy policies and national planning policy.

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

2.3 The whole Core Strategy is directed towards achieving sustainable development, a high quality of design, and protecting the area's special environment. The first three Core Strategy policies are particularly relevant to these objectives.

- CS1: Sustainable development principles
- CS2: Design quality
- CS3: Protecting our special environment (Heritage and Nature Conservation).

2.4 To help in achieving these Core Strategy policies, the Council will have regard to relevant Supplementary Planning Documents (SPDs) and local

guidance, including Town and Village Design Statements. The Council is preparing a series of Supplementary Planning Documents on Local Distinctiveness. These SPDs aim to help increase understanding and appreciation of local character and distinctiveness and to provide design advice that will help improve the quality of the built environment. Local communities are involved in their preparation. The Local Distinctiveness SPDs for New Milton, Lymington and Ringwood have been adopted. Up to date information on the preparation of Local Distinctiveness SPDs is published on the Council's website.

2.5 The Council has concerns about inappropriate development of residential gardens where it would cause harm to the local area. Accordingly, particular regard will be had to Core Strategy Policy CS2 and relevant supplementary planning documents to safeguard the character of existing residential areas.

2.6 Also, the Council has produced a series of Conservation Area Appraisals and this is being added to over time. Up to date information on the preparation of Conservation Area Appraisals is published on the Council's website.

2.7 This document includes three policies to supplement Core Strategy Policies CS1-CS3.

Heritage

Policy DM1: Heritage and Conservation

a.) Development proposals and other initiatives should conserve and seek to enhance the historic environment and heritage assets, with particular regard to local character, setting, management and the historic significance and context of heritage assets.

In particular:

- **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.**
- **Development proposals should conserve or enhance the significance, character and appearance of heritage assets.**
- **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.**
- **Development proposals should respect historic road, street and footpath patterns that contribute to the character and quality of an area.**

b.) In assessing the impact of a proposal on any heritage asset, account will be taken of:

- **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

- **the impact of the proposal on the setting of the heritage asset**
- **the impact of the proposal on public access to, and enjoyment and appreciation of, the heritage asset.**

If there would be harm to the heritage asset, account will be taken of:

- **how any conflict between climate change objectives and the conservation of the heritage asset is addressed and mitigated**
- **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 asset.**

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:

- **the nature of the heritage asset means it is not suitable for all reasonable uses of the site which accord with local plan policies**
- **the proposal will not materially harm the significance of the heritage asset and its setting, and is sympathetic to its conservation**
- **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.**

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.

2.8 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.

2.9 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, 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.

2.10 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.

2.11 The Policies 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 Policies Maps.

Identified Heritage Assets

Conservation Areas		
	Designated	**Original designation**
Ashlett Creek, Fawley (part)	2000	1993
Bickton	1999	1981
Breamore (part)	2000	1981
Buckland, Lymington (part)	1999	1988
Damerham	2000	1976
Eling (Totton)	2000	1979
Fordingbridge	1999	1975
Hanger Farm, Totton	2000	1986
Harbridge	1999	1993
Hazel Farm, Totton	1999	1996
Hythe	2000	1978
Ibsley	1999	1981
Lymington	1999	1977
Kings Saltern (Lymington)	2001	-
Martin	2000	1974
Milford on Sea	1999	1975
Old Milton Green, New Milton	1999	1993
Ringwood	1999	1983
Rockbourne	2000	1976
Royal Naval Armaments Depot, Marchwood	1999	1997
Sopley	1999	1976
Whitsbury	2000	1976

Listed Buildings*	
around 1000 listed buildings and structures	
English Heritage Register of Parks and Gardens	
	Map reference
Breamore Park	SU155192
Hampshire Register of Historic Parks and Gardens (not on the National Register)	
On the Hampshire Register of Historic Parks and Gardens, including the following identified on the Policies Maps:	
Everton: Efford House	SZ299943
Fordingbridge:	.
Burgate Manor (Game Conservancy)	SU153146
Fryern Court	SU143161
Hinton (nr. Bransgore)	.
Hinton Park (also known as Hinton Admiral)	SZ206962
Milford-on-Sea: Newlands Manor	SZ286933
Ringwood: Somerley Park, Ringwood Forest	SU132082
Sandleheath: Sandle Manor	SU136148
Totton: Testwood House, Testwood Lane	SU360144
Burgage plots	
Nos. 2 to 24 High Street Lymington	
Nos. 45 to 51 High Street Lymington	
Nos. 55 to 58 High Street Lymington	
Nos. 63 to 75 High Street Lymington	
Nos. 124 to 131 High Street Lymington	
Nos. 43 to 48 St Thomas' Street Lymington	
Scheduled Ancient Monuments *	
On the National Heritage List: list.english-heritage.org.uk/default.aspx	
Notes: * Designated Heritage Asset not specifically identified on the Policies Map For further information - The Archaeology and Historic Buildings Record: Historic Environment Record (HER) for Hampshire County Council provides supplementary information: hants.gov.uk/landscape-and-heritage/historic-environment/historic-buildings-register.htm	

New Forest District (outside the National Park) Identified Heritage Assets

Nature Conservation

2.12 As set out in Core Strategy Policy CS3, the overall objective is that developments should protect, and where possible, enhance biodiversity.

Policy DM2: Nature conservation, biodiversity and geodiversity

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.

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 outweigh both the adverse impacts on the site and any adverse impacts on the wider network of SSSIs.

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 clearly outweigh the harm it would cause to the site, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity.

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.

Where development is permitted, the local planning authority will use conditions and/or planning obligations to minimise the damage, provide mitigation and site management measures and, where appropriate, compensatory and enhancement measures.

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.

2.13 Sites of national and/or international importance to nature conservation (SSSIs, SACs, SPAs, Ramsar sites, National Nature Reserves) are shown on the Policies Maps. 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.

2.14 Locally designated Sites of Importance for Nature Conservation (SINCs) are not shown on the Policies Map as the areas subject to this designation may change, or be added to over the Plan period.

2.15 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.

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

Habitats Regulations Assessment and the protection of European sites

2.17 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.

2.18 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.

2.19 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 be required to contribute towards this required mitigation.

2.20 The mitigation framework set out in Policy DM3 is based on the evidence set out in, and recommendations of, the Habitats Regulations Assessment of the Local Plan Part 2.

2.21 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.

2.22 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 DM3 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.

Policy DM3: Mitigation of impacts on European nature conservation sites

Except as provided for in the first paragraph of Policy DM2, 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:

- **the New Forest European nature conservation sites (the New Forest SAC; New Forest SPA; the New Forest Ramsar site) or**
- **the Solent Coast European nature conservation sites (the Solent Maritime SAC; Solent and Isle of Wight Lagoons SAC; Solent and Southampton Water SPA; Solent and Southampton Water Ramsar site).**

For residential development, the required suite of mitigation measures relating to the European nature conservation sites consists of a combination of the following measures:

(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:

- **Additional areas of publicly accessible natural green space (30 to 40 ha) of SANGS quality**
- **Enhancing the character and accessibility of existing public open spaces to provide additional areas of publicly accessible natural green space of SANGS quality;**
- **Improvements to walking routes and the connectivity between local green spaces, to be more attractive to local visitors who might otherwise visit the European nature conservation sites.**

(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.

(c) Monitoring of the impacts of new development on the European nature conservation sites and establishing a better evidence base: to reduce uncertainty and inform future refinement of mitigation measures.

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:

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

y = the number of contributing dwellings (having regard also to the size of the dwellings).

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.

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.

In addition, all residential developments will be required to contribute towards monitoring [measure (c)].

2.23 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:

- Providing new green spaces
- Improving access to green spaces
- Improving the naturalness of green spaces
- Improving connectivity between green spaces

2.24 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[1].

2.25 Policy DM3 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.

2.26 Based on the HRA, it is estimated that the provision of additional natural green spaces (SANGS) as set out in Policy DM3(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 be expected that the number of visits diverted could be very much higher.

2.27 It is provisionally assessed that the other measures set out in parts (a) and (b) of Policy DM3(b) will need to offset up to some 40,000 - 50,000 trips per annum to the European nature conservation sites.

2.28 The effectiveness of the measures set out in Policy DM3 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.

2.29 The effectiveness of proposals for alternative natural green spaces and recreational walking routes will be assessed against the following criteria:

[1] New residential development required to provide informal public open space of two hectares per 1000 population. (Public open space standard of 3.5 hectares 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.

- 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.
- The proposals should be well connected to or in close proximity to the residential development it is designed to attract visits from.
- The proposal should be welcoming and safe for users; dense trees and scrubs should not cover parts of the walking routes.
- 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,
- Routes and open spaces should be clearly sign-posted or way-marked.
- Access by the public must be largely unrestricted and there should be opportunities for dogs to exercise freely and safely off lead.
- Paths should be well maintained, useable throughout the year, and be rural in character.

2.30 The allocation of funding towards mitigation of harmful impacts on 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).

2.31 More detailed guidance on the required mitigation measures and financial contributions, and on specific mitigation proposals and their implementation, will be set out in the Mitigation Strategy Supplementary Planning Document (SPD). 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.

2.32 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.

2.33 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 DM3 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.

2.34 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.

Energy and Resource Use [Section 6.4 of Core Strategy]

2.35 The Council considers that national planning policy and the Core Strategy already provide most of the necessary policies relating to this matter.

2.36 The Core Strategy aims to minimise the impacts arising from new development on the factors that contribute towards climate change. This issue is also taken into account in various Core Strategy policies but especially:

- Policy CS4: Energy and Resource Use
- Policy CS10: Spatial Strategy, and
- Policy CS24: Transport considerations

2.37 The following policy is included to guide renewable energy developments to appropriate locations.

Policy DM4: Renewable and low carbon energy generation

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

(i) **land uses, including all nature conservation designations (with particular regard to any impacts on international designations within, or near to, the Plan area) and heritage assets, including the setting of heritage assets;**

(ii) **the immediate and wider landscape, giving particular importance to impacts on the New Forest National Park and the Cranborne Chase and West Wiltshire Downs AONB;**

(iii) **residential amenity both during and after construction; and**

(iv) **the road network.**

2.38 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.

2.39 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.

2.40 Permitted development rights often allow the installation of micro-generation renewable technologies on residential properties. Micro-generation schemes which do require planning permission will be encouraged where they comply with Policy DM4 and other policies of the Local Development Framework.

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

2.41 The Core Strategy has already provided appropriate policies to ensure that new development safeguards the health, well-being and safety of people and the environment throughout the Plan area. Policy CS5 of the Core Strategy sets out the key considerations regarding planning for safe and healthy communities.

2.42 In parts of the Plan area there are particular risks that need attention. These are:

- with several river valleys and extensive coast, flooding is a significant issue in some areas;
- in parts of the Waterside there is a concentration of uses identified as a 'major hazard' that have "hazard consultation zones" associated with them;
- the southern coast is subject to significant coastal erosion; and
- various sites/land that has been contaminated and need remediation work undertaken before development can safely take place.

Contaminated land

Policy DM5: Contaminated land

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

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

Flood risk and coastal erosion

Flood risk

2.44 Core Strategy Policy CS6: Flood Risk sets out the approach that will be taken in dealing with development proposals that have flood risk implications. The National Planning Policy Framework also guides the approach to be followed to minimise the risk of flooding. Proposals related to sites identified in this Plan may need to be the subject of a detailed Flood Risk Assessment at planning application stage

Coastal erosion

2.45 Core Strategy Policy CS5 states that "…vulnerable development will not be permitted within the defined coastal erosion zone which runs along the cliff tops from the District boundary west of Barton on Sea to Milford on Sea''. National planning policy requires local planning authorities to define areas which are likely to be affected by physical changes to the coast as "Coastal Change Management Areas" (CCMAs). The eastern coast, along Southampton Water is unlikely to be affected by coastal erosion and a CCMA does not need to be defined here for this purpose. However, there is erosion on the southern coast and therefore a CCMA is needed here. The defined coastal erosion zone referred to in Core Strategy Policy CS5 is the Coastal Change Management Area shown on the Policies Maps.

2.46 The defined CCMA, as shown on the Policies Map affects the settlements of Barton on Sea and Milford on Sea. The CCMA is defined on the basis of the Poole and Christchurch Bay Shoreline Management Plan (SMP2), Policy Summary Maps "low-tide with present management". The indicative erosion zones up to 2025 and up to 2055 are fairly narrow, affecting open areas and also a limited amount of development along and near to the cliff tops. The indicative erosion zones up to 2105 are much wider and include substantial developed areas. Outside the defined built-up areas, development is tightly restricted by countryside policies so the main impact of the CCMA policy will be within the defined built-up areas.

Policy DM6: Coastal Change Management Area

A coastal change management area (CCMA) is defined along the Plan area's southern coast as shown on the Policies Map (see maps DM6a and DM6b below). Within this CCMA the following criteria will apply:

- **New residential development will generally not be appropriate (subject to the exceptions in criteria e.i, e.ii, and e.iii below);**
- **Certain types of essential infrastructure and Ministry of Defence installations may be permitted;**
- **Within the indicative erosion zone up to 2025, only development directly linked to the coastal strip, such as beach huts, cafes/tea rooms, car parks and sites used for holiday or short-let caravans and camping may be permitted. All development will be subject to time-limited planning permissions.**
- **Within the indicative erosion zones from 2025 up to 2055, and 2055**

to 2105, in addition to the above, the following types of development may be permitted subject to time-limited planning permission where appropriate;

i. **hotels, shops, office or leisure activities requiring a coastal location and providing substantial economic and social benefits to the community;**

ii. **key community infrastructure, which has to be sited within the CCMA to provide the intended benefit to the wider community and there are clear, costed plans to manage the impact of coastal change on it and the service it provides;**

- **Within the indicative erosion zones from 2025 up to 2055, and 2055 to 2105, the following types of residential development may be permitted:**

i. **subdivisions of properties, including residential subdivisions;**

ii. **limited residential extensions that are closely related to the existing scale of the property; and**

iii. **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.**

Restrictions on soakaways

Policy DM7: Restrictions on new soakaways

A soakaway restriction zone is defined at Barton on Sea. Within this zone, development will only be permitted if there is capacity to connect directly to an available surface water system, or highway drainage system via a controlled connection, which may require the use of storage. Alternatively it may be appropriate to construct a new surface water system or a rainwater harvesting system.

2.47 Core Strategy Policy CS2 states that all new buildings should utilise sustainable urban drainage systems (SUDS) wherever practical. This is not appropriate within the area close to Barton on Sea cliff top because here groundwater is known to have a significant contribution on the cliff top recession rate. Policy DM7 is intended to restrict the use of new soakaway systems accompanying new residential development within the defined area at Barton on Sea and thereby contribute to reducing the impact of groundwater on coastal erosion.

Green infrastructure, open spaces, sport and recreation [Section 6.7 of Core Strategy]

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

2.49 There are close links between the proposals for open space, sport and recreation and the policies relating to biodiversity and nature conservation (Core Strategy Policy CS3), healthy communities (Core Strategy Policy CS5)

and to the proposals for footpaths and cycleways (as set out in Sections 3, 4 and 5 of this Plan).

2.50 As set out in Policy DM3, 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).

2.51 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 green infrastructure projects.

2.52 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.

2.53 Policies in the Local Plan:

- 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 DM8, and Policy CS7); and
- provide a framework for the preparation of a two part Green Infrastructure Strategy, which will:
    - 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 DM3), and
    - provide for the protection and enhancement of important green infrastructure features within settlements (Part 2) (See Policy DM9).

2.54 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 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).

2.55 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.

Policy DM8: Protection of public open space, private recreation land and school playing fields

Development will not be permitted on public open spaces, private recreation land/playing fields/sports grounds and school playing fields, as shown on the Policies 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. 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.

2.56 Policy DM8 and saved policy DW-E12 from the New Forest District Local Plan First 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 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.

2.57 Policy DM9 provides the overall framework for the preparation of the Green Infrastructure Strategy (Part 2) which 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.

Policy DM9: Green Infrastructure linkages

Development proposals should maintain, and where possible enhance, the integrity of the network of green infrastructure within settlements.

In designing new development, even where the loss of some trees and hedgerows or other existing green infrastructure is unavoidable, developers should seek to:

- **retain identified 'Landscape features';**
- **minimise the loss of existing 'green' features on a site;**
- **maximise the potential to create links with adjoining green infrastructure;**
- **provide natural green spaces within a development; and**
- **maintain or create wildlife corridors through a site.**

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:

(i) **'green links' between green spaces within the settlements and between the built-up area and the countryside;**

(ii) **'green buffers' between development and major transport routes;**

(iii) **tree-lined streets and streets with spacious verges;**

(iv) **watercourses and their banks.**

The presence of these features should be taken into account and influence the design of development proposals.

2.58 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.

Community Services and Infrastructure [Section 6.8 of Core Strategy]

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

Spatial Strategy [Sections 7.1 and 7.2 of Core Strategy]

2.60 The detailed allocations and designations to achieve the spatial strategy set out in the Core Strategy are included in Sections 3, 4 and 5 of this document.

2.61 This document sets out revisions to the defined boundaries of:

- "built-up areas" (the defined towns and larger villages),
- the "countryside" (everywhere outside the defined towns and villages), and
- the Green Belt in the southern and western parts of the Plan area.

Built-up area boundaries

2.62 The built-up area boundaries for defined settlements (Core Strategy Policy CS9, Levels 1, 2 and 3) are defined on the Policies Maps. In these areas policies which refer to 'in built-up areas' apply. Outside of these areas, including within Level 4 settlements (Core Strategy Policy CS9), 'countryside'/'rural' policies apply.

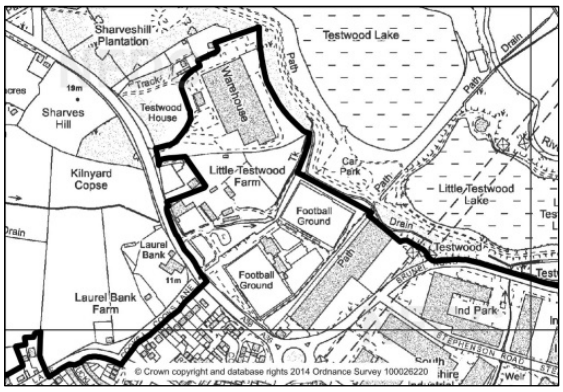
2.63 In some places the built-up area boundaries now defined vary from those defined in the previous Local Plan to:

- take account of new land allocations made in this Plan;
- remedy anomalies which have arisen as a result of development since the previous boundaries were defined; and
- rationalise policy boundaries where anomalies were created when the National Park boundary was defined.

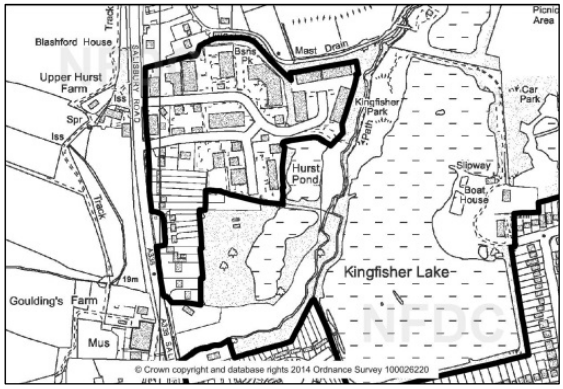
2.64 The proposed changes to the built-up area boundaries, where they relate to development proposals of this Plan are set out within Sections 3, 4 and 5. Others are detailed in full in Appendix 1: Schedule of Changes to Policies Map.

2.65 In addition to the above, two major changes to the previously defined built-up area boundaries are made:

a) the built-up area boundary north-east of Totton is revised, as shown on the map below, to include the land occupied by the football stadium and related uses, existing employment development and caravan site, together with the land proposed for employment development under Policy TOT12 of this Plan (see Section 3); and
b) a new built-up area is defined at Blashford, reflecting the extent of development already in this location.



Built-up area boundary change – Little Testwood, Totton



Built-up area boundary change – Blashford

2.66 The combination of existing and recent developments in these areas has served to change their character such that the application of countryside policies is no longer justified.

Green Belt

2.67 The Core Strategy established the principle of keeping the Green Belt over most of the areas outside the defined built-up areas south and west of the National Park. Limited changes are made to the Green Belt boundary, as a consequence of making provision for housing development to meet a local need under Policy CS12 of the Core Strategy, in Lymington, Milford on Sea, Hordle and New Milton, and to meet the development requirements of Policies CS11 and CS18 at Ringwood. Details of these changes are set out in Section 4 and Section 5 of this Plan. In addition some minor revisions to the Green Belt boundary are made to correct current anomalies, including some very small areas left as isolated Green Belt following removal of Green Belt designation from the New Forest National Park.

2.68 National Planning Policy on Green Belts applies within the defined Green Belt shown on the Policies Map.

Housing [Section 7.3 of Core Strategy]

2.69 The principal policies in the Core Strategy relating to the provision of new housing (within the strategic framework set by Policy CS10: Spatial Strategy) are:

- Policy CS11: New housing land allocations;
- Policy CS12: Possible additional housing developments to meet a local housing need;
- Policy CS13: Housing types, sizes and tenure;
- Policy CS14: Affordable housing provision;
- Policy CS15: Affordable housing contribution requirements from developments; and
- Policy CS22: Affordable housing in rural areas.

2.70 The Core Strategy plans for significantly reduced rates of new housing development in the Plan area during the period up to 2026, as compared with past rates of development.

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

Occupancy of affordable housing provided to meet a local need

2.72 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.

2.73 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).

Residential accommodation for older people

Policy DM10: Residential accommodation for older people

Residential accommodation designed specifically to meet the needs of older people, including care homes and extra care housing, will normally be permitted on sites appropriate for residential development. Care homes will not be permitted on sites allocated for residential development under Core Strategy policies CS11 and CS12, if they would prejudice the achievement of the housing figures set out in those policies.

2.74 Core Strategy Policy CS13(e) refers to providing housing which meets the needs of older people. Policy DM10 seeks to achieve this in appropriate locations.

Gypsies, travellers and travelling showpeople [Section 7.4 of Core Strategy]

2.75 Core Strategy Policy CS16: Gypsies, travellers and travelling showpeople sets out criteria for determining locations for gypsy, traveller and showpeople sites.

2.76 Since the Core Strategy was prepared, the planning framework for gypsy and traveller sites and for sites for travelling showpeople has changed. The partial review of the South East Plan, as referred to in Core Strategy Policy CS16, has been abandoned. Revised Government advice is that provision in the local development plan should be based on local assessments of need,

rather than figures handed down through regional plans. New Forest District Council took part in the following assessments of need:

- Hampshire and Isle of Wight Gypsy and Traveller Accommodation Assessment (June 2007); and
- Hampshire and Isle of Wight Travelling Showpeople Accommodation Assessment (March 2008).

2.77 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 eight 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.

2.78 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.

2.79 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.

2.80 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.

Employment and Business [Section 7.5 of Core Strategy]

2.81 Sections 3, 4 and 5 set out proposals for employment and business development in the Plan area to help meet the needs of local businesses in accordance with the Core Strategy.

2.82 The principal policies in the Core Strategy relating to the economy (within the framework set by Policy CS10 Spatial Strategy) are:

- CS17: Employment and economic development;
- CS18: New provision for industrial and office development and related uses;
- CS20: Tourism; and
- CS21: Rural economy.

2.83 The main supply of land for business start-ups, expansions and relocations will come from the re-use of existing sites and from a number of

undeveloped employment land allocations carried forward into this Plan from the previous Local Plan.

2.84 Details of sites which are allocated for employment development are set out in Sections 3, 4 and 5.

2.85 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.)

Sites for marine-related businesses and access to the water

Policy DM11: Sites for marine-related businesses and access to the water

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:

a) Marchwood Industrial Park

b) Cracknore Industrial Park

c) Hythe Marina Boat Yard, Endeavour Way

d) Hythe Boat Yard, St. Johns Street

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

i) Lymington Yacht Haven, Kings Saltern Road

New development on these sites should be designed to ensure the retention of existing wharves, boat launching facilities and vehicular access thereto[2].

DM12: Maintaining access to the water

Development proposals should be designed to enable the continued use of slipways, including public hards, to access inland and coastal waters.

2.86 The Core Strategy highlights the importance of the marine sector to the economy of the Plan Area. Core Strategy Policy CS17(g) refers to the aim

[2] The general locations of the facilities protected by Policy DM11 are indicated on the Policies Maps. The policy applies to where there is a wharf, quay or slipway where boats are berthed or moored, lifted or launched.

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.

2.87 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.

Tourism [Section 7.6 of Core Strategy]

2.88 The principal policy in the Core Strategy relating to tourism is Policy CS19 which sets out the strategy for supporting the local tourism industry. The strategy seeks to encourage tourism which is consistent with environmental objectives, including protecting sensitive areas of the New Forest National Park and vulnerable habitats. It directs the provision of the main services and facilities towards the towns and villages.

2.89 Tourism is an important part of the local economy within the District. Environmental constraints restrict appropriate opportunities for new tourist/visitor-related developments, particularly in the countryside.

Policy DM13: Tourism and visitor facilities

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

- **Outside the defined built-up areas, development to provide visitor accommodation and/or facilities will only be permitted where it is:**
- **part of a farm diversification project or through the conversion of existing buildings in accordance with Policy DM22; or**
- **to extend an existing hotel or guest house, to improve its operating efficiency or to maintain the viability of the business, and where any physical extension is of a scale and design which does not have an unacceptable impact directly or indirectly on the character and setting of the building or the surrounding area; or**
- **to relocate an existing camping or caravan site to a less sensitive location, thereby reducing the impact on nature conservation interests and the local environment ; or**
- **to enable environmental improvements to be made at an existing holiday park, camping or caravan site; or**
- **to up-grade ancillary facilities at an existing holiday park, camping or caravan site, or visitor attraction, provided this does not materially increase the overall impact of the development.**

In the countryside, any new development should be of an appropriate design and scale in keeping with the rural character of the area, and should not result in significant harmful impacts (either directly or indirectly) on the countryside or rural communities. Where the

development involves the re-use of an existing building, it must be one of an appropriate scale and appearance to its rural setting and structurally sound so that it can be re-occupied without major rebuilding.

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

2.90 Policy DM13 identifies the circumstances in which new tourist/visitor-related developments may take place, but also enables existing businesses to adapt and change. It seeks to secure the continued contribution to the tourism economy of buildings in a tourist-related use. For example, where a small hotel is no longer viable, its change of use to a restaurant, public house, or similar use, would ensure a continuing contribution to the local economy, whereas its conversion to a dwelling would not.

Town, village and local centres [Section 7.7 of Core Strategy]

2.91 The principal policy in the Core Strategy relating to town, village and local centres is Policy CS20 which sets out the strategy supporting their role as centres for shopping, entertainment, business and service activities.

2.92 In addition to Core Strategy and the National Planning Policy Framework, this Plan sets out additional policies aimed at protecting existing centres and directing new development to appropriate locations. Where possible, main town centre uses should be located in town centres.

2.93 For the purposes of Policies DM15, DM16 and DM17, 'appropriate non-retail uses' in town centres and local shopping frontages include those which provide commercial or community services to the public, including for example, banks and other financial services, solicitor's offices, medical centres, public offices, community halls and advice centres, leisure and entertainment uses, including arts venues, cafes, bars, restaurants and hotels, and other uses which generate similar customer activity or business. Residential accommodation, including residential institutions, is not included in the definition of an 'appropriate non-retail use'.

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

Provision for additional retail floorspace

2.95 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. 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 are identified by Policies TOT15, HYD4, LYM8, NMT10 and RING4 as 'Town Centre Opportunity Sites' in Sections 3, 4 and 5 of this Plan. These policies also identify opportunities for additional town centre office floorspace in accordance with Core Strategy Policy CS18.

2.96 Outside of town centre boundaries, retail development proposals of over 1,000sqm will be subject to an impact assessment.

Town centre policy areas

2.97 In accordance with the National Planning Policy Framework a 'Primary Shopping Area' is defined on the Policies Maps for the town centres of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge. Primary and Secondary Frontages are also defined.

Policy DM14: Primary Shopping Frontages

Within the primary shopping frontages, as defined on the Policies Maps, the following will be permitted:

a) retail development, including improvements and extensions of existing commercial premises;

b) appropriate non-retail uses (uses other than Class A1), provided the length of ground floor street frontage in non-retail use within the primary shopping area is no greater than 30% of the overall length of ground floor street frontage[3]. Non-retail uses will not be considered appropriate in premises in prominent locations within a primary shopping area; and

c) on upper floors, and at basement level, uses which are compatible with retail use (and its associated storage and servicing) of the ground floor unit. This could include residential uses where this can be achieved without the loss of gross floorspace in retail or appropriate non-retail uses within existing premises, the loss of ancillary storage space, or the ability to service the premises off-street.

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

(i) **the proposed use will add to the vitality and attractiveness of the primary shopping area to shoppers; and**

(ii) **it can be demonstrated that the proposed development will generate customer activity levels (footfall) similar to a typical retail unit.**

Residential development will not be permitted at ground floor level.

[3] The assessment will take into account unimplemented planning permissions for changes of use.

Policy DM15: Secondary Shopping Frontages

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

a) the development, improvement or expansion of retail and appropriate non-retail uses; and

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

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

2.98 Core Strategy Policy CS20(b) establishes a presumption against the loss of premises in A1 use within the defined Primary Shopping Areas[4]. 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.

2.99 A specific policy, Policy TOT18, applies in the defined Rumbridge Street Secondary Shopping Frontage.

Policy DM16: Within town centres, outside Primary Shopping Areas and Secondary Shopping Frontages

Within the town centre, boundaries defined on the Policies Maps outside the defined Primary Shopping Areas and other Secondary Shopping Frontages, development for retail and appropriate non-retail uses (defined in para.2.93) will be permitted. Policies TOT15, HYD4, LYM8, NMT10 and RING4 identify specific opportunities for town centre developments.

Residential development will be permitted where:

(i) **it does not result in the loss of retail, appropriate non-retail (defined in para. 2.93), 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;**

(ii) **it is not on the ground floor (street level) of a defined Town Centre Opportunity Site and it does not prejudice the development opportunities identified in TOT15, HYD4, LYM8, NMT10 and RING4.**

[4] 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."

2.100 Policy DM14: Primary Shopping Frontages, Policy DM15: Secondary Shopping Frontages and Policy DM16: Within the town centres, outside Primary Shopping Areas and Secondary Shopping Frontages, provide additional detailed policies implementing Policy CS20 of the Core Strategy.

2.101 Town centre boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages and Local Shopping Frontages are defined in this Plan on the Policies Maps.

2.102 Appropriate non-retail uses are defined in paragraph 2.93.

Local Shopping and services

Policy DM17: Local Shopping Frontages in the built-up areas of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge

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

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

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

Policy DM18: Local Shopping Frontages in Marchwood, Blackfield, Holbury, Fawley, Milford on Sea, Hordle, Bransgore

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

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

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

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

2.103 Policies DM17 and DM18 aim to retain a minimum proportion of shop units in a retail use within the defined local shopping frontages. 'Day to day shopping and service needs of the area' are defined as retail uses and 'appropriate non-retail uses' as defined in paragraph 2.93, which serve the local community.

Small local shops and public houses

Policy DM19: Small local shops and public houses

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

Development proposals which result in the loss of small local shops (outside defined local shopping frontages) or public houses will not be permitted where the proposal would result in the loss of an important local facility or if this would leave the local area without such a facility. Change of use to an alternative business/employment or community use will be acceptable where the loss of a shop or public houses is permitted.

2.104 Within the towns and villages there are a large number of small local shops or groups of shops, which are not within an identified local shopping frontage, but provide a convenient local service to the community. Policy DM19 seeks to ensure that development proposals do not result in the loss of these shops, particularly where there is no alternative provision nearby. The threshold of 280 square metres relates to the definition of a "small shop" in Sunday Trading Laws. There is a separate proposed policy on local shops in the countryside in the next section (Rural areas and the countryside). In addition to small local shops or groups of shops, public houses can provide an important local facility for a community.

Rural areas and countryside [Section 7.8 of Core Strategy]

2.105 The countryside is defined as all of the Plan area outside the defined built-up areas of the towns and villages (Level 1, Level 2 and Level 3 settlements defined in Core Strategy Policy CS9.). The area defined as 'countryside' is not just open countryside, but includes rural villages and communities (Level 4 Settlements in Core Strategy Policy CS9), and a number of sites subject to site-specific policies. The principal policies in the Core Strategy for the countryside are:

- CS1: Sustainable development principles;
- CS10: Spatial strategy;
- CS21: Rural economy; and
- CS22: Affordable housing for rural communities.

However, other Core Strategy policies are also relevant.

2.106 The additional development management policies set out below supplement policies in the Core Strategy.

Housing in the countryside

2.107 New housing development is very tightly restricted in the countryside. Policy DM21 below sets out the circumstances under which residential development may take place in the countryside (i.e. outside the defined built up areas).

2.108 Core Strategy Policy CS22 continues the longstanding policy within New Forest District to allow small scale residential development to meet a rural community's need for affordable housing for local people. It is the Council's intention to continue to seek suitable small sites for rural affordable housing, in accordance with Core Strategy Policy CS22: Affordable housing for rural communities.

Policy DM20: Residential development in the countryside

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

a) a limited extension to an existing dwelling[5]; or

b) the replacement of an existing dwelling, except where it:

- (i) **is the result of a temporary permission(s); and/or**
- (ii) **is an unauthorised use; and/or**
- (iii) **it has been abandoned; or**

c) affordable housing to meet a local need, in accordance with Core Strategy Policy CS22; or

d) an agricultural worker's or forestry worker's dwelling in accordance with Policy DM21.

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

Replacement dwellings and dwelling extensions should not normally provide for an increase in floorspace[6] of more than 30%. A dwelling may be permitted to exceed the 30% limit provided the increased floorspace will not result in a dwelling in excess of 100 sq. metres floorspace. In all cases proposals should be designed to respect the character and scale of the existing dwelling, and not significantly alter the impact of built development on the site within its setting.

2.109 The 30% limit is applied as a limit to all cumulative extensions since 1 July 1982. In exceptional circumstances, a larger extension may be permitted to:

(i) meet the genuine family needs of an occupier who works in the immediate locality; or

[5] 'Existing dwelling' means the dwelling as it existed on 1 July 1982, or as the dwelling was originally built or legally established, if the residential use post-dates 1 July 1982.

[6] Floorspace will be measured as the total internal floorspace of the whole building including all attached buildings, irrespective of whether their current use is as habitable floorspace.

(ii) meet the design considerations relating to the special character of the building e.g. listed buildings.

2.110 The 30% limit on additional floorspace applies to that added to the property beyond the original envelope of the building, as of 1 July 1982. Therefore additional floorspace achieved internally within the building envelope, for example, by a loft conversion, will not be counted against the 30% limit.

2.111 In considering proposals for a conservatory[7], some flexibility may be applied in implementing the 30% limit to cumulative extensions, having regard to the impact of the proposal on the setting of the dwelling and character of the area.

Agricultural, forestry and other occupational dwellings in the countryside

2.112 Policy DM21 sets out the circumstance where a new dwelling may be permitted in the countryside to address the essential needs of a rural enterprise.

Policy DM21: Agricultural or forestry workers dwellings

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

(i) **there is a clearly established existing functional need;**

(ii) **the need relates to a full-time worker, or one who is primarily employed in the agriculture/forestry enterprise and does not relate to a part-time requirement;**

(iii) **the unit and the agricultural/forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;**

(iv) **the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned.**

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

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

[7] A conservatory is defined as a structure that has not less than three-quarters of the area of its roof and not less than one-half of the area of its external walls made of translucent material.

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

The rural economy

2.114 Core Strategy Policy CS21 sets out the Council's strategy for the rural economy. This aims to support the economy of rural areas, allowing diversification of business activity compatible with other Core Strategy objectives.

2.115 Policy DM22, below, supplements Core Strategy Policy CS21 as a basis for development management, to enable developments that help sustain the rural economy but do not harm the countryside.

Rural employment development

Policy DM22: Employment development in the countryside

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

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

b) the re-use of existing permanent buildings which are structurally sound so that they can be re-occupied without major rebuilding or extension.

And, for an established rural enterprise:

c) the redevelopment of an existing employment site which results in local environmental benefits; or

d) the extension to an existing building in employment use.

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

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

Rural shops and services

Policy DM23: Shops, services and community facilities in rural areas

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

a) local convenience stores of up to 280sq. metres will be permitted where they provide for the day to day needs of a community which otherwise would not be provide for, and are located within the community served.

b) small-scale development projects that provide the local delivery of services and community facilities will be permitted.

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

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

New development in open countryside will not be permitted.

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

2.117 Policy DM23 allows development related to the needs of local communities in rural areas. In implementing this policy, particular regard will be had to specific local needs which have been identified by the community in a parish plan.

Policy DM24: Loss of rural employment sites, shops, public houses and community facilities

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

a) alternative equivalent provision is secured as part of the development proposal; or

b) the proposed development use would provide greater community benefits, for which there is a recognised local need, than the use lost; or

c) the use of the site or building has an adverse impact on the character and amenities of the area which is not capable of being resolved by appropriate measures.

2.118 In considering what are ‘recognised local needs’, particular regard will be had to parish plans.

2.119 Recreational uses in the countryside are recognised as contributing to meeting local needs and also supporting the rural economy.

Policy DM25: Recreational uses in the countryside – including horse-keeping/riding

Development associated with recreational uses will be permitted where it:

a) will help meet a local recreational need; and/or

b) will assist in the diversification of an agricultural enterprise; and/or

c) will assist in relieving harmful pressures on a sensitive part of the New Forest National Park;

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

Development related to recreational horse keeping and riding will be permitted provided the scale is appropriate to the rural setting and character and it will not result in harmful increases in riding pressures on sensitive parts of the New Forest (in particular those subject to international nature conservation designations) or otherwise have unacceptable impacts on neighbouring uses, the rural landscape, local roads or on road safety.

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

Transport [Section 7.9 of Core Strategy]

2.121 The principal policies in the Core Strategy relating to travel and transport are:

- CS23: Transport proposals; and
- CS24: Transport considerations.

2.122 In the preparation of this Plan previous transport proposals and safeguardings have been reviewed, and the need for new proposals considered. The details of this re-assessment are set out in Background Papers 44: Review of Transport Proposals. The full set of transport proposals that will form the basis of seeking developers' contributions has been agreed with Hampshire County Council. The list of schemes is monitored and regularly updated to take account of local needs and includes measures to minimise the impact of new development on the existing transport infrastructure, improve accessibility by non-car modes and reduce the adverse impact of traffic.

2.123 Sections 3, 4 and 5 of this document give more details of the individual transport schemes that are appropriately included in the development plan document because they are significant in terms of spatial planning and/or because they require the use of non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts. In the Hampshire Local Transport Plan (LTP3) maintenance is the main spending priority. It is

envisaged that the majority of transportation proposals will need to be developer funded.

District Statements

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

Parking

2.125 Local standards for car parking provision are set locally through Supplementary Planning Documents and may be reviewed during the Plan period.

2.126 If passenger rail services were reinstated in the Waterside, some additional car parking areas may be required to serve the new train stations. This is detailed further in the Totton and Waterside section of this document (see Section 3).

Vehicle charging points

2.127 Electric vehicles and plug in hybrid vehicles are important emerging technologies. Their success as technologies is partly dependent on there being a readily available supply of charging points. In accordance with national planning policy, new developments should be designed to enable the provision of electric plug-in points for both electric vehicles and plug-in hybrid vehicles. The design of parking should also consider the provision of electric plug-in points, the cabling for the charging infrastructure and the charging infrastructure itself.

Freight

2.128 A freight strategy for urban South Hampshire has been prepared by Transport for South Hampshire (TfSH); this covers the Totton and Waterside area of the District. The strategy looks at potential problems caused by freight distribution and aims to identify workable solutions for potential problems caused by freight distribution. The TfSH Freight Strategy can be viewed on the Hampshire County Council website. A freight strategy for Hampshire prepared by the County Council will be a supplementary policy document to the Hampshire Local Transport Plan (LTP3) Strategy.

Policy DM26: Development generating significant freight movements

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

2.129 Any proposals for freight development should accord with the Hampshire sub-regional Freight Strategy and rail freight will be encouraged.

General development requirements for site allocations

2.130 Sections 3, 4 and 5 of this Plan include site-specific policies allocating land for development. The intention of these policies is to establish the basic principles relating to how these sites should be developed over the Plan period. They do not attempt to specify in detail the form or design of the future development. This will be resolved through the negotiation of a planning proposal for the site at the time that a developer brings a site forward for development or, for major sites, the preparation of a Site Development Brief.

2.131 In addition to any site specific policy, the development management policies in both this document and in the Core Strategy will need to be taken into account when considering development proposals for a site. In particular attention is drawn to the following policies:

- Policy CS2 Design Quality: Regarding the application of good design principles and contribution to local distinctiveness
- Policy CS4 Energy and resource use: Regarding standards to be achieved in new construction
- Policy CS7 Open spaces, sport and recreation: Regarding the provision of public open space
- Policy CS8 Community services and infrastructure: Regarding the provision of appropriate infrastructure to serve development0

- Policy DM9 Green Infrastructure: Regarding enhancement and provision of ‘green links’ (including retention of important trees and hedgerows) and provision of ‘wildlife friendly’ landscaping to create wildlife corridors
- Policy DM9 Green Infrastructure: Regarding the enhancement of watercourses and avoidance of culverting
- Policy CS13 Housing types, sizes and tenure: Regarding the type of housing to be provided
- Policy CS14 Affordable housing provision: Regarding the integration of different types of housing tenure across a site so that affordable housing is indistinguishable
- Policy CS15 Affordable housing contribution requirements from development
- Policy CS24 Transport considerations: Regarding the provision of safe access for motor vehicles, cyclists and pedestrians
- Policy CS24 Transport considerations: Regarding the provision of safe and convenient links to local pedestrian and cycle routes
- Provision of vehicle charging points in new developments (see paragraph 2.98)

2.132 Development proposals should not have a negative impact on the operation of utility infrastructure. In accordance with Core Strategy Policy CS5, development proposals in proximity to existing wastewater facilities should not result in an unacceptable impact on the amenity of future occupants.

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

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

3.1 The site-specific policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.

3.2 The general policies set out in:

- the Core Strategy,
- National Planning Policy and
- Development Management policies set out in Section 2 of this document;

all apply where relevant.

3.3 Supplementary Planning Documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.

Improving access to the Waterside

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

Re-opening the Waterside railway to passengers

3.5 Policy CS23(f) of the Core Strategy seeks reinstatement of passenger services on the Waterside branch railway, including safeguarding land for the provision of new passenger stations and associated works and facilities. The previous proposal for a station in west Totton, at Bartley Park has been abandoned. 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 community stations will be provided at Hounsdown, 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.

Improvements to the A326

3.6 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 Hampshire County

Council'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 Hampshire County Council (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.

Improvements to footpath/cycleways

3.7 Numerous cycle routes are proposed for the Totton and Waterside area, detailed in the transport proposals for each settlement. While the principles of the improvement schemes have been appraised for their environmental and highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts, particularly those that involve the removal of extensive existing hedgerows.

3.8 A cycle route proposed in policies TOT22.9 and MAR8.2 is of wider importance than just one settlement. It will add to an extensive strategic cycle route connecting Marchwood and Totton. This scheme requires non-highway land to implement adjacent to Bury Road, Marchwood Road and Jacob's Gutter Lane. This route will provide a safe pedestrian/cycle connection between Marchwood and Totton encouraging walking and cycling, as a viable alternative to car travel between the settlements. This scheme will therefore help alleviate traffic congestion in this area.

Totton and Eling

3.9 The strategy for Totton and Eling is summarised on page 84 of the Core Strategy.

3.10 The site-specific policies for Totton and Eling, as set out below, aim to help achieve the aims and objectives of the Core Strategy.

Housing at Totton

3.11 Housing development will continue on acceptable sites within the defined built-up area of Totton and Eling. In addition, the Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified for around 100 dwellings at Totton (Policy CS11). Policies TOT1 and TOT2 identify sites to achieve this. When considering new developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

3.12 Core Strategy Policy CS12 also allows for possible sites for up to a further 50 dwellings to be identified specifically to address local needs for affordable housing. It has not been possible to identify any further acceptable sites to provide for this possible development.

New housing allocations adjoining Totton

TOT1: Land at Durley Farm, Hounsdown

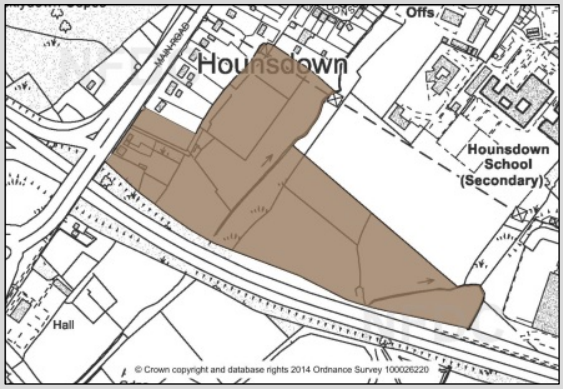
Land at Durley Farm, Hounsdown is allocated for residential development including affordable housing in accordance with Policy CS15(a) of the Core Strategy, public open space and allotments.

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

- **provision of vehicular access to the site via Jacob's Walk, and pedestrian and cycle links to Main Road (A35);**
- **implementation of appropriate measures to reduce the traffic impacts of the development on adjoining residential roads;**
- **provision of a cycle route through the site from Jacob's Gutter Lane to Hounsdown Business Park (see Policy TOT22.7);**
- **retention and enhancement 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, wherever possible, of existing woodland, mature trees and hedgerows within the site;**
- **protection and enhancement of the Site of Importance for Nature Conservation (SINC) 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 public open space in accordance with Policy CS7, to include an equipped play-space for children;**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);**
- **appropriate provision for the future management of green infrastructure within the site including woodland, publicly accessible open spaces, allotment land and areas designated Sites of Importance for Nature Conservation; and**
- **no built development beneath power lines crossing the site.**



3.13 Land at Durley Farm has been allocated for housing development in the past and was most recently identified as a 'reserve' site in the last Local Plan to be released if needed to meet housing requirements. There has been an expectation that this land would be developed at some point in the future.

3.14 If provision of Suitable Alternative Natural Green Space (SANGS) is on site, the development could accommodate about 80 dwellings having regard to the protection and enhancement of the Site of Importance for Nature Conservation (SINC) on the site. The provision of allotments will 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 DM3.

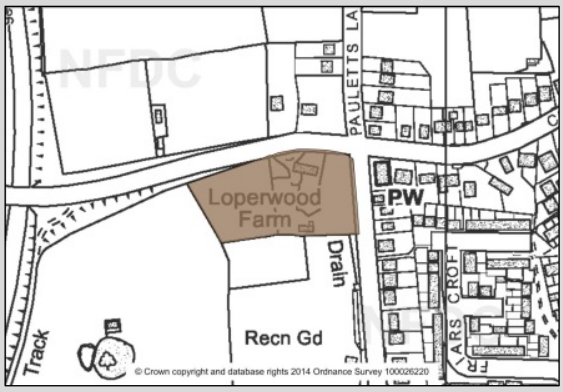
TOT2: Land at Loperwood Farm

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

- **provision of safe vehicular, pedestrian and cycle access to the site;**
- **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.**



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

Housing sites within Totton and Eling

3.16 In addition to new greenfield sites on the edge of Totton, sites which were already allocated for development in the previous Local Plan, together with some new site allocations, are also identified in this Plan for new residential development within the existing built-up area of Totton and Eling.

3.17 In addition to specific site allocations, small-scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Policies Map). When considering development within the existing built-up area, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

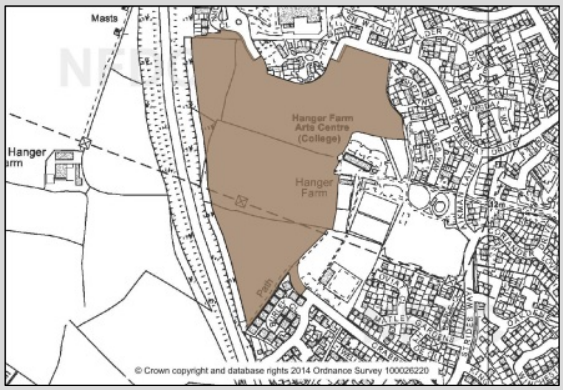
TOT3: Land at Hanger Farm

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

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

- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, 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 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 TOT22.12); and**
- **provision of a wildlife corridor between the Hanger Farm Arts Centre and the landscape buffer on the western edge of the site.**



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. 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 DM3. This SANGS requirement should be designed to include a wildlife corridor between the Hanger Farm Arts Centre and the western edge of the site.

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

TOT4: Land off Oleander Drive, north of Michigan Way

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

- **provision of vehicular, pedestrian and cycle access to the site from Oleander Drive;**
- **retention of important trees and hedgerows on the site;**
- **retention and enhancement of the paddock along the Michigan Way frontage as part of the Green Infrastructure Strategy green buffer along Michigan Way;**

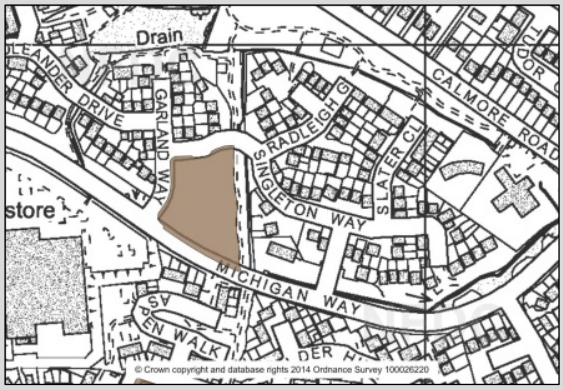
- **retention and enhancement of the route of the existing public right of way along the northern boundary of the site linking to the A326 underpass, to provide pedestrian and recreational cycling links to the countryside west of the bypass (see TOT22.11);**
- **provision of public open space in accordance with Core Strategy Policy CS7 to include natural play space for young children on the site.**

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

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

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

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



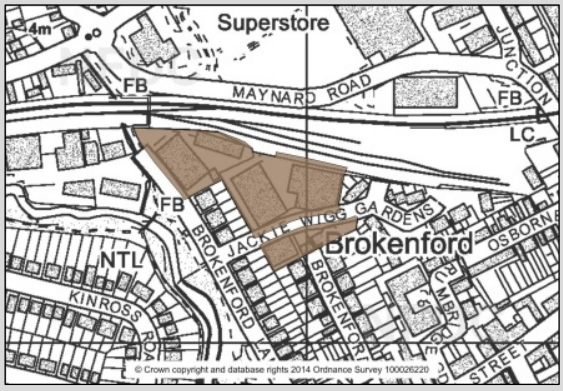
3.21 This site was previously allocated as part of the Hazel Farm development. The green infrastructure buffer along the south side of the site adjoining Michigan Way is important to the character of this route into Totton.

TOT6: Land east of Brokenford Lane

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

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

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



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

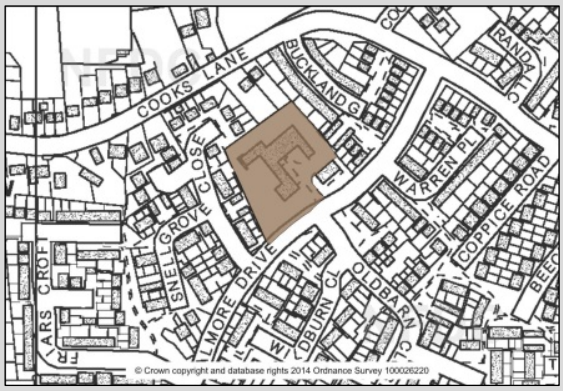
TOT7: Stocklands, Calmore Drive

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

Development should meet the following site-specific criteria:

- **retention of existing trees and hedgerows on the site where possible and additional landscape treatment to enhance the frontage with Calmore Drive;**
- **provision of public open space in accordance with Core Strategy**

Policy CS7, to include natural play space for young children on the site.



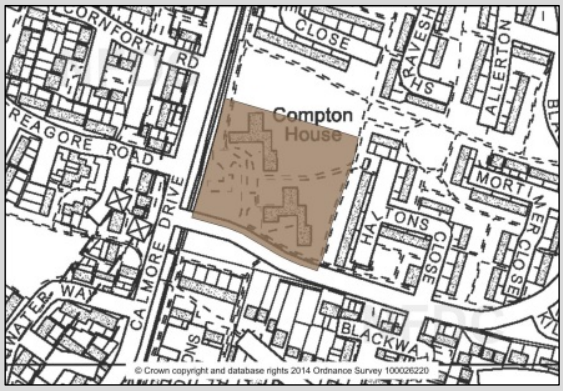
3.23 Intensification of the use of the existing access could have traffic impacts on Calmore Drive as the existing access to the site lies directly opposite Old Barn Close. A traffic impact assessment of the proposed development will be required to demonstrate that the road junction can accommodate any additional traffic generated by development.

TOT8: Land off Blackwater Drive, Calmore

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

Development should meet the following site-specific criteria:

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



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

TOT9: Bus Depot, Salisbury Road

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

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

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

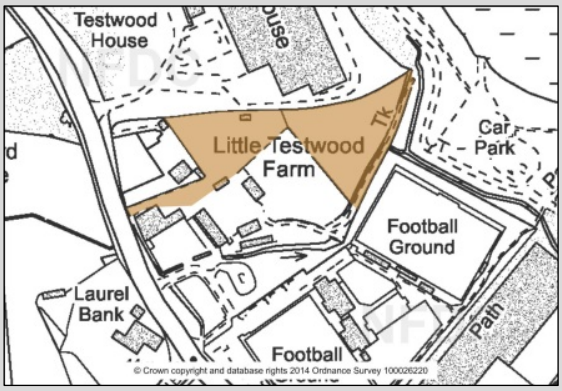
3.26 In addition to the above residential land allocations, the redevelopment of the Eling Wharf site could include some provision for new housing, as part of a mixed use scheme for the whole site (see Policy TOT11 below).

Residential pitches for gypsies

TOT10: Land at Little Testwood Farm caravan site

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

- **Land adjoining the east of the existing transit caravan site, up to the site boundary, is allocated for the development of permanent residential caravan pitches for gypsies and travellers in accordance with Policy CS16 of the Core Strategy. Development of the site should provide for:**
- **vehicular, pedestrian and cycle access to the site from Salisbury Road;**
- **the retention of trees and woodland around the site boundary;**
- **improved ablution facilities on the site;**
- **provision of public open space in accordance with Core Strategy Policy CS7 to include children's play space on the site.**



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

Eling Wharf

3.28 Eling Wharf is a large key site – a priority area for economic regeneration in the eastern part of the Plan area. It covers about 15 hectares on the edge of Totton town centre and next to Southampton Water, with good transport links. At present it offers a poor quality environment and suffers from serious contamination. It is currently used mainly for storage and low intensity employment uses. Redevelopment of this site will result in more intensive use of this site, enable contamination issues to be resolved and provide significant opportunities for the creation of new employment uses, in accordance with Core Strategy Policy CS17. As well as new employment development, this Plan proposes that a limited amount of housing and community/leisure uses be provided as part of the redevelopment scheme, together with significant associated environmental improvements.

TOT11: Eling Wharf

Eling Wharf is allocated for a mixed use development, primarily for employment development in accordance with Policy CS17 of the Core Strategy. Residential development, community and leisure uses will also be acceptable as part of a comprehensive redevelopment of the site, 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.)

In determining the appropriate balance between the uses on the site, regard will be had to:

(i) **the need to enable a scheme which overall is financially viable and will produce overall benefits to the environment and local economy; and**

(ii) **the need to avoid unacceptable significant impacts on the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site.**

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 DM3.

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

- **the primary use of the site should be employment development and, in particular, forms of business development creating higher value and density of jobs;**
- **residential development, including affordable homes in accordance with Policy CS15(d), should mainly be located on the western part of the site, adjoining Eling Lane;**
- **the primary access to the non-residential 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 and, within a mixed use scheme, residential development;**
- **public open space will need to be provided, including appropriate public access to the waterfront;**
- **existing contamination issues will need to be resolved prior to, or in association with, development;**
- **significant environmental improvement will be required, including the provision of appropriate Green Infrastructure, to create a high**

quality environment across the whole site;

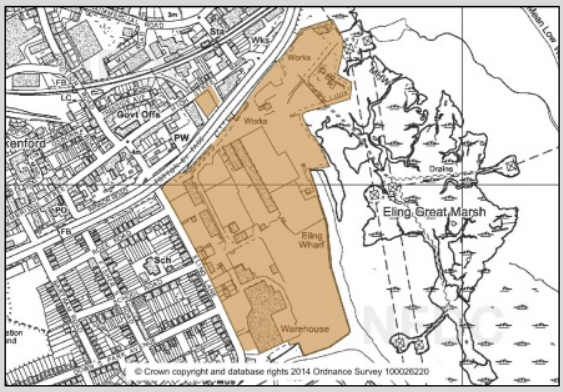
- **unacceptable impacts on areas designated for national and international importance for nature conservation will be avoided, and where avoidance is not possible, will be mitigated. Where residual impacts remain, compensation will be provided. Any such measures will need to be informed by relevant site-specific investigations (e.g. bird surveys; visitor surveys) and designed in consultation with New Forest District Council and Natural England. It is anticipated that these investigations will take the form of a project level Appropriate Assessment under the Habitats Regulations to accompany any planning application.**

  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 and mitigation measures may include, but are not necessarily limited to:

  - **Water pollution during construction - scheme of pollution prevention measures agreed with the Environment Agency and New Forest District Council.**
  - **Recreational disturbance - prevention of access onto the mud and salt marsh; provision of alternative space for salt marsh recreation. Light pollution and noise disturbance - avoidance of construction or operational activities which give rise to noise or light pollution above normal background levels during the sensitive overwintering period (October-March).**
  - **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 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).**
  - **Impact of tall structures - avoidance of disruption to bird flight paths, provision of roosting, nesting or perching space for predatory bird species or shading of habitats.**
- **unacceptable impacts will need to be avoided on Eling conservation area;**
- **a Flood Risk Assessment will be required for development proposals on the site. If housing development is proposed in Flood Zones 2 and 3 then detailed control measures for flood protection will be required. Any necessary control measures must show that they:**
- **are appropriate and consistent with the North Solent Shoreline Management Plan and the West Solent Coastal Defence Strategy;**
- **will not result in an increased level of flood risk to others;**

- **have clear responsibilities for their provision; and**
- **have suitable arrangements in place for their future maintenance, where relevant;**
- **a cycle/footpath route through the site should connect to the existing cycle routes adjacent to the A35 to the north of the site and the on-road route along Eling Lane to the west of the site. This route would improve links for pedestrians and cyclists and would encourage cycling and walking to and from the site.**

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



3.29 In considering the impact of development proposals on the international nature conservation designations, the impacts to be assessed will include:

Loss of habitat, disturbance of habitats, impact of pollution and contamination on site and in adjacent areas, impact of noise from development, impact of lighting, impact on ground water, disturbance of ground water flows, noise, dust and vibration during construction, visual disturbance, disturbance from recreational activities.

3.30 When negotiating a detailed scheme for the redevelopment of Eling Wharf, the Council will take into account the overriding benefits to be gained from resolving the future of this site, and recognising that only financially viable schemes will be implemented. The Council will aim to negotiate a financially viable scheme within the framework provided by Policy TOT11. This may require some flexibility in the implementation of some of the requirements of Policy TOT11.

3.31 The close proximity of international nature conservation designations to the site requires an 'Appropriate Assessment' of the proposals to be undertaken (Article 6.3 of the Habitats Directive 92/43/EEC). An Appropriate Assessment of this policy has been carried out (Background Paper 48). A full Appropriate Assessment of any planning application will also be required.

New employment development at Totton

3.32 The Core Strategy proposes up to five hectares of additional employment land at Totton (Policy CS18). Given the constraints surrounding Totton (in particular the National Park to the west and the River Test to the east), the Council considers that maximising the use and employment potential of existing employment sites is the most appropriate way of providing for the majority of additional employment land in the Totton area. The redevelopment of Eling Wharf will make a significant contribution to addressing the need for new employment development in Totton. In considering possible sites for future employment development the Council wishes to avoid major new greenfield employment allocations to the north, between Totton and the M27 because of the impact that this development would have on this attractive Forest-fringe landscape.

3.33 In addition to Eling Wharf, provision will be made in this Plan for new employment development to meet the requirements of Core Strategy Policy CS18, by the allocation of a modest greenfield site at Little Testwood Farm and by a policy to allow the expansion of a specific form of agricultural related enterprise at Sunnyfield Farm, to the south of the town. These three sites (Policies TOT11, TOT12 and TOT13) will between them provide a varied choice of sites to address the Core Strategy requirement for additional employment land provision in Totton.

TOT12: Land at Little Testwood Farm

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

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

3.34 The 1.3 hectares site at Little Testwood Farm, lying between the new football stadium and the caravan site, provides an opportunity for further employment development in this area. There are existing buildings on the site which will need to be removed and there is potential ground contamination following unauthorised industrial uses in the past.

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

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

(i) **development being contained within the area defined on the Policies Map;**

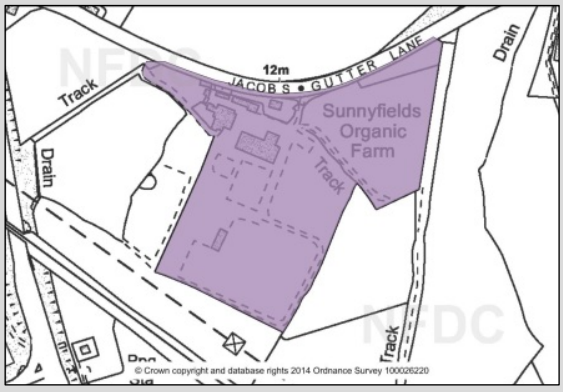
(ii) **retail floorspace being restricted to that appropriate as ancillary to the food production and processing uses on the site;**

(iii) **implementation of local environmental improvements to minimise the impact of development on the countryside, including appropriate landscaping to screen buildings;**

(iv) **provision of safe connections to the off-road cycleway proposal along to Jacob's Gutter Lane (see TOT22.9); and**

(v) **retention of woodland on the western boundary and other important trees on site.**

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



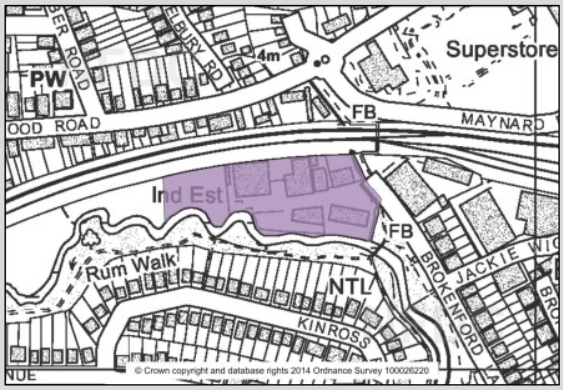
3.35 The intention of Policy TOT13 is to bring within the planning policy framework the rural enterprise which has developed over the years at Sunnyfields Farm. Development of the existing business has the potential to provide a wide variety of local employment opportunities linked to the rural economy. However, in doing so it is important that the environmental impact of such development is minimised and controlled. In particular the landscape and traffic impacts of proposals in this location need to be appropriate for the site's location in the countryside. The proposed cycle route would provide a connection to the site for cyclists, encouraging cycling to and from the site by linking to routes proposed connecting to Totton and Marchwood.

3.36 The intention of the policy is not to enable general employment development to take place in this rural location.

3.37 The Council will work with the site owners and operators to agree a Development Brief to guide future development in the area.

TOT14: Industrial estate west of Brokenford Lane

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



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

Totton town centre

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

3.40 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

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

the Core Strategy, although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the Plan period.

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

Policy TOT15: Totton town centre opportunity sites

The following sites are identified as 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

Policy No.	Site address	Development opportunity primarily for the following uses:
TOT15.1	Totton Conservative Club, Salisbury Road	Retail
TOT15.2	Library Road Car Park	Retail
TOT15.3	Former Petrol Station, north of Ringwood Road	Retail
TOT15.4	Totton Retail Park Servicing Area	Retail/office/entertainment
TOT15.5	Land north of Commercial Road (Nos.81-97, including site of Red Lion Public House)	Retail/office/entertainment
TOT15.7	Totton Timber	Retail/office
TOT15.8	Land between Asda and Junction Road	Retail/office/community
TOT15.9	Land at Junction Road and Rumbridge Street	Retail/office
TOT15.10	12-16 Eling Lane	Office
TOT15.11	Land south of High Street	Office/commercial use
TOT15.12	Car sales site north of Totton by-pass	Office
TOT15.13	37-39 Salisbury Road	Office/community
TOT15.14	26 Rumbridge Street	Office/retail/commercial use

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

3.43 Development proposals on these sites should be primarily for the uses indicated in Policy TOT15, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

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

TOT16: The Civic Building complex

Only civic and community uses will be permitted in the area of the Civic Centre, library, medical centres, fire and police stations, and associated car parks, as defined on the Policies Map.

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

TOT17: Environmental and transport improvements in Totton Town Centre

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

3.46 The Council considers that there is scope to improve accessibility to the town and reduce the impact of physical severance caused by traffic along the A336 Ringwood Road and A36 Salisbury Road, passing through Totton town centre. The proposals in TOT17 aim to improve accessibility for non-car modes of transport, aim to encourage walking and cycling as viable alternative modes of transport, and aim to help improve the physical urban environment of Totton town centre. This policy should be considered in conjunction with the Totton Town Centre – Urban Design Framework Supplementary Planning Guidance and any other relevant Supplementary Planning Documents.

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

- reducing the scale of the central roundabout;
- widening footways;
- improvements to pedestrian crossings at the junction of Salisbury Road and the roundabout, and the central pedestrian reservation in Commercial Road;
- reducing Commercial Road to a single carriageway except on the final approach to central roundabout;
- improved bus stops with shelters;

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

Rumbridge Street

TOT18: Rumbridge Street Secondary Shopping Frontage

Within the Rumbridge Street Secondary Shopping Frontage, as defined on the Policies Map, development proposals which enhance the commercial vitality of the area will be permitted. A minimum of 40% of the total street frontage should be retained in retail use. No residential uses will be permitted within the ground floor street frontages.

3.48 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. 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 that other commercial and business activities make a positive contribution to the vitality of the area.

Totton Local Shopping Frontages

3.49 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Policies Map. In Totton, local shopping frontages have been identified at:

- Nutshalling Close, Calmore
- Testwood, Totton
- West Totton

Green Infrastructure and Open Space at Totton

3.50 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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 Totton.

3.51 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

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

3.52 The Green Infrastructure Strategy 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.

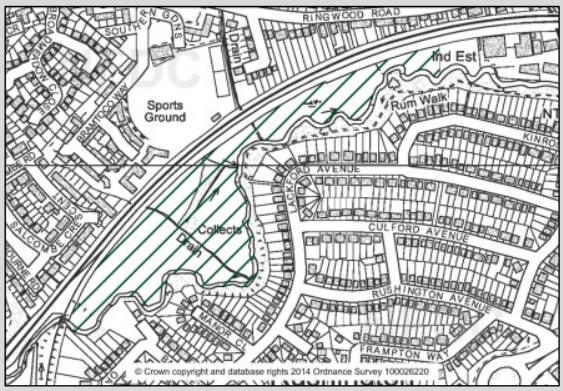
3.53 In addition to protecting existing open spaces within Totton, new open spaces accessible to the public will be created over the Plan period in the following ways:

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

3.54 Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8. In Test Valley District there are also proposals for a new 'Forest Park' on the M27 corridor north of Southampton.

TOT19: New public open space north east of Bartley Park

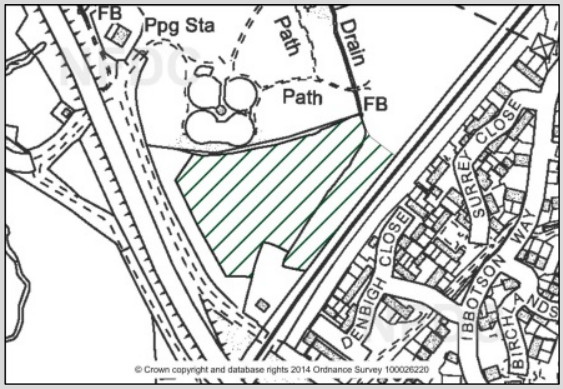
Land south of the railway line, east of Lackford Avenue is allocated as Public Open Space to be managed as "Suitable Alternative Natural Green Space" (SANGS).



3.55 The significant area of undeveloped green space, (4.23 hectares) lying between the railway line and Bartley Water, 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 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).



3.56 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.

3.57 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 Supplementary Planning Document.

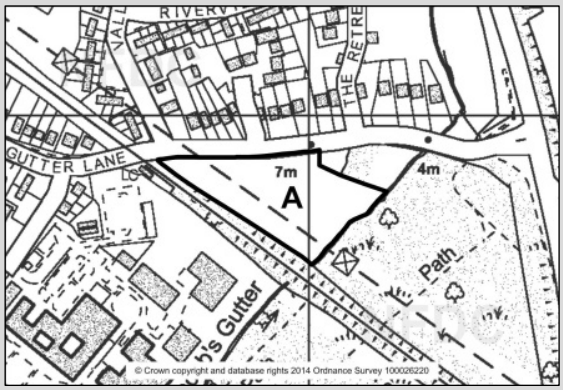
3.58 Some transport proposals will also play an important part in the Green Infrastructure Strategy, in particular:

a) TOT22.5: Bartley Park to Brokenford Lane (via Bartley Water) cycle route;
b) TOT22.8: Jacob's Gutter Lane to Downs Park Crescent cycle route
c) TOT22.12: Hanger Farm Arts Centre to Spruce Drive footpath/cycleway.

Allotments

TOT21: Land for allotments, Jacob's Gutter Lane

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



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

Transport proposals in Totton

3.60 A full list of proposed transport schemes for Totton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). This list includes a variety of schemes including bus stop improvements and traffic monitoring measures.

3.61 The transport improvements set out in TOT22 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

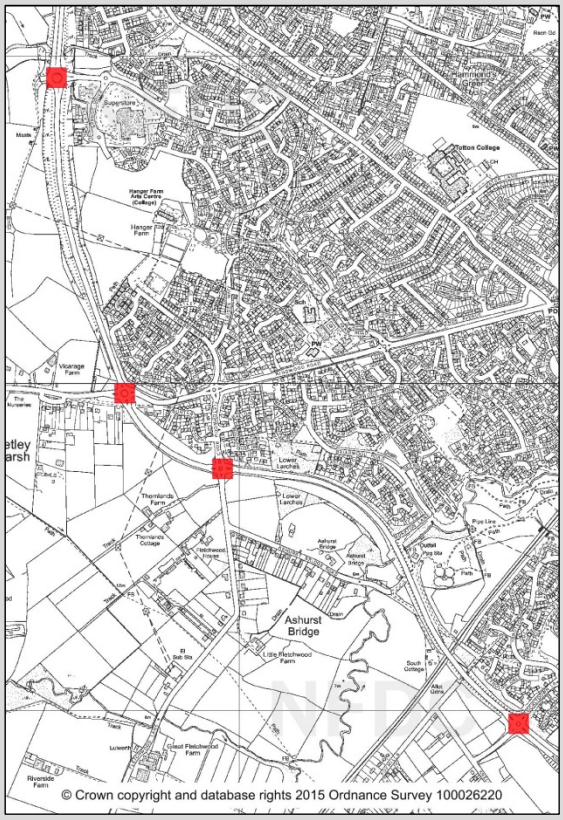
3.62 The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan area. Policy TOT 22.1 below identifies the land affected by this proposal.

TOT22: Transport Schemes[8]

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

Strategic transport improvements

TOT22.1 (TE/T/42): Totton western bypass (A326): A35 - Michigan Way junction to Cocklydown Lane junction, junction improvements.

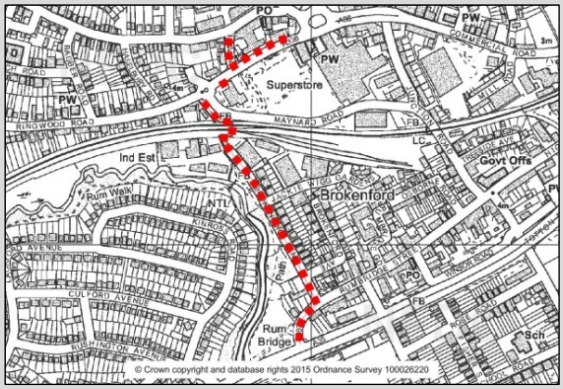


3.63 This proposal is identified in Core Strategy Policy CS23(c). Junction improvements could take the form of signalisation at the junctions with Ringwood Road and Fletchwood Lane and enhancements to existing layouts at the remaining junctions. This scheme will provide improved efficiency and capacity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

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

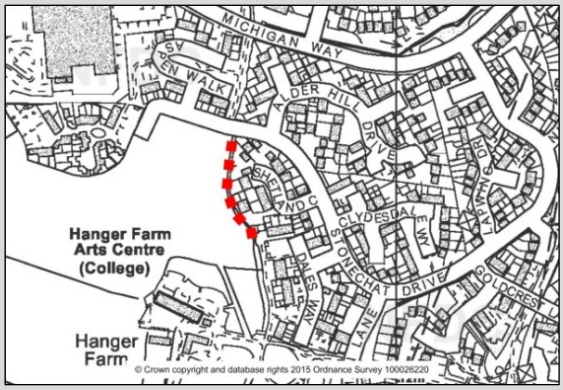
Cycle route proposals

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



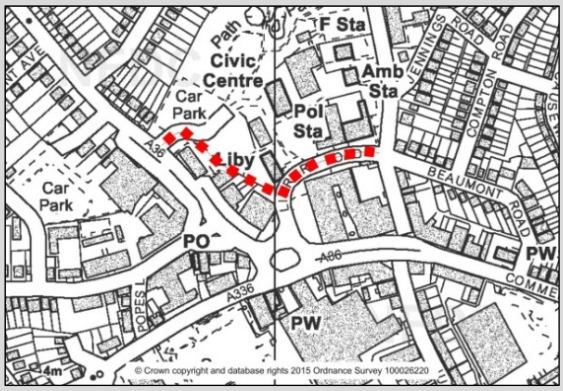
3.64 This proposed cycle route comprises of on-road and adjacent-to-road sections including an upgrade to Brokenford Lane railway footbridge to assist cyclists crossing. The upgrade to the bridge involves the introduction of a ramp/channel on the bridge to accommodate cyclists carrying their bikes over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

TOT22.3 (TE/T/4): Dales Way to Stonechat Drive cycle route.



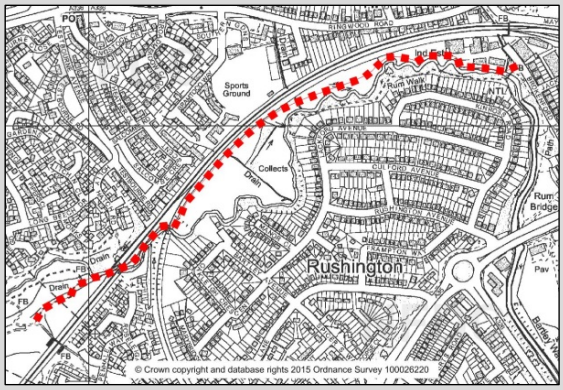
3.65 This scheme is an off-road cycle route and therefore requires non-highway land to implement. The proposal provides a missing link for the off-road cycle routes already implemented in west Totton, providing greater connectivity and permeability of the cycle routes in this area encouraging walking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

TOT22.4 (TE/T/11): Testwood Lane to Salisbury Road (via Library Road) cycle/pedestrian route.



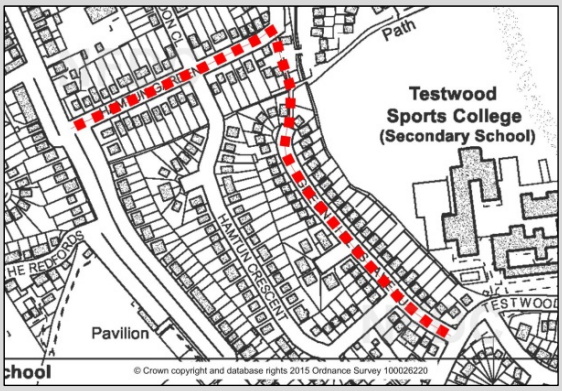
3.66 This cycle route consists of both on-road and off-road sections connecting Testwood Lane to Salisbury Road via a car park and the library site in Totton town centre. This route requires the use of non-highway land for the section that links through the car park and adjacent to the library; this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

TOT22.5 (TE/T/12): Bartley Park to Brokenford Lane (via Bartley Water) cycle route.



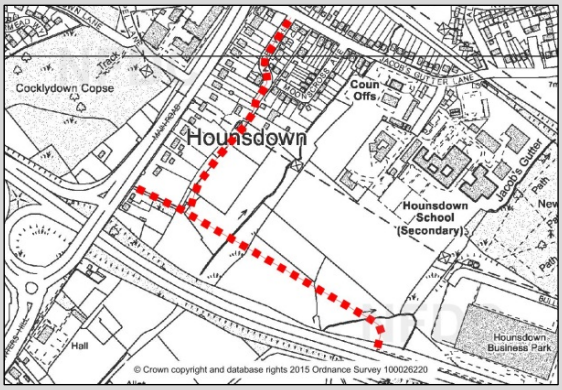
3.67 This is an extensive off-road cycle route connecting through a large area of open space and small areas of woodland. The route also crosses a water course and under the railway line. This scheme will help provide better links to the town centre from the west of the town, particularly utilising the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

TOT22.6 (TE/T/14): Hamtun Gardens to Testwood Lane (via Greenfields Avenue) cycle route.



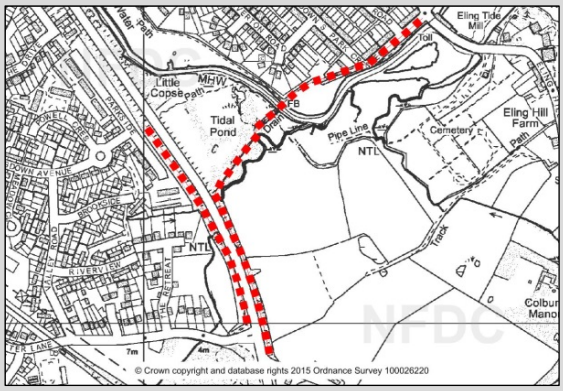
3.68 This is a predominantly an on-road cycle route connecting an existing route on Salisbury Road to a proposed route on Testwood Lane. This proposal includes an off-road section along the footpath linking Hamtun Gardens and Greenfields Avenue, requiring the use of non-highway land. This proposed route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

TOT22.7 (TE/T/17): Jacob's Gutter Lane (west) to Hounsdown Business Park: on-road and off-road cycle route linking through Durley Farm site, connecting to A35 and A326.



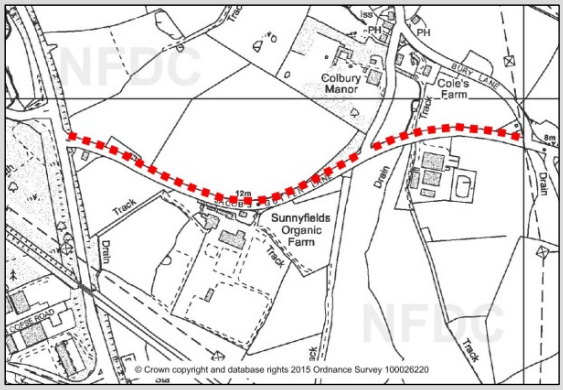
3.69 This cycle route consists of both on-road and off-road sections through the Durley Farm site connecting to the A35 in the west, Jacob's Gutter Lane to the north and Hounsdown Business Park to the east. This route requires the use of non-highway land for the section that links through the Durley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

TOT22.8 (TE/T/16): Jacob's Gutter Lane to Downs Park Crescent (Hounsdown to Eling) cycle route.



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

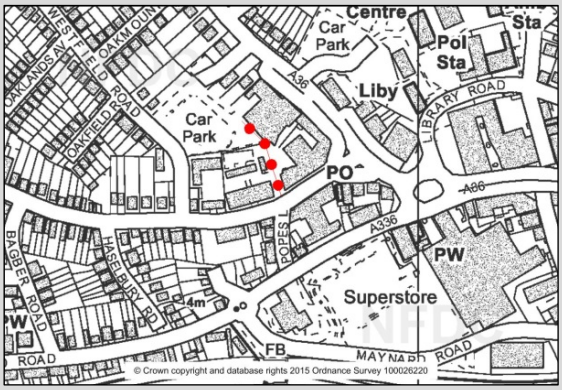
TOT22.9 (TE/T/19): Jacob's Gutter Lane (east of A326 spur) cycle route.



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

Footpath improvements

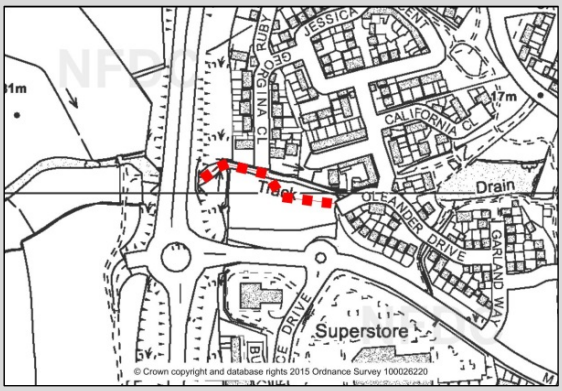
TOT22.10 (TE/T/45): Water Lane/Westfield car park: Pedestrian link between car park/rear service area and eastern end of Water Lane.



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

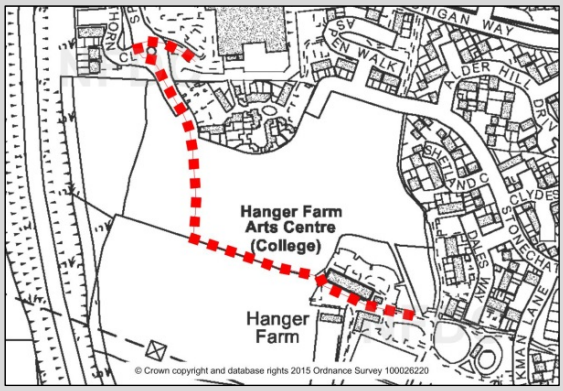
Footpath/cycleway improvements

TOT22.11 (TE/T/51): Footpath improvements/cycle route linking to existing cycle routes and paths in west Totton, Greenroute (extended) to Tatchbury Lane.



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

TOT22.12: Footpath/cycleway route linking greenroute at Hanger Farm Arts Centre to Spruce Drive.



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

Marchwood

3.75 The strategy for Marchwood is summarised on pages 85-86 of the Core Strategy.

3.76 The site-specific policies for Marchwood, as set out below, aim to help achieve the aims and objectives of the Core Strategy.

Housing at Marchwood

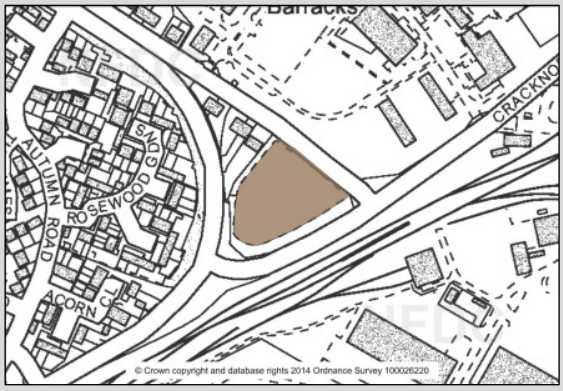
3.77 Housing development will continue on acceptable sites within the defined built-up area of Marchwood. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 150 dwellings to be identified specifically to address local needs for affordable housing. Policies MAR1, MAR2 and MAR3 below identify sites to achieve the major part of this. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing allocations adjoining Marchwood

MAR1: Land between Cracknore Hard Lane and Normandy Way

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

- **retention of important trees and hedgerows on boundaries of the site. Verges on Cracknore Hard Lane should be retained as far as possible whilst allowing for the creation of a safe access into the site;**
- **provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site; and**
- **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 from HGVs arising from the implementation over the Plan period of policies MAR5, MAR6 and MAR7.**

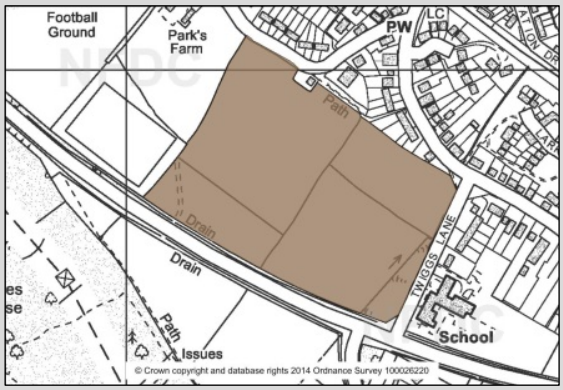


3.78 Land between Cracknore Hard Lane and Normandy Way is currently a car park which is owned by the Ministry of Defence. It is already identified as a housing “reserve site” in the previous adopted Local Plan. It could accommodate about 12 dwellings.

MAR2: Land at Park's Farm

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

- **provision of pedestrian/cycle access to the site linking with footpaths and cycleways, and providing a green route (green infrastructure corridor) for pedestrians and cyclists through the site linking between Long Lane and Twiggs Lane;**
- **provision of measures to address the existing parking problems associated with Marchwood Infant School adjacent to the site;**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);**
- **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 additional landscape planting particularly on the north-eastern and north-western boundaries of the site to help screen the new development from existing housing on Hythe Road and Long Lane and to improve the biodiversity potential of green corridors;**
- **on-site provision of public open space in accordance with Policy CS7, including formal open space provision, and equipped play-space for children and designed space for young people located within the residential development;**
- **provision of suitable land for a minimum of 10 full size allotment plots either within the site, or on an alternative suitable site adjoining the village.**



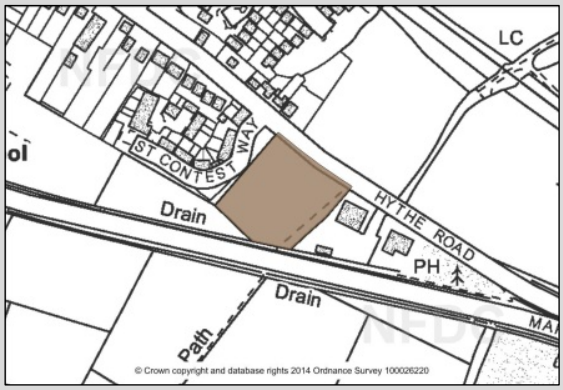
3.79 The development of this site will provide up to around 100 new homes. Its development will assist in addressing local housing needs and provide wider community benefits including additional formal public open space and allotments. It will also provide an opportunity to introduce measures to

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. 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 DM3.

MAR3: Land south of Hythe Road

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

- **provision of vehicular access from St. Contest Way;**
- **provision of pedestrian/cycle access to the site which link with footpaths and cycleways, including a direct pedestrian link through the development to the Hythe Road footway;**
- **retention of important trees and hedgerows on the perimeter of the site;**
- **provision of a landscape buffer between the development and the A326 in order to screen the development, attenuate traffic noise and enhance biodiversity;**
- **provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.**



3.80 This site could accommodate up to around 15 dwellings.

Housing sites within Marchwood

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

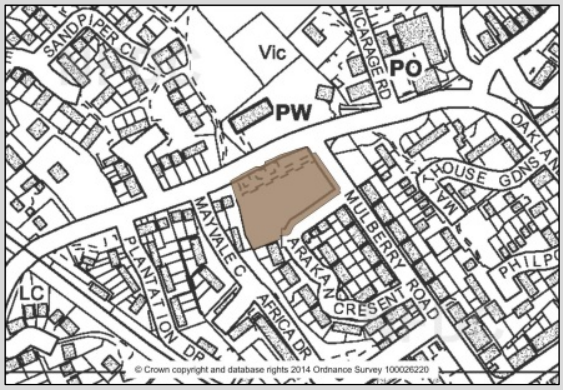
MAR4: Land off Mulberry Road

Land off Mulberry Road is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

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

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

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



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

New employment development at Marchwood

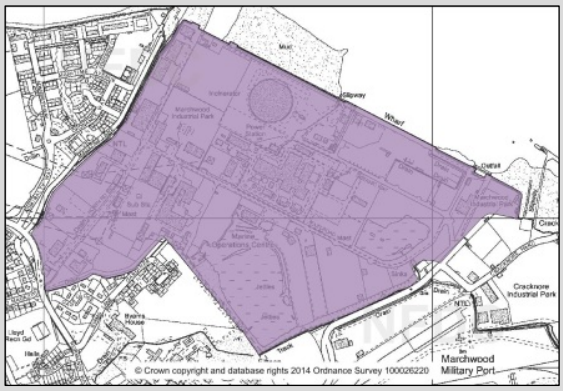
3.83 The Core Strategy makes no additional provision for new employment land allocations at Marchwood. There are three major areas of existing employment land in Marchwood that have potential for further development within the Plan period. Site-specific policies for these major employment sites are set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

MAR5: Marchwood Industrial Park

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

- **compliance with Policy DM12: Sites identified as particularly suitable for marine-related businesses; and**
- **retention and enhancement of existing landscape features**

associated with the lakes and boundaries of the site to screen development and enhance biodiversity.

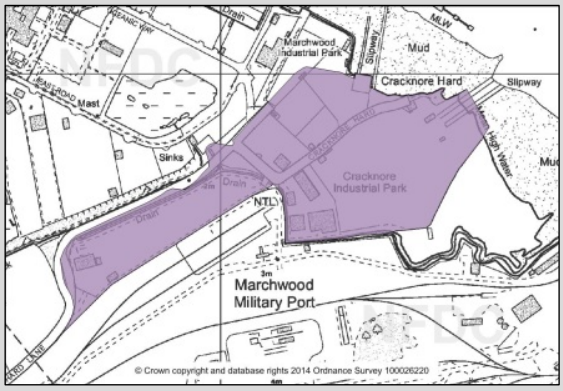


3.84 Marchwood Industrial Park (formerly known as the Marchwood Power Station site) contains an energy from waste plant, a gas turbine power station and various industrial uses. There are also extensive areas of open storage. There is scope for more efficient use of areas currently used for open storage by their replacement with built warehouse floorspace. This will contribute to the additional warehouse floorspace requirements of Core Strategy Policy CS18(b)(iii). Particular encouragement will be given to marine-related businesses.

MAR6: Cracknore Industrial Park

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

- **compliance with Policy DM12: Sites identified as particularly suitable for marine-related businesses; and**
- **retention of public access to Cracknore Hard for the launching and landing of boats by the public.**



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

is scope for further employment development and intensification of uses on the site as encouraged by Core Strategy Policy CS17(c). There is also scope for this site to contribute additional warehouse floorspace to meet the requirements of Core Strategy Policy CS18(b)(iii). The site is suitable for marine uses. Development in this area should maintain public accessibility to the public hard.

MAR7: Marchwood Military Port (Sea Mounting Centre)

Marchwood Military Port, as defined on the Policies Map, is safeguarded for port and port-related uses.

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.

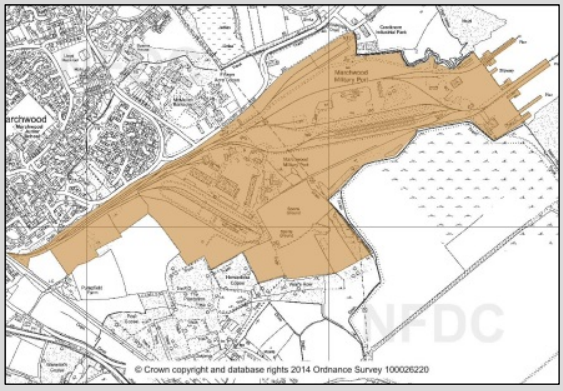
Development proposals will need to balance making the most of this important port infrastructure with:

(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;

(b) avoiding unacceptable impacts on the amenity of local residents, including from noise or disturbance from operational activity; and

(c) the visual impacts on the wider countryside, including the New Forest National Park.

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.



3.86 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.

3.87 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 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.

Marchwood Local Shopping Frontage

3.88 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. It applies to the Marchwood Local Shopping Frontage, as defined on the Policies Map, which is the primary shopping area for Marchwood.

Green Infrastructure and Open Space at Marchwood

3.89 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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.

3.90 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration The following types of protected green spaces are identified on the Policies Map:

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

3.91 The Green Infrastructure Strategy 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 village and with the adjoining countryside.

3.92 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, including "Suitable Alternative Natural Green Space" (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. 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 DM8.

3.93 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 Supplementary Planning Document.

Transport Proposals in Marchwood

3.94 A full list of proposed transport schemes for Marchwood is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). This list includes a variety of schemes including bus stop improvements and footpath enhancements.

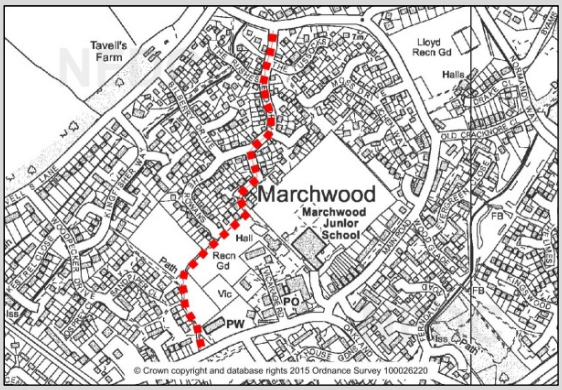
3.95 The transport improvements set out in MAR8 are proposed to be included in this Plan because they will require the use of non-highway land and/or because they are considered to be of particular significance. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

MAR8: Transport Schemes[9]

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

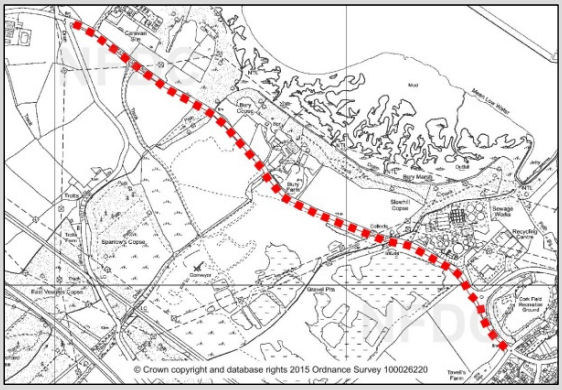
Cycle route proposal

MAR8.1 (MA/T/6): Bury Road to Main Road (via Reed Drive and Cranberry Close) on- and off-road cycle route through the village centre.



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

MAR8.2 (MA/T/7): Marchwood Road/Bury Road (from Tavell's Lane junction) – adjacent-to-road cycle route link to Totton cycle network.



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

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

Hythe and Dibden

3.98 The strategy for Hythe and Dibden is summarised on page 86/87 of the Core Strategy.

3.99 The site-specific policies for Hythe and Dibden as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Hythe and Dibden

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

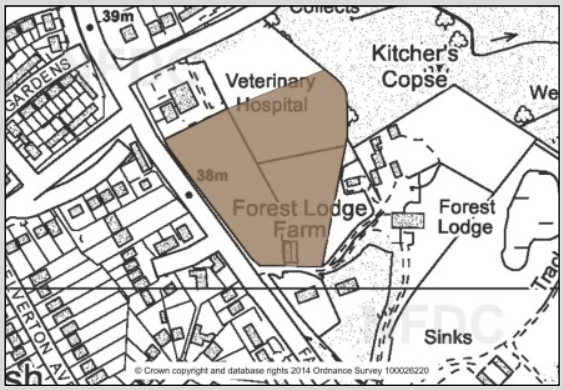
Housing sites adjoining Hythe and Dibden

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

HYD1: Land at Forest Lodge Farm

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

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



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

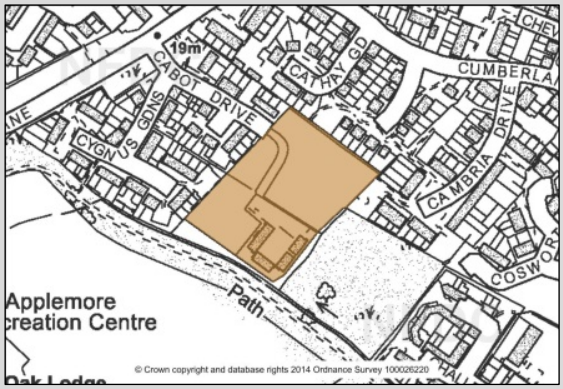
Housing sites within Hythe and Dibden

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

HYD 2: Land off Cabot Drive, Dibden

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

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



3.104 The land off Cabot Drive has been safeguarded for education development. However, the whole site is no longer needed for this purpose.

New employment development at Hythe and Dibden

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

HYD3: Land between Jones Lane and Southampton Road, Hythe

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

3.106 In the event that the existing uses (petrol filing station and car sales) on this site cease, land in this area offers a good opportunity for new employment development, close to the town centre.

Hythe Centre and Dibden Local Centre

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

3.108 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

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

Policy HYD4: Hythe Town Centre Opportunity Sites

The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

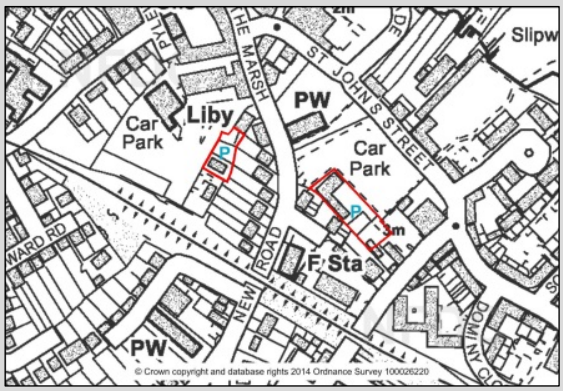
Policy No.	Site address	Development opportunity primarily for the following uses:
HYD4.1	Land in vicinity of St. John's Street car park	Retail
HYD4.2	Pier Head buildings	Retail/office/community/ entertainment

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

3.110 Development proposals on these sites should be primarily for the uses indicated in Policy HYD6, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

HYD5: Car park extensions

Land adjoining St John's Street car park and land adjoining New Road car park, as identified on the Policies Map, is identified for possible car park extensions.



Hythe and Dibden Local Shopping Frontages

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

- Hollybank Crescent, Hythe
- Fairview Parade, Hythe
- Dibden Purlieu

Green Infrastructure and Open Space at Hythe and Dibden

3.112 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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.

3.113 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 DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

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

3.114 The Green Infrastructure Strategy 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.

3.115 In addition to protecting existing open spaces within Hythe and Dibden, 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. 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 DM8.

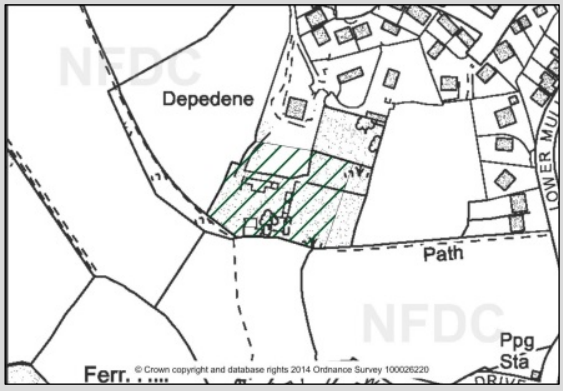
HYD6: New public open space south of Hardley Lane, west of Fawley Road

Land south of Hardley Lane, west of Fawley Road is allocated as public open space to be managed as "Suitable Alternative Natural Green Space" (SANGS).

3.116 Land south of Hardley Lane is within Fawley parish but adjacent to Hythe. 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 3.04 hectares of additional informal open space 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.

HYD7: New public open space west of Lower Mullins Lane

Land to the west of Lower Mullins Lane is allocated for public open space to be managed as "Suitable Alternative Natural Green Space" (SANGS).



3.117 The proposal is to provide 0.8 hectares of informal public open space as natural green space. It is well connected with the local footpath network and will 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.

3.118 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 Supplementary Planning Document.

Transport Proposals in Hythe and Dibden

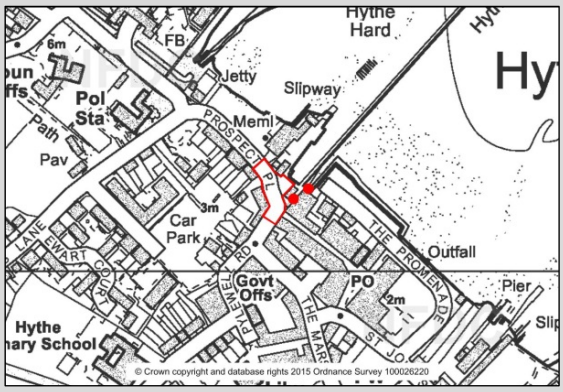
3.119 A full list of proposed transport schemes for Hythe is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). This list includes a variety of schemes including improvements to bus stops, footways and traffic management measures to improve pedestrian and cyclist safety.

3.120 The transport improvements set out in HYD8 are proposed to be included in this Plan because they will require the use of non-highway land and/or because they are considered to be of particular significance. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

HYD8: Transport Schemes[10]

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

HYD8.1 (HY/T/47 and 48): Pier Head bus/ferry interchange improvements and pedestrian link between the Pier Head and the Promenade.

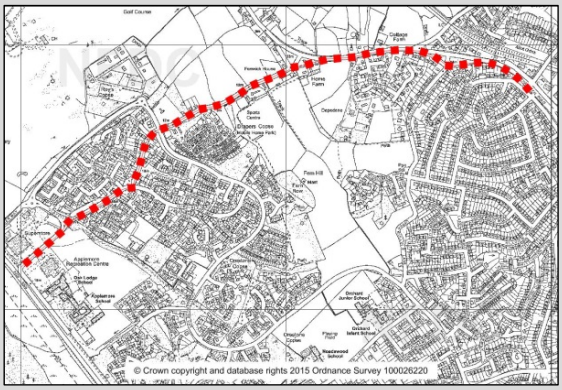


3.121 This transportation scheme involves improvements to the ferry/bus interchange area which can promote the use of these modes of transport. The improvements include resurfacing, provision of a new bus shelter, and ferry ticket office improvements/replacement. Improved and greater access to the interchange and information such as timetables and routings can promote use through greater awareness and knowledge of the services provided. A pedestrian link between Prospect Place/the Pier Head and the Promenade, requiring the construction of a boardwalk, will improve accessibility.

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

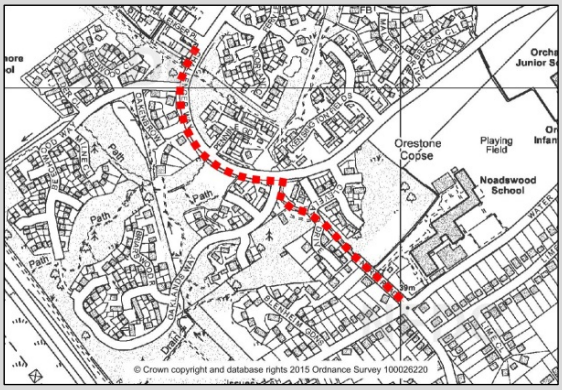
Cycle route proposals

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



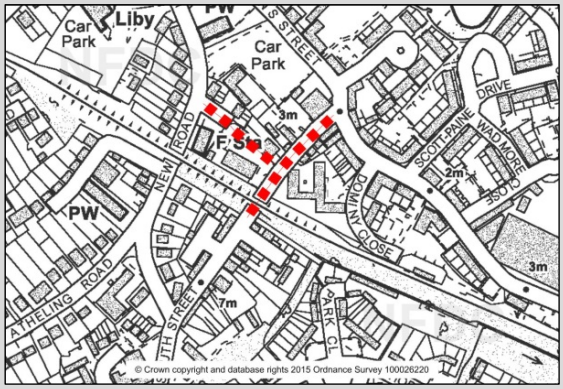
3.122 This cycle route near Hythe town centre is considered to be spatially significant as it will involve extensive construction using the highway verge (possibly requiring the use of non-highway land). The provision of this shared pedestrian/cyclist route will encourage cycling and walking between the Applemore area and the town centre. In particular it will improve accessibility to the schools.

HYD8.3 (HY/T/3): North Road to Dibden local centre cycle route.



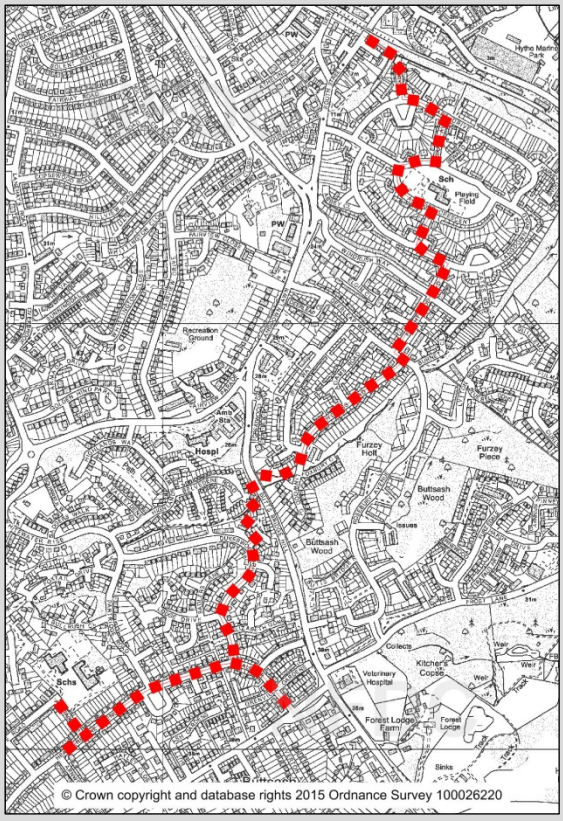
3.123 This on-road and off-road cycle route connects sections of the existing cycle network to proposed routes improving permeability of the area and connectivity for cyclists and pedestrians. This will encourage walking and cycling as viable alternatives to car travel. This cycle route is considered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

HYD8.4 (HY/T/5): Cycle route connecting New Road to South Street.



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

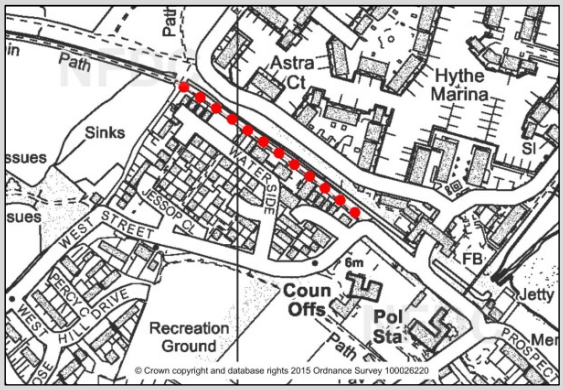
HYD8.5 (HY/T/6): Cycle route connecting South Street to Wild Ground Schools.



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

Footpath Improvements

HYD8.6 (HY, MA, TE/T/C): Public right of way Footpath No. 10 - reconstruct footway connecting Hythe to Marchwood.



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

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Hardley, Holbury, Blackfield, Langley and Fawley

3.127 The strategy for Hardley, Holbury, Blackfield, Langley and Fawley is summarised on page 87 of the Core Strategy.

3.128 The site-specific policies for Hardley, Holbury, Blackfield, Langley and Fawley as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Hardley, Holbury, Blackfield, Langley and Fawley

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

New housing site allocation adjoining Blackfield

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

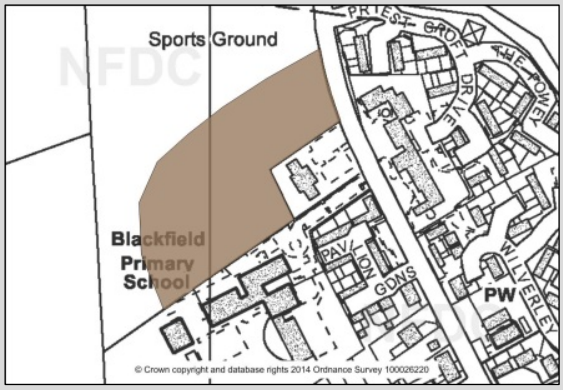
BLA1: Land adjacent to Blackfield Primary School

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

- **provision of vehicular, pedestrian and cycle access to the site from Hampton Lane;**
- **retention of boundary hedgerows and important groups of trees on the site;**
- **landscaping the boundary of the site to the north and west in order to screen development from the open countryside;**
- **provision of public open space, in accordance with Policy CS7, to include 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 allotment**

plots within the site.

- **the views of the Health and Safety Executive with regard to safety in relation to Esso's Fawley Refinery and the Hythe Terminal.**



3.131 The BLA1 site straddles the middle and outer consultation zones defined by the Health and Safety Executive (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. 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.

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

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

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

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

FAW1: Fawley Oil Refinery

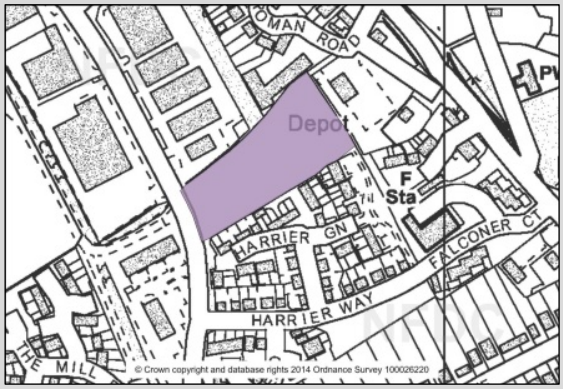
Within the Fawley Oil Refinery and petrochemicals complex (as defined on the Policies Map), land may be developed for uses directly related to the petrochemical industry, provided development does not conflict with any policies in the Core Strategy or the Development Management policies within this document.

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

HAR1: Land adjoining Hardley Industrial Estate

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

- **provision of vehicular, pedestrian and cycle access to the site from Hampton Lane;**
- **retention of existing trees along the northern and eastern boundaries of the site;**
- **provision of a landscape buffer between new employment development and existing housing adjoining the site to the south;**
- **the existing footpath along the northern boundary of the site being retained;**
- **direct foot/cycle access being secured between the site and Long Lane via Falconer Court;**
- **provision of lorry turning space incorporated into the design of the access in Lime Kiln Lane.**



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

Core Strategy Policies CS2 (Design Quality) and CS5 (Safe and Healthy Communities).

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

3.136 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM18 applies to the Local Shopping Frontages at Blackfield, Long Lane, Holbury and Fawley village, as defined on the Policies Map, which are the primary shopping areas for Blackfield, Holbury and Fawley. A Local Shopping Frontage is also defined at Holbury Drove.

3.137 In Blackfield, Holbury and Fawley local shopping frontages have been defined at:

- Blackfield
- Long Lane, Holbury
- Fawley village
- Holbury Drove

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

3.138 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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.

3.139 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

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

3.140 The Green Infrastructure Strategy 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 spaces within the villages and with the adjoining countryside.

3.141 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, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8. (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.)

3.142 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 Supplementary Planning Document.

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

3.143 There are no transport improvements proposed for this area in this Plan, however a full list of proposed transport schemes for Hardley, Holbury, Blackfield, Langley and Fawley has been agreed to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the ‘Review of Transport Proposals January 2011’ (see Background Paper 44). This list includes a variety of schemes including traffic management measures and improvements to bus stops. These schemes are not included within this Plan as they are not of particular significance and/or do not require extensive use of non-highway land.

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

4.1 The site-specific policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.

4.2 The general policies set out in:

- the Core Strategy,
- National Planning Policy and
- Development Management policies set out in Section 2 of this document;

all apply where relevant.

4.3 Supplementary planning documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.

Lymington and Pennington

4.4 The strategy for Lymington and Pennington is summarised on pages 88-89 of the Core Strategy.

4.5 The site-specific policies for Lymington and Pennington aim to help achieve the aims and objectives of the Core Strategy.

Housing at Lymington and Pennington

4.6 Housing development will continue on acceptable sites within the defined built-up area of Lymington and Pennington. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 150 dwellings to be identified specifically to address local needs for affordable housing. Policies LYM1 and LYM2 below identify sites to achieve the major part of this. When considering new developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness (having regard to the Lymington Local Distinctiveness Supplementary Planning Document).

New housing allocations adjoining Lymington and Pennington

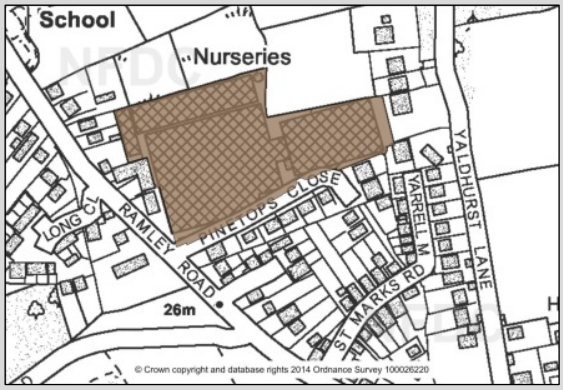
4.7 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two sites adjoining Lymington to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:

- LYM1: Pinetops Nurseries
- LYM2: Land north of Alexandra Road

LYM1: Pinetops Nurseries

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

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



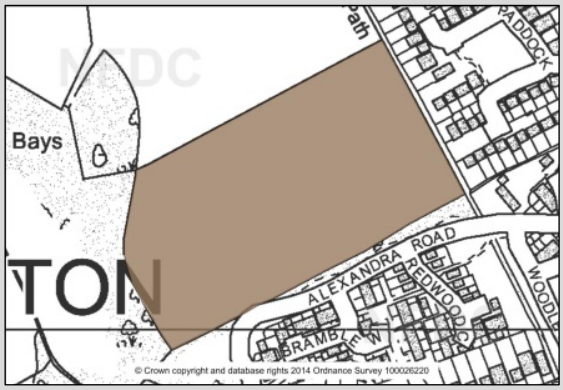
4.8 The redevelopment of this glasshouse site could accommodate around 40-45 new homes. The development may include redevelopment of adjacent properties south of Myrtle Farm Cottage (67-71 Ramley Road). As a consequence of this allocation, the Green Belt boundary is amended in this area to exclude this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

LYM2: Land north of Alexandra Road

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

- **provision of vehicular, pedestrian and cycle access from Alexandra Road, and pedestrian links to the public footpath along the eastern boundary of the site;**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);**

- **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.**



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. 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 DM3. As a consequence of this allocation, the Green Belt boundary is amended in this area to exclude this development site.

Housing sites within Lymington and Pennington

4.10 In addition to new greenfield sites on the edge of Lymington allocated under policies LYM1 and LYM2 above, sites within the built-up area are allocated for residential development to contribute towards the development requirements of the adopted Core Strategy (Policy CS10).

4.11 In addition to specific site allocations, small-scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Policies Map). When considering development within the existing built-up area, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. The Lymington

Local Distinctiveness Supplementary Planning Document (SPD), adopted in February 2011 gives detailed guidance aimed at ensuring new development in Lymington and Pennington is well designed and respects local character and distinctiveness.

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

LYM3: Land at Queen Katherine Road/Grove Road

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

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

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

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

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

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

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

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

Road frontage.

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

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

Land at Fox Pond Dairy Depot and Garage, Milford Road, Pennington is allocated for mixed use development, primarily for residential development, with commercial uses on the ground floor along Milford Road.

The residential development will include affordable housing in accordance with Policy CS15(c) of the Core Strategy.

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

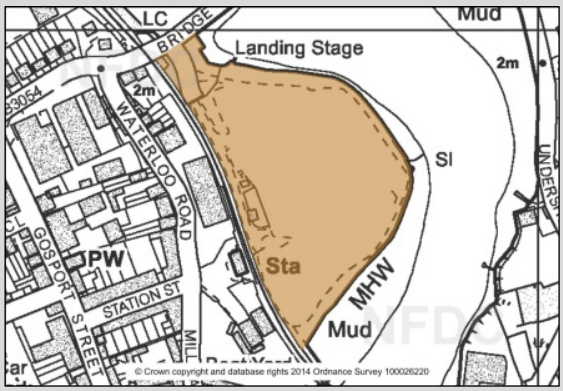
LYM6: Riverside site, Bridge Road

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

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

- **provision of a development of the highest quality of design which significantly adds to the character and attractiveness of this part of Lymington and in public views of the Lymington River frontage;**
- **provision of the principal vehicular access from Bridge Road;**
- **provision of public access through the site and along the whole river frontage, including the provision of a pedestrian footbridge to cross the railway line in the vicinity of the station as part of a pedestrian route linking the site with the town centre;**
- **inclusion of appropriate measures to address flood risk (see Core Strategy Policy CS6, (c) and (d) in particular);**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);**
- **provision of public open space in accordance with Core Strategy Policy CS7, to include public open space on the river frontage and provision of play space(s) for both younger and older children located within the residential development; and**
- **implementation of remediation measures to address any site contamination issues.**

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



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

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

New employment development at Lymington

4.17 The Core Strategy makes no provision for new greenfield employment land allocations at Lymington. The strategy is to retain and make better use of existing employment sites and encourage business development, particularly within the town centre. A number of undeveloped plots remain within the Ampress Business Park to the north of the town.

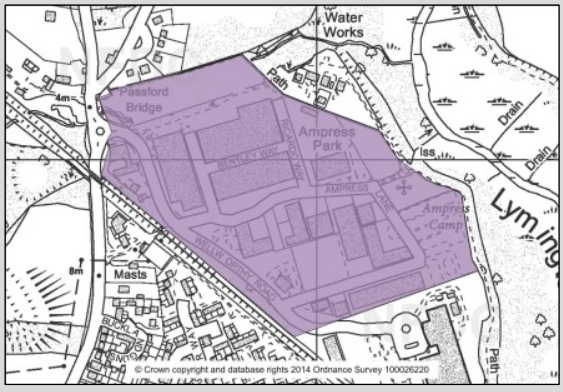
LYM7: Ampress Park, Southampton Road

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

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

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

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



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

4.19 Lymington hosts a significant number of businesses related to marine activities. Policy DM12 (see Section 2) identifies a number of existing

employment sites in Lymington which are particularly suitable for marine related uses:

- Land at Lymington Marina, Bath Road
- Lymington Yacht Haven, Kings Saltern Road
- Boat Yard, Mill Lane.

Green Belt boundary

4.20 The Green Belt boundary is defined on the Policies Maps. Changes have been made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan.

Lymington town centre

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

4.22 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages, Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

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

LYM8: Lymington town centre opportunity sites

The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated:

Policy No.	Site address	Development opportunity primarily for the following uses:
LYM8.1	37 to 39 St Thomas' Street	Retail/community
LYM8.2	Wilts and Dorset Bus Station, High Street	Retail/bus station
LYM8.3	The Post Office, High Street	Retail
LYM8.4	Council Offices, Avenue Road	Retail/office
LYM8.5	Warehouse, corner of Emsworth Road/New Street	Offices/community
LYM8.6	Jewson's, Gosport Street/Cannon Street	Offices
In addition, the following edge of centre site is identified:		
LYM8.7	Employment uses, Bridge Road	Large format retail/office

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

4.24 Development proposals on these sites should be primarily for the uses indicated in Policy LYM8, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

4.25 Redevelopment of the Bus Station site in the High Street would be subject to the provision of improved Bus Station facilities.

4.26 Appropriate opportunities have not been identified within the defined town centre to accommodate large format retail development. However, the site identified in Bridge Road provides a suitable location for such a use, being relatively well located in relation to the town centre.

Burgage Plots

LYM9: Burgage Plots

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

a. Nos. 2 to 24 High Street;

b. Nos. 45 to 51 High Street;

c. Nos. 55 to 58 High Street;

d. Nos. 63 to 75 High Street;

e. Nos. 124 to 131 High Street; and

f. Nos. 43 to 48 St Thomas' Street.

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

4.27 Burgage plots are an important historic feature of Lymington town centre, influencing the pattern of development. It is important to the character of the town centre that new development continues to maintain this historic pattern of development where it remains largely intact.

Lymington and Pennington Local Shopping Frontages

4.28 Policy DM17 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Policies Map. In Lymington and Pennington local shopping frontages are identified at:

- Milford Road/South Street, Pennington
- Pennington Square.

Green Infrastructure and Open Space at Lymington and Pennington

4.29 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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.

4.30 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

- Existing public open space
- Proposed public open space

- Private/education authority recreational land
- Landscape features.

4.31 The Green Infrastructure Strategy 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.

4.32 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 "Suitable Alternative Natural Green Space" (SANGS) required to mitigate the recreational impacts of new residential development 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 DM8.

4.33 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.

4.34 Some transport proposals of this Plan will also form an important part of the Green Infrastructure Strategy. In particular, the proposed footpath improvements linking Highfields Avenue to Priestlands Lane and improved footpath connections along Bath Road (see LYM10.4 and LYM10.6).

Transport proposals at Lymington and Pennington

4.35 A full list of proposed transport schemes for Lymington and Pennington is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). The list includes a variety of schemes including bus shelters and traffic management measures to improve safety.

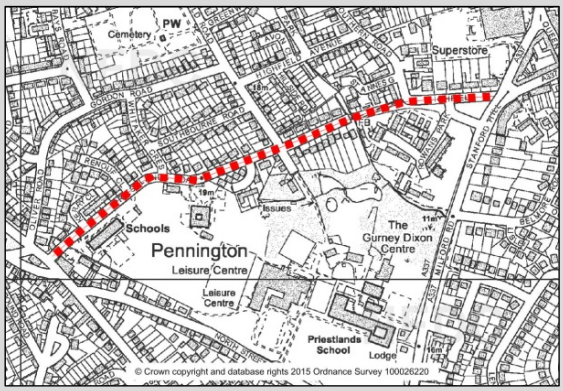
4.36 The transport improvements set out in LYM10 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

LYM10: Transport Schemes[11]

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

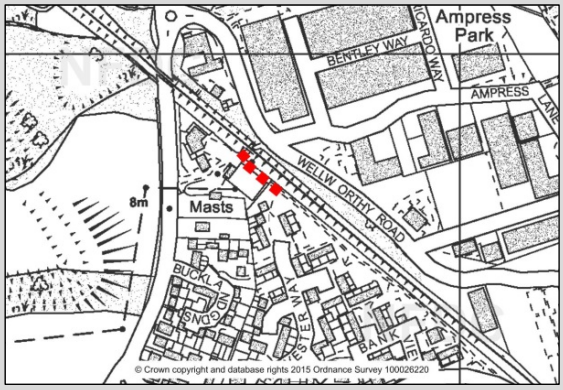
Cycle route proposals

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



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

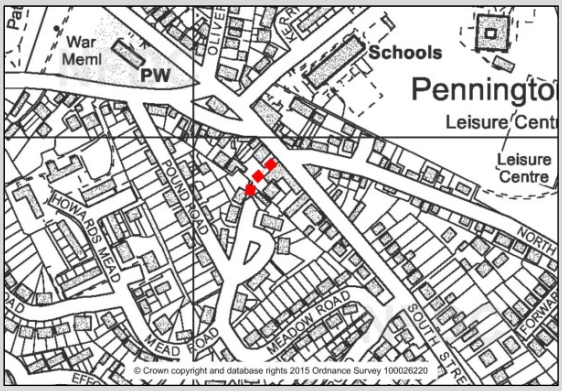
LYM10.2 (LP/T/5): Marsh Lane to Ampress Park cycle route.



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

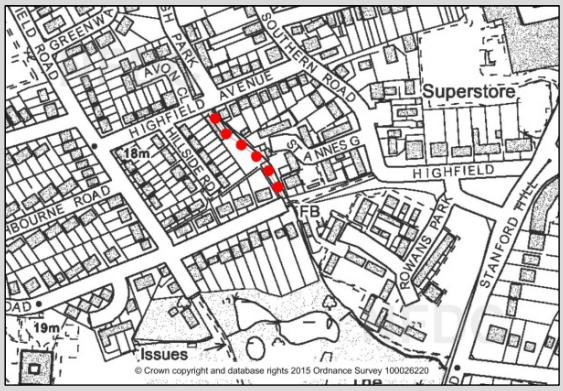
[11] An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in the 'Review of Transport Proposals January 2011' (Background Paper 44).

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



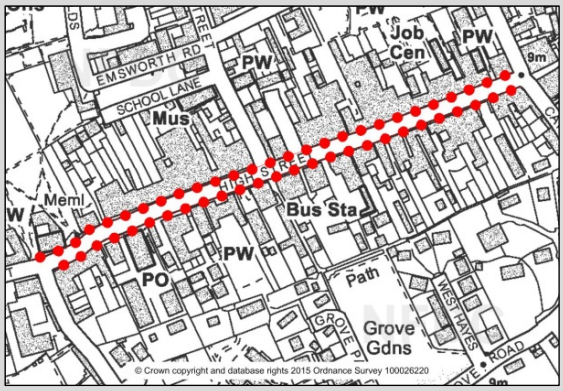
4.39 This off-road cycle route link is part of the agreed Strategic Cycle Route network and requires the upgrade of a public footpath to be used by cyclists. This short section provides a link through the residential area in this part of Pennington connecting to routes that link to the schools, leisure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

LYM10.4 (LP/T/30): Provision of a footpath (0.15km) linking Highfields Avenue to Priestlands Lane.



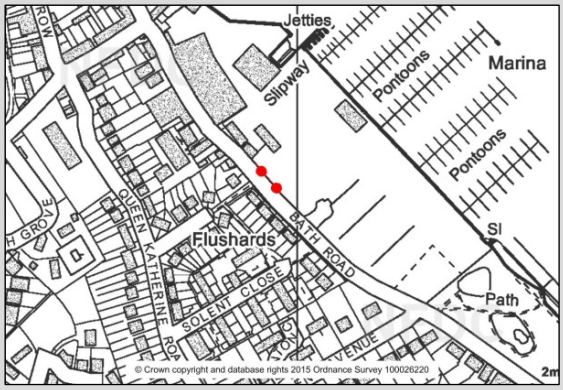
4.40 This scheme requires the use of non-highway land to implement. This provision of a 0.15km footpath linking Highfield Avenue to Priestlands Lane will improve pedestrian routes and connectivity to the town centre, encouraging walking as a viable mode of travel to and from the services and facilities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

LYM10.5 (LP/T/34): Footway improvements along High Street and St Thomas Street to enhance walking route through the town centre.



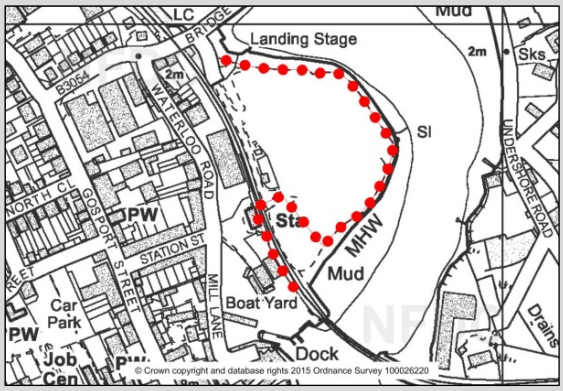
4.41 The aim of the proposal is to improve the footways and the public realm along High Street. The improved pedestrian environment will help to promote and encourage walking to and through the town centre.

LYM10.6: Improve connections along Bath Road, between The Quay and the Sea Wall path.



4.42 Pedestrian connections from The Quay to the sea wall currently do not provide a satisfactory link. 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.

LYM10.7 (LP/T/36): Provision of footpath around the Riverside site (LYM6) (including railway crossing).



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

Milford on Sea

4.44 The strategy for Milford on Sea is summarised on page 90 of the Core Strategy.

4.45 The site-specific policies for Milford on Sea as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Milford on Sea

4.46 Housing development will continue on acceptable sites within the defined built-up area of Milford on Sea. Regard will also be had to the Milford on Sea Village Design Statement. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 30 dwellings to be identified specifically to address local needs for affordable housing. Policy MoS1 identifies a site to achieve this. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing allocation adjoining Milford on Sea

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

MoS1: Land north of School Lane

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

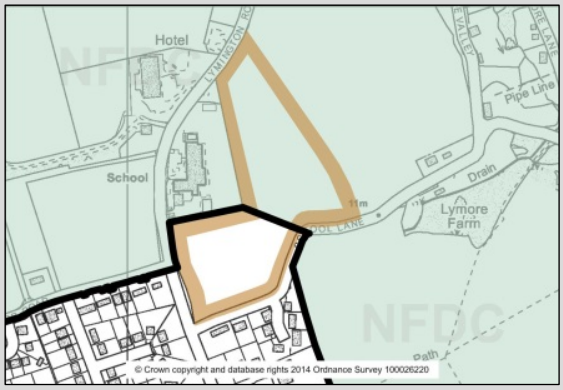
- **provision of a maximum of 30 dwellings on the southern part of the site (on the land within the defined built-up area);**
- **on-site provision of public open space in accordance with Policy CS7, including the provision of play space for children within the residential development;**
- **provision of land for a minimum of two hectares of formal public open space (playing fields) in the northern part of the site (east of the Milford Primary School);**
- **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 an 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 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;**
- **significant landscaping to integrate the 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.**

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.

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.



4.48 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 formal public open space (playing fields) will remain within the Green Belt.

4.49 The cycle route proposal MoS2.2 (Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane) passes along the site's frontage with Lymington Road and should be accommodated within the development scheme.

Housing sites within Milford on Sea

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

Green Belt boundary

4.51 The Green Belt boundary is defined on the Policies Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan.

Milford on Sea Local Shopping Frontage

4.52 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM18 applies to the Milford on Sea Local Shopping Frontage, as defined on the Policies Map, which is the primary shopping area for Milford.

Green Infrastructure and Open Space at Milford on Sea

4.53 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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 Milford on Sea.

4.54 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

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

4.55 The Green Infrastructure Strategy 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 village and with the adjoining countryside.

4.56 In addition to protecting existing open spaces within Milford on Sea, new open space 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 “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. A significant new allocation of formal public open space (a minimum of two hectares) is also made as part of the development proposals north of School Lane (see Policy MoS1). This will address a shortfall of playing field provision in the village. Any new areas of

public open space provided, including as part of a development scheme will be protected by Policy DM8.

4.57 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 Supplementary Planning Document.

Transport proposals at Milford on Sea

4.58 A full list of proposed transport schemes for Milford on Sea to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (Background Paper 44). The list includes a variety of schemes including footpath improvements and traffic management measures to improve safety. (See also HOR3.7 Milford Road (A337)/Lymington Road (B3058) junction improvements in the Everton and Hordle section of this document).

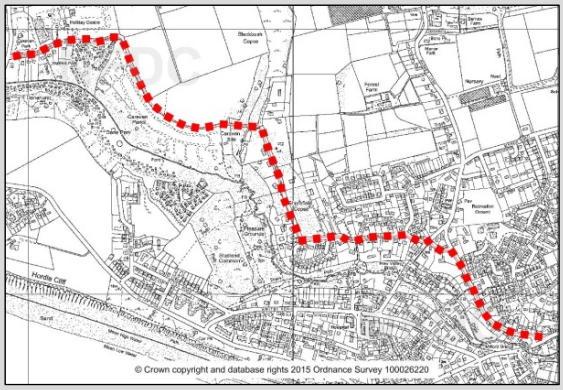
4.59 The transport improvements set out in MoS2 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

MoS2: Transport Schemes[12]

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

Cycle route proposals

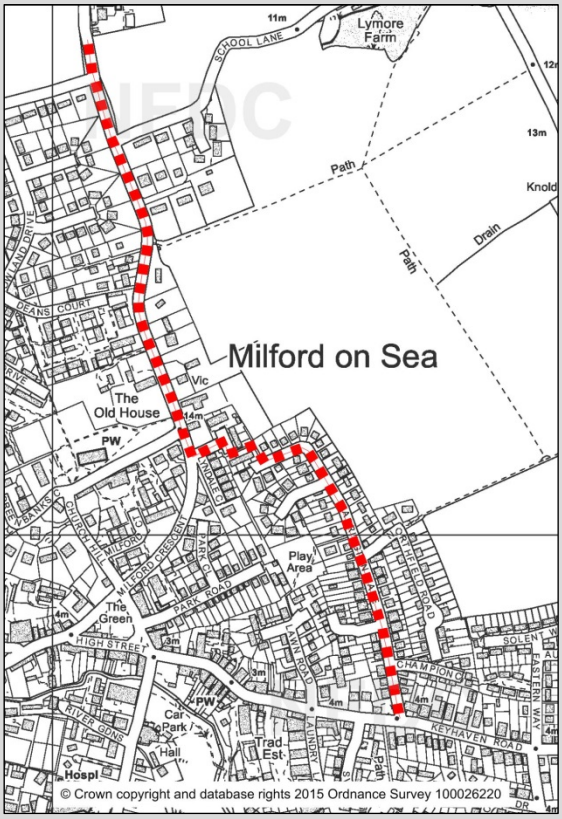
MoS2.1 (MF/T/6): Milford on Sea to Downton via Blackbush Road



[12] An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in the 'Review of Transport Proposals January 2011'. Background Paper 44 (Review of Transport Proposals).

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

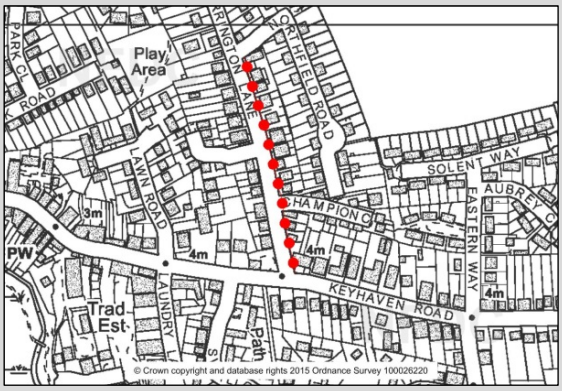
MoS2.2 (MF/T/9): Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane



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

Footpath improvement proposal

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



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

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Hordle and Everton

4.63 The strategy for Hordle and Everton is summarised on page 90 of the Core Strategy.

4.64 The site-specific policies for Hordle and Everton as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Hordle and Everton

4.65 Housing development will continue on acceptable sites within the defined built-up areas of Hordle and Everton. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 10 dwellings to be identified at each of Hordle and Everton specifically to address local needs for affordable housing. Given the closeness of the two settlements it is considered that this local need could be provided for at either settlement. It has not been possible to identify any further acceptable sites at Everton to provide for this possible development. Policies HOR1 and HOR2 identify sites which could provide up to around 20 dwellings to help meet local housing needs for affordable housing. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing sites allocations adjoining Hordle

4.66 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two sites adjoining Hordle to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:

- HOR1: Land to the rear of 155-169 Everton Road
- HOR2: Land at Hordle Lane Nursery

4.67 While a suitable site was not identified on the edge of Everton, the two sites identified adjoining Hordle will provide additional housing development to address local needs for affordable and low-cost housing within Hordle Parish as a whole, as provided for under Policy CS12 of the Core Strategy.

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

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. Seventy percent of the dwellings provided will be affordable housing. Provision of public open space will be in accordance with Policy CS7.

4.68 The development of this site will provide around five new homes. As a consequence of this allocation, the Green Belt boundary is amended in this area to exclude this development site.

HOR2: Land at Hordle Lane Nursery

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

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

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

4.69 The development of land on the Hordle Lane Nursery site will provide up to around 15 new dwellings to meet a local housing need, and also provide for new allotment gardens to meet a wider community need for additional allotments in Hordle. As a consequence of this allocation, the Green Belt boundary is amended in this area to exclude the development site.

Housing sites within Hordle and Everton

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

Green Belt boundary

4.71 The Green Belt boundary is defined on the Policies Map. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan.

Hordle Local Shopping Frontage

4.72 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM18 applies to the local shopping frontage at Stopples Lane, as defined on the Policies Map, which is the primary shopping area for Hordle.

Green infrastructure and open space at Hordle and Everton

4.73 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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 Hordle and Everton.

4.74 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

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

4.75 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the villages – in particular by providing

the important green links between the green spaces within the villages and with the adjoining countryside.

4.76 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 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 development on European nature conservation sites. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8.

4.77 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 Supplementary Planning Document.

4.78 The proposed footpath link from Footpath No. 738 to Stopples Lane (see HOR3.3) will improve the provision of recreational footpaths in the centre of Hordle and is regarded as an important part of the Green Infrastructure Strategy.

Transport proposals at Hordle and Everton

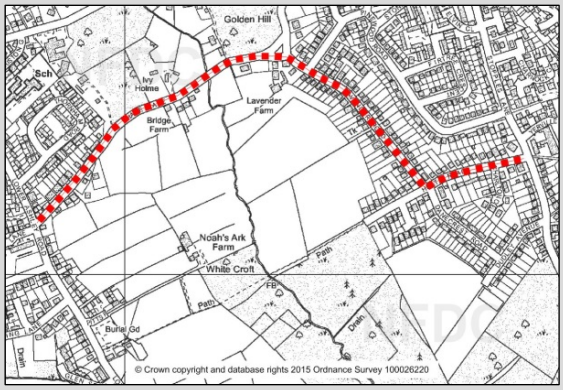
4.79 A full list of proposed transport schemes for Hordle and Everton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the ‘Review of Transport Proposals January 2011’ (see Background Paper 44). The list includes a variety of schemes including traffic management measures to improve safety for pedestrians and cyclists

4.80 The transport improvements set out in HOR3 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

HOR3: Transport Schemes[13]

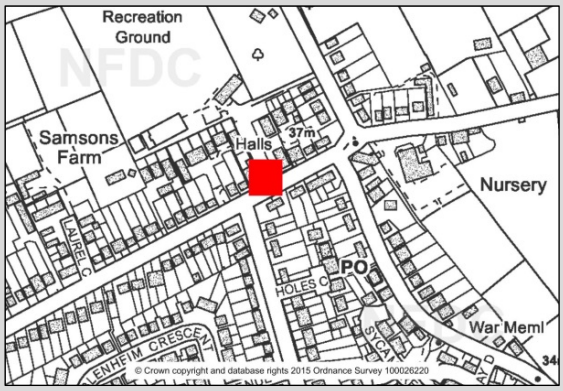
The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hordle and Everton are proposed:

HOR3.1 (HO/T/2): New Milton to Hordle on- and off-road cycle route between Lower Ashley Road and Stopples Lane via Hare Lane, Lavender Road and Heath Road.



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

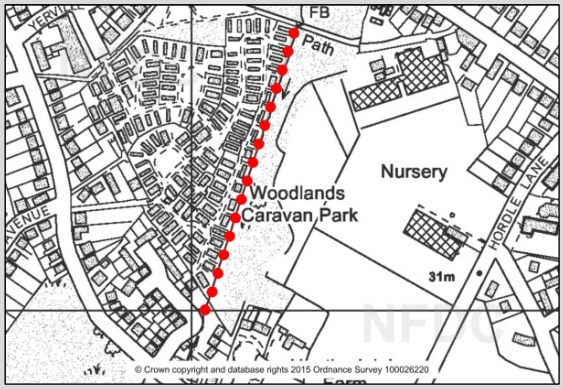
HOR3.2 (HO/T/7): Bus stop improvement, near Women's Institute Hall, Ashley Lane, Hordle



4.82 The proposal includes provision of a bus lay-by, raised kerbs and bus shelter and the implementation of the scheme involves the use of non-highway land. This bus stop improvement together with other public transport improvements proposed in the area will encourage the use of the bus service, helping reduce car travel between the villages and nearby towns. This scheme will result in a loss of on-street parking in this location.

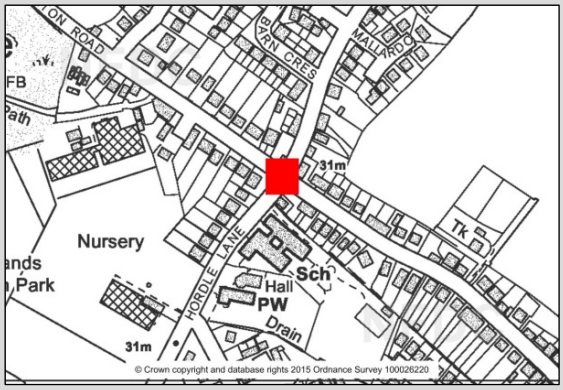
[13] An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in the 'Review of Transport Proposals January 2011'. Background Paper 44 (Review of Transport Proposals).

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



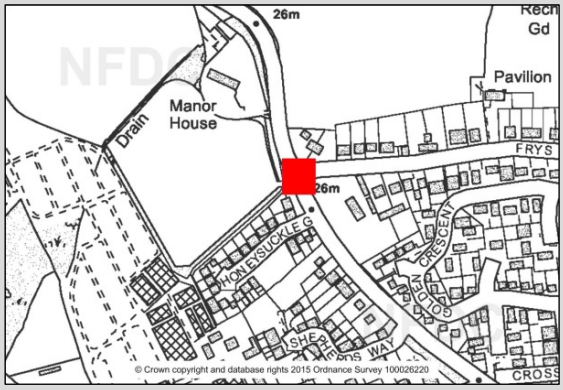
4.83 Link to be provided if Woodlands Caravan Park is redeveloped. It would require non-highway land to implement. The footpath will improve links in the village encouraging walking and reducing the reliance on car travel, particularly for short trips.

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



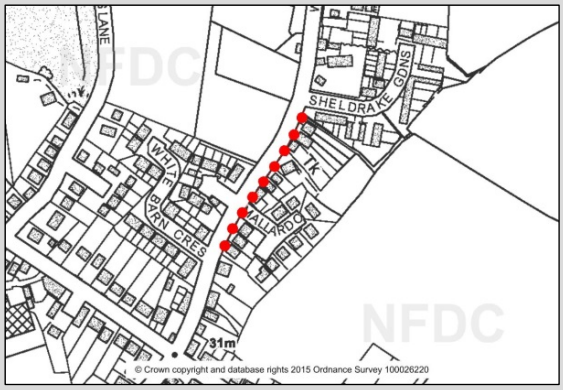
4.84 This junction improvement scheme requires the use of non-highway land to achieve the required visibility to increase safety at the junction. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village and will be of particular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

HOR3.5 (HO/T/10): Sight line improvements at Everton Rd junction with Frys Lane



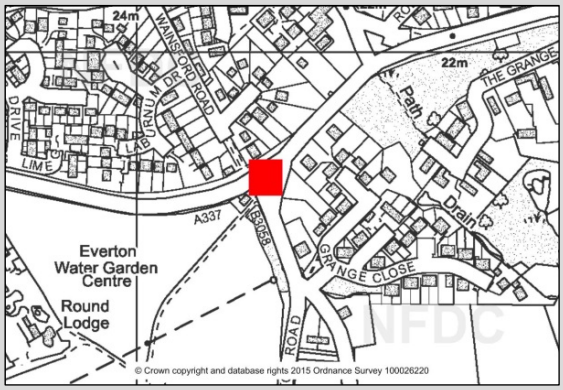
4.85 This junction improvement scheme requires the use of non-highway land to achieve the required visibility in order to make this location safer. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village.

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



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

HOR3.7 (HO/T/A and B): Milford Road (A337)/Lymington Road (B3058).



4.87 Traffic lights are proposed at the Milford Road (A337)/Lymington Road (B3058) junction, incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction. This is a significant scheme aimed at improving safety for pedestrians and cyclists crossing the A337, particularly beneficial for those travelling between Everton and the school on Lymington Road, Milford on Sea. The scheme will also assist traffic from Milford on Sea joining the A337.

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New Milton and Barton on Sea

4.88 The strategy for New Milton and Barton on Sea is summarised on pages 89-90 of the Core Strategy.

4.89 The site-specific policies for New Milton and Barton on Sea as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing and employment at New Milton and Barton on Sea

4.90 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. However, given concerns over the timing of the delivery of NMT6, which is expected to come forward later in the Plan period, two further sites have been identified by Policies NMT2 and NMT3 to provide for the delivery of affordable housing early in the Plan period.

4.91 New employment development within the Plan period will be on land in the Caird Avenue area. In addition to proposals carried forward from the previous Local Plan, Policy CS18 of the Core Strategy proposes up to five hectares of additional employment land at New Milton.

4.92 When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness (having regard to the New Milton Local Distinctiveness Supplementary Planning Document (SPD)).

Housing and employment allocations adjoining New Milton

4.93 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates four sites adjoining New Milton to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:

- NMT1: Land south of Gore Road, east of the Old Barn
- NMT2: Land west of Moore Close
- NMT3: Land off Park Road, Ashley
- NMT6: Land east of Caird Avenue, south of Carrick Way woodland

4.94 Allocations NMT1 and NMT6 provide opportunities to achieve local environmental improvements as well as providing for affordable housing. Development south of Gore Road will involve the removal of existing structures and areas of hard-standing to the east of the Old Barn Public House (a listed building). There is an opportunity here to improve the setting of this listed building.

4.95 Additional provision for residential and employment development is made by allocating further land for development east of Caird Avenue. The development proposals east of Caird Avenue, involve the restoration of land

used for minerals extraction and processing, and will require the cessation of these activities. Residential and employment land allocations in the Caird Avenue area, made in the previous Local Plan but which remain undeveloped (end of 2013), are carried forward into this Plan, together with the new land allocation.

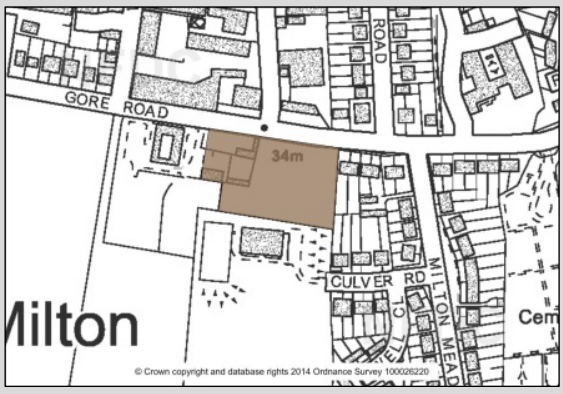
4.96 Allocations NMT2 and NMT3 will provide for additional residential development. The site west of Moore Close was previously identified for allotments, but these could not be delivered. Land off Park Road, Ashley was excluded from the Green Belt, when detailed boundaries were established, with the intention of accommodating some of the longer term development needs of the town. Both these allocations will provide affordable housing to address local needs.

Land south of Gore Road

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

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

- **removal of existing structures and hard-standings from the site prior to commencement of development;**
- **enhancement of the setting of the listed building (the Old Barn) to the west of the site;**
- **continuation of footway with grass verges along the frontage to Gore Road, with provision for cycleway proposal NMT14.6;**
- **provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space and natural play space on-site; and**
- **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.**



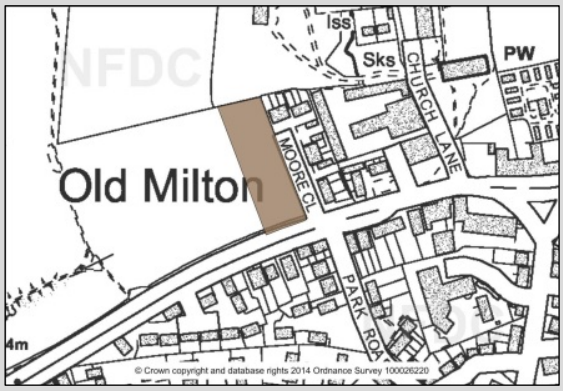
4.97 The development of this site will provide up to around 20 new homes, and a continuation of the public footway on the south side of Gore Road. As a

consequence of this allocation, the Green Belt boundary is amended in this area to exclude this development site.

NMT2: Land west of Moore Close

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. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- **vehicular access from Moore Close;**
- **provision of pedestrian and cycle access to the site which links with existing networks;**
- **provision of a footpath link from Christchurch Road through the site giving access to Fawcetts Field public open space to the west;**
- **provision of public open space in accordance with Core Strategy Policy CS7, including on-site provision of natural play space for young children;**
- **retention of trees and hedgerows on the site boundaries, wherever possible.**



4.98 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.

NMT3: Land off Park Road, Ashley

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. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- **provision of a landscape buffer between the development and the adjacent Site of Importance for Nature Conservation to the north which could also serve as public open space;**
- **on-site provision of public open space in accordance with Policy CS7, including provision of natural play space for young children;**

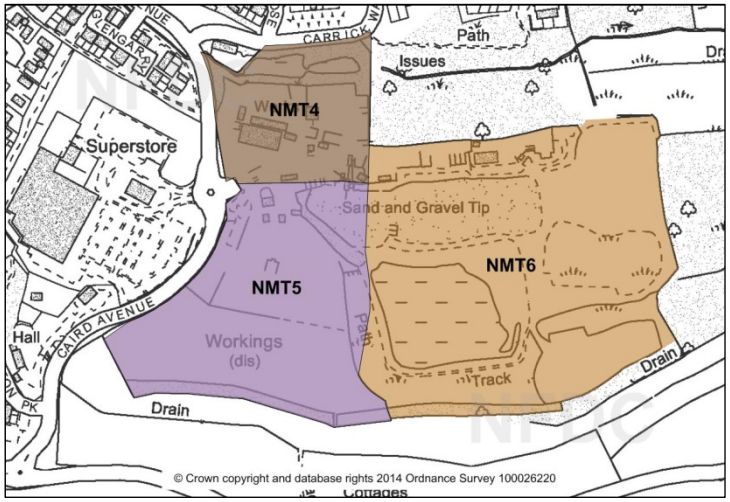
- **provision of five full-size allotment plots adjoining the existing allotment gardens;**
- **retention of trees and hedgerows on the site, wherever possible;**
- **measures to address surface water flooding near the Park Road entrance to the site and to control the surface water discharge from the site, without increasing flood risk to nearby properties.**

4.99 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.

Development area east of Caird Avenue

4.100 Land east of Caird Avenue has been identified as an area appropriate for new development in previous Local Plans. Unimplemented allocations for employment development and residential development are carried forward into this Plan (see Policies NMT4 and NMT5 below). This Plan proposes further development adjoining to the east of the previous Local Plan's land allocations. This area has been subject to sand and gravel extraction and processing, and the landscape has been degraded by this process. New allocations are made for housing development to meet a local housing need (in accordance with Core Strategy Policy CS12) and employment development (in accordance with CS18) on land to the east of Caird Avenue, south of Carrick Way woodland. As a consequence of the allocation the Green Belt boundary is amended in this area to exclude the new development site.

4.101 A Development Brief for the area covered by Policies NMT4, NMT5 and NMT6 will ensure that the best form of development and substantial environmental benefits are achieved.



NMT4/NMT5/NMT6: Overview map of east of Caird Avenue proposals

NMT4: Land east of Caird Avenue, south of Carrick Way

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

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

- **provision of vehicular access from Caird Avenue at the Tesco/supermarket roundabout, and the implementation of any necessary improvements to the roundabout;**
- **improvement to the junctions of Caird Avenue with Ashley Road and the A337;**
- **retention of woodland and balancing pond on the northern part of the site;**
- **provision of pedestrian/cycle access with links to the footpath and cycleway network and land to the south east, allocated in Policy NMT6. In particular provision of footpath and cycleways from the site to Carrick Way and south through the site to link with Caird Avenue (see NMT14.2 and NMT14.8);**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, 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 appropriate landscape buffers:**
  - **i. between the employment and residential development to protect the amenities of residents;**
  - **ii. along the western site boundary with Caird Avenue to enhance the Green Infrastructure Strategy green buffer;**
  - **iii. between Carrick Way woodland and residential properties to safeguard the Site of Importance for Nature Conservation. (This**

buffer could serve a dual function as open space);

- **provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.**

4.102 An outline planning application for residential development was granted planning permission on this site in 2010. This provided for 54 new homes, a new area of public open space in the northern part of the site, and the retention and enhancement of the woodland and balancing pond.

NMT5: Land east of Caird Avenue – Business and employment development

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

- **provision of vehicular access from Caird Avenue at the Tesco/supermarket roundabout, and the implementation of any necessary improvements to the roundabout;**
- **provision of an access road through the site from the Tesco/supermarket roundabout to provide access to land to the east, allocated for developed in Policy NMT6;**
- **improvement to the junctions of Caird Avenue with Ashley Road and the A337;**
- **provision of a secondary vehicular access about 180m south-west of the roundabout on Caird Avenue, with the inclusion of a pedestrian refuge on Caird Avenue;**
- **provision of pedestrian/cycle access with links to the existing footpath and cycleway network. In particular provision of footpath and cycleways from the southern part of the site to link with Caird Avenue (see NMT14.2 and NMT14.8);**
- **provision of appropriate landscape buffers:**
  - **i. between the employment and residential uses;**
  - **ii. along the western site boundary with Caird Avenue to enhance the green buffer;**
  - **iii. between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337.**

4.103 A scheme for business and general industrial uses on this site was granted planning permission on this site in 2010 (this provided for 10,191 sq. metres of business uses and 6,430 sq. metres of general industrial uses). The development of this site should be co-ordinated with the allocations made in Policies NMT4 and NMT6. When considering development proposals for this site, ensuring the development is well screened from countryside views and views from the A337 when entering New Milton will be particularly important.

NMT6: Land east of Caird Avenue, south of Carrick Way woodland

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

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

- **provision of vehicular, pedestrian and cycle accesses from Caird Avenue via the development to the west of the site (Policies NMT4 and NMT5);**
- **implementation of any necessary improvements to the Caird Avenue Tesco/supermarket roundabout;**
- **improvement to the junctions of Caird Avenue with Ashley Road and the A337;**
- **provision of pedestrian/cycle access and routes through the site and linking with the footpath and cycleway network. In particular, provision of a footpath link to Carrick Way woodland and the development to the west of the site (see NMT14.2 and NMT14.8);**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);**
- **retention where possible of trees within the site and on the site boundaries;**
- **provision of appropriate landscape buffers:**
  - **i. between employment and residential uses within the site;**
  - **ii. between the site and adjacent Sites of Importance to Nature Conservation (Carrick Way woodland and Ashley Meadows);**
  - **iii. between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337;**
- **cessation of mineral and mineral related operations from the site and implementation of appropriate remediation measures to address any contamination issues related to the site, prior to or in association with development proposals;**
- **protection of the Danes Stream water body;**
- **on-site provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development;**

- **provision of suitable land for a minimum of 10 full size allotment plots within the site;**
- **within the employment land allocation, inclusion of provision for development in accordance with Core Strategy Policy CS17(a) and (b); and**
- **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.**

4.104 The development of this site will provide up to 90 new homes and five 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. 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 DM3.

4.105 Policy CS17 (a) and (b) of the Core Strategy encourage employment development which provides for high-value and knowledge-based businesses and for small-scale and start-up businesses.

4.106 Development in this area will need to be co-ordinated with the implementation of other land allocations made in this area (see Policies NMT4 and NMT5) and the cessation of minerals processing activities. The development in this area will be required to secure the restoration of all land in this area which has been despoiled by minerals working and associated activities.

4.107 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.

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

4.108 In addition to new greenfield sites on the edge of New Milton allocated under Core Strategy Policy CS12, sites within the built-up area are allocated for residential development to contribute towards the development requirements of the adopted Core Strategy (Policy CS10) (see Policies NMT7 and NMT8).

Residential development

NMT7: Land east of Fernhill Lane

Land east of Fernhill Lane is allocated for residential development, including affordable housing in accordance with Policy CS15(d) of the Core Strategy.

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

- **provision of vehicular access from Forest Oak Drive;**
- **retention of the trees on the boundary of the site with Fernhill Lane;**
- **provision of public open space in accordance with Core Strategy Policy CS7, including a natural play space for young children located within the development.**

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

NMT8: Ashley Cross Garage and Motor Repairs, Ashley Lane

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

4.110 Redevelopment of Ashley Cross Garage and Motor Repairs for residential use would provide environmental improvements.

4.111 Small-scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Policies Map). When considering development within the existing built-up area, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. The New Milton Local Distinctiveness Supplementary Planning Document, adopted in July 2010 gives detailed guidance aimed at ensuring new development in New Milton and Barton on Sea is well designed and respects local character and distinctiveness.

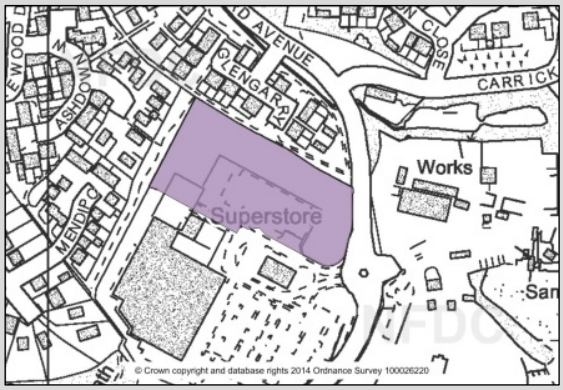
Employment development

NMT9: Land west of Caird Avenue

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

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

- **access from the Caird Avenue roundabout;**
- **provision of pedestrian/cycle access to and within the site, linking in with the existing footpaths and the cycleway network in the area (see NMT14.2);**
- **retention of trees and enhancement of the landscape buffer on the northern and western boundaries; and**
- **provision of appropriate landscaping to complete the green buffer along Caird Avenue.**



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

Green Belt boundary

4.113 The Green Belt boundary is defined on the Policies Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan.

New Milton town centre

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

4.115 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages, and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages, Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

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

NMT10: New Milton Town Centre Opportunity Sites

The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

Policy No.	Site address	Development opportunity primarily for the following uses:
NMT10.1	The Post Office, 122-124 Station Road	Retail
NMT10.2	Numbers 36 to 46 Station Road	Retail
NMT10.3	Land bounded by Station Road/Manor Road and the railway line	Retail/office
NMT10.4	The Memorial Hall, off Whitefield Road	Cultural/entertainment/ community facilities

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

4.117 Development proposals on these sites should be primarily for the uses indicated in Policy NMT10, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

New Milton and Barton on Sea Local Shopping Frontages

4.118 Policy DM17 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Policies Map. In New Milton and Barton on Sea local shopping frontages are identified at:

- Ashley Parade
- Old Milton

Green infrastructure and open space at New Milton and Barton on Sea

4.119 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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.

4.120 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

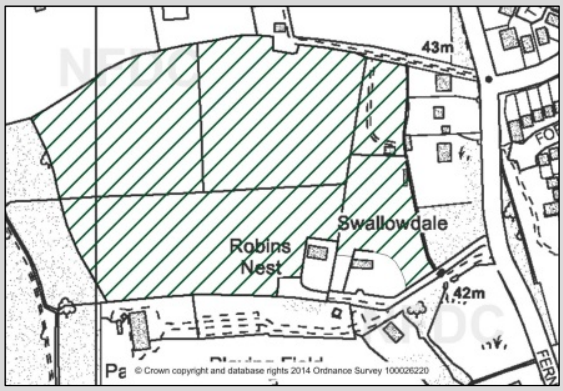
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features.

4.121 The Green Infrastructure Strategy 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.

4.122 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 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 development 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), and south of Lymington Road. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8.

NMT11: New Public Open Space west of Fernhill Lane

Land west of Fernhill Lane is allocated as public open space.



4.123 This public open space allocation will provide 5.9 hectares of formal open space (playing fields/pitches), extending Fernhill Sports Ground.

NMT12: New public open space south of Lymington Road, north of Chestnut Avenue.

Land south of Lymington Road, north of Chestnut Avenue is allocated for public open space to be managed as "Suitable Alternative Natural Green Space" (SANGS).

4.124 This area will provide an additional area of informal natural green space, 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' on the site, provided a minimum of 0.3 hectares of accessible informal public open space, in the form of natural green space, is provided.

4.125 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 Supplementary Planning Document.

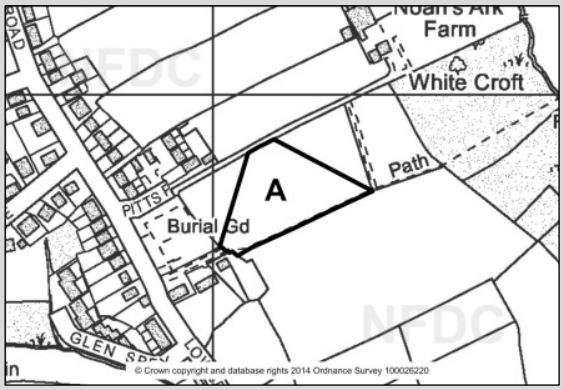
4.126 The transport proposal (NMT14.10), for a footpath linking Dark Lane to Fernhill Lane residential area will also make a contribution to the green

infrastructure strategy, encouraging walking by providing a more direct link between the north east and north west areas of New Milton.

Land allocated for allotments

NMT13: Land for allotments

Land is allocated for the provision of new allotments east of the existing allotments south of Pitts Place (0.5 hectares).



4.127 This proposal is carried forward from the previous Local Plan.

Transport proposals at New Milton

4.128 A full list of proposed transport schemes for New Milton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). The list includes a variety of schemes including traffic management measures to improve safety for pedestrians and cyclists.

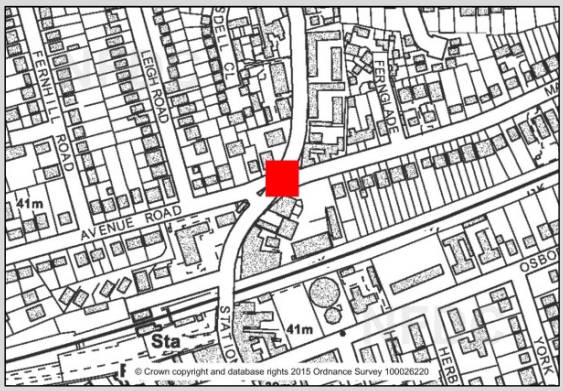
4.129 The transport improvements set out in NMT14 are included in the Sites and Development Management DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

NMT14: Transport Schemes[14]

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

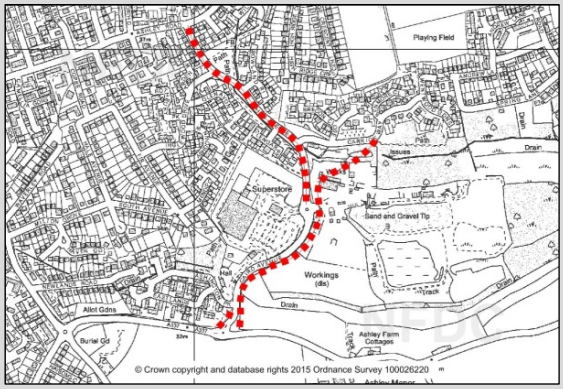
Junction improvement

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



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

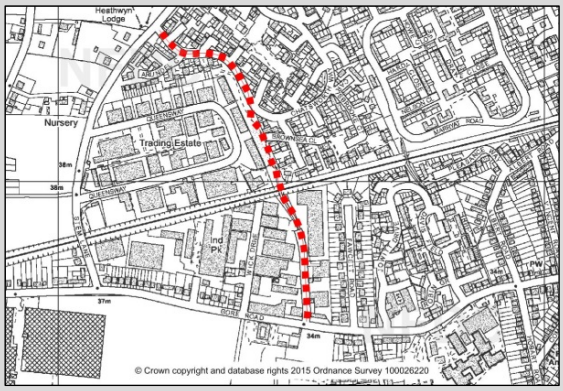
NMT14.2 (NM/T/18): A337 to Ashley Road via Caird Avenue superstore.



4.131 On-road and adjacent-to-road cycle route from A337 to Ashley Road via Caird Avenue. This scheme requires non-highway land to implement the section along Caird Avenue linking through to Carrick Way. This route will connect to existing cycle routes and encourage cycling in this area of New Milton. The off-road section could be included as part of the development of site NMT3. The detailed route through the NMT2 and NMT3 allocations will be agreed in a Development Brief/Masterplan for the site, and/or through planning applications.

[14] An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in the 'Review of Transport Proposals January 2011'. Background Paper 44 (Review of Transport Proposals).

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

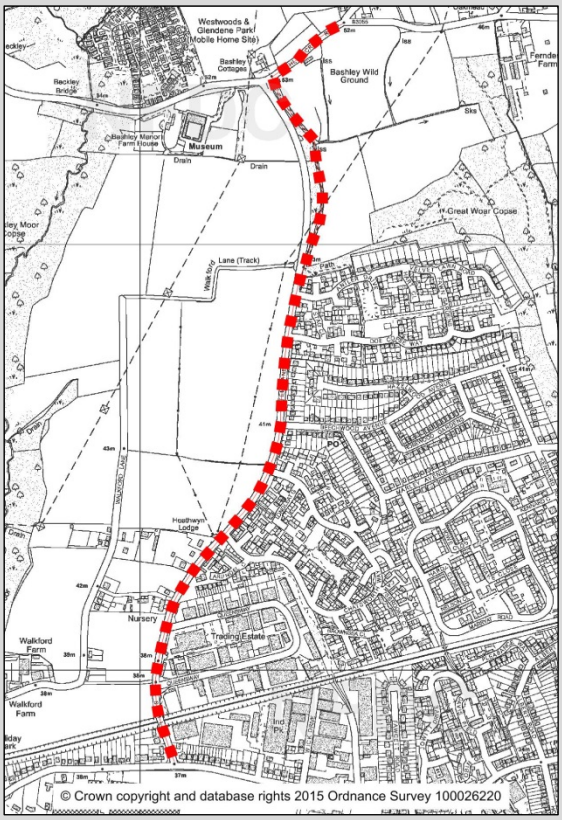


4.132 This cycle route consists of on-road and off-road sections including a dismount section over the railway bridge. The off-road section requires the use of non-highway land in the area of open space to the north of the bridge to implement the proposal. The cycle route provides a route through the town centre connecting to other cycle routes serving the wider New Milton area encouraging cycling as an alternative mode of travel to the car.

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

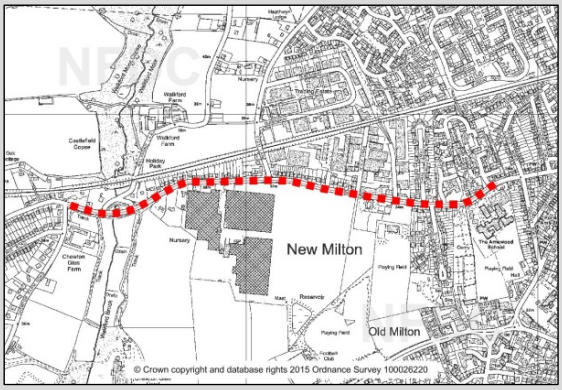
4.133 The cycle route requires the use of non-highway land to implement the off-road section between Milton Mead and Church Lane. The route provides connection to other proposed routes in the Barton on Sea area linking towards Arnewood School, the leisure centre and New Milton town centre. This will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

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



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

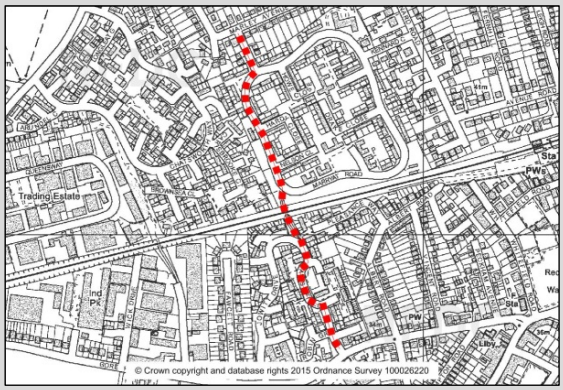
NMT14.6 (NM/T/5): Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use route.



4.135 This proposed scheme will be implemented within the highway boundary; however it is an extensive route utilising the roadside verge adjacent to Gore Road. The eastern section of the route utilises the existing footway and the section of the route to the west of the school is a new route on the existing verge. This route would provide a safe link for cyclists

connecting western areas of New Milton to the town centre and the Arnewood School and New Milton leisure centre, encouraging cycling in this area.

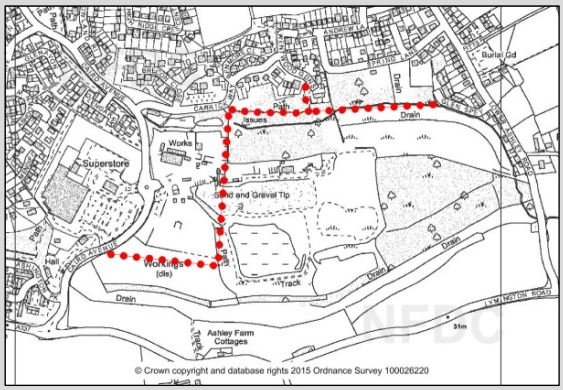
NMT14.7 (NM/T/17): Gore Road to Marley Avenue cycle route across bridge via Davis Field.



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

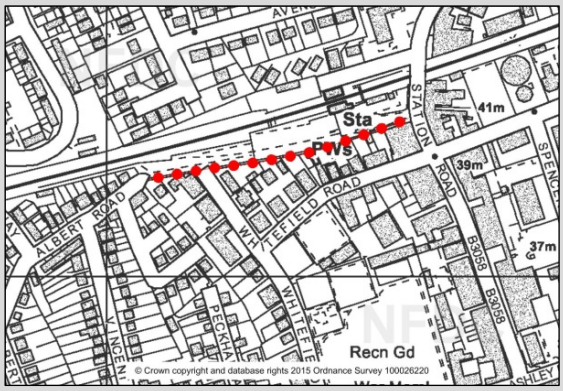
Footpath improvement proposals

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



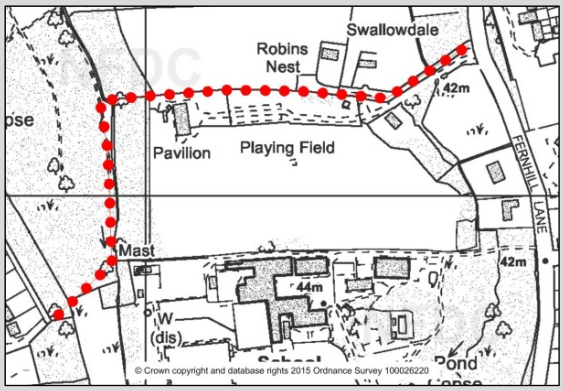
4.137 This scheme requires land to implement. Part of the route is proposed to be provided as part of the development of the land to the east of Caird Avenue.

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



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

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



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

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

5.1 The site-specific policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.

5.2 The general policies set out in:

- the Core Strategy,
- National Planning Policy and
- Development Management policies set out in Section 2 of this document;

all apply where relevant.

5.3 Supplementary Planning Documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.

Bransgore and Sopley

5.4 The strategy for Bransgore is summarised on page 93 of the Core Strategy.

5.5 The site-specific policies for Bransgore as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Bransgore

5.6 Housing development will continue on acceptable sites within the defined built-up area of Bransgore. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

5.7 In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 10 dwellings to be identified specifically to address local needs for affordable housing. However, it has not been possible to identify a suitable site on the edge of Bransgore. There may be limited scope to provide housing to address local housing needs as part of proposals to resolve the future of the former military training and rest camp in Derritt Lane – known both as Sopley Camp and Merryfield Park. This site is very close to Bransgore, although located in Sopley Parish.

Green Belt boundary

5.8 The Green Belt boundary is defined on the Policies Maps. Changes are made to the boundary defined in the previous Local Plan to remove from the Green Belt several small isolated pockets of Green Belt that were left around Bransgore after deletion of the Green Belt designation from the National Park.

Bransgore Local Shopping Frontage

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

Green Infrastructure and Open Space at Bransgore

5.10 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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 Bransgore.

5.11 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

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

5.12 The Green Infrastructure Strategy 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 village and with the adjoining countryside.

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 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 development on European nature conservation sites. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8.

5.14 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 Supplementary Planning Document.

Sopley

Sopley Camp

5.15 Sopley Camp (also known as Merryfield Park) is a site of some 11 hectares located north of Derritt Lane to the west of Bransgore, but in Sopley parish. It was established in World War II as the residential camp for RAF Sopley. Of the original buildings, 91 remain on the site and have been used for various purposes. The site has been privately owned for some time. It lies within the Green Belt. Its ‘lawful use’ has been established to be a ‘training or rest camp on an occasional basis including day and residential training, education and activity courses and ancillary uses.’

5.16 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.

5.17 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.

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

Ringwood and Blashford

5.19 The strategy for Ringwood is summarised on page 92 of the Core Strategy.

5.20 The site-specific policies for Ringwood as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing and employment at Ringwood

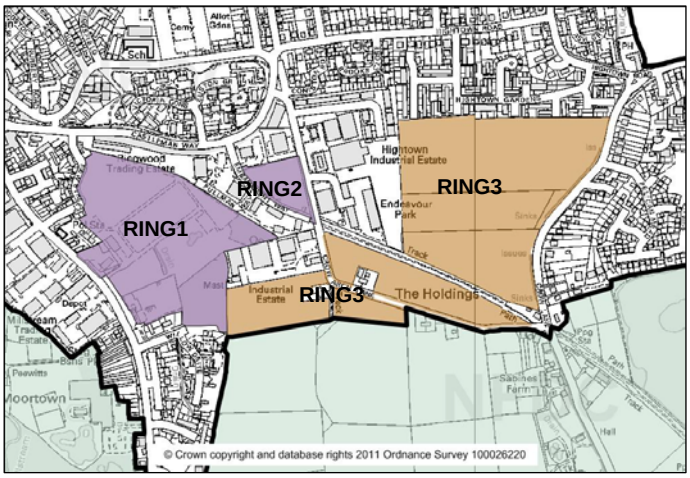
5.21 Housing development will continue on acceptable sites within the defined built-up area of Ringwood. In addition, the Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified at Ringwood for around 150 dwellings (Policy CS11).

5.22 Provision is made for new employment development by carrying forward employment land allocations of the previous Local Plan and making additional provision for up to five hectares of employment land (Policy CS18).

5.23 When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Guidance is given in the Ringwood Local Distinctiveness Supplementary Planning Document.

Development area in southern Ringwood

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



RING1/RING2/RING3: Overview map of south Ringwood proposals

Employment development at Ringwood

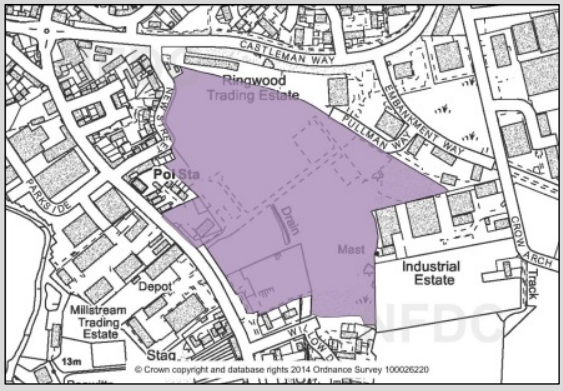
5.25 Two areas of land allocated for employment development in the previous Local Plan remain undeveloped and are carried forward as employment land allocations in this Plan. These are:

- Land east of Christchurch Road (see Policy RING1)
- Land south of Castleman Way (see Policy RING2)

RING1: Land east of Christchurch Road – employment land allocation

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

- **within the site, the provision of an access road to adoptable standards connecting Christchurch Road to 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 RING6.9);**
- **the resolution of existing contamination issues prior to, or in association with, development (see Policy DM5); 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.**

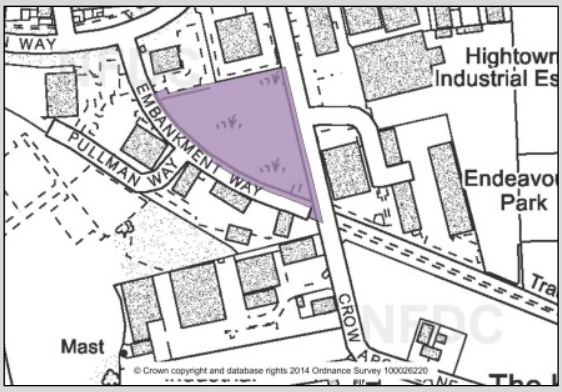


5.26 A substantial site on the east side of Christchurch Road was allocated for employment development in the previous Local Plan. This is a brownfield site which will provide some seven hectares of land for employment development. Within the site there are areas where previous uses have

contaminated the ground. Contamination issues will need to be resolved as part of development proposals. The development of this site will be required to provide appropriate vehicular access through the site to adjoining land to the east, allocated in Policy RING3.

RING2: Land south of Castleman Way

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



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

New housing and employment land allocations

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

Development area south of Ringwood, west of Crow Lane

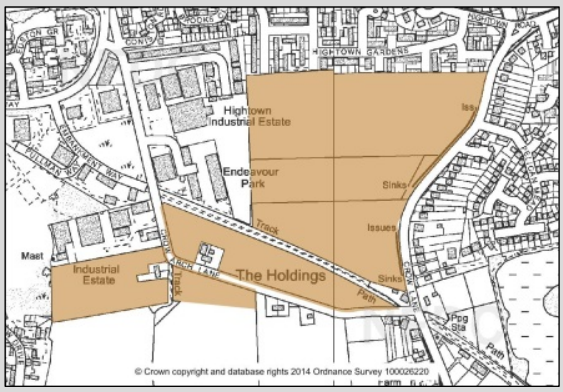
RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane

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

- **residential development of up to around 150 dwellings, with 50% of the dwellings provided to be affordable housing, in accordance with Policy CS11(ii) and Policy CS15(a) of the Core Strategy;**
- **up to five hectares of employment development in accordance with Policy CS18 of the Core Strategy; and**
- **public open space, to include natural green space designed to mitigate the recreational impacts of the development on European nature conservation designations (SANGS).**

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

- **the residential development being located principally in the northern and eastern parts of the site adjoining the existing housing;**
- **the employment development being located in the western and southern parts of the site, primarily adjoining Crow Arch Lane Industrial Estate and Hightown Industrial Estate;**
- **provision of an access road to serve employment uses south of Crow Arch Lane, through the site and the industrial land allocation east of Christchurch Road (see Policy RING1);**
- **a full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;**
- **appropriate transport contributions being paid towards any necessary transport improvements;**
- **retention and enhancement of the green route/cycleway on the route of the old railway line (see RING6.4);**
- **provision of links to the proposed cycle route on Hightown Gardens to the north of the site (see 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;**
- **on-site provision of public open space (both formal and informal) in accordance with Policy CS7, including provision of children's play space(s) located within the residential development;**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, 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.**



5.29 The development of this site will provide around 150 new homes, five hectares of land for employment development and significant areas of natural green space (SANGS). The provision of allotments will also provide benefits to

the wider community. 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 DM3. 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.

5.30 Encouragement will be given to the inclusion of a managed-workshop scheme as part of the employment development, as referred to in Core Strategy Policy CS17 (b), as such facilities are not available in this part of the Plan area.

5.31 Prior to any development taking place on the site, 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. This will ensure that the best form of development and distribution of land uses within the site is achieved and that the development land allocations in this area are implemented with appropriate co-ordination and phasing.

5.32 Development in this area will need to be co-ordinated with the implementation of the employment land allocation east of Christchurch Road (see Policy RING1).

5.33 A minor revision to the Green Belt boundary, south of Crow Arch Lane, will be made.

Housing sites within Ringwood

5.34 Small-scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Policies Map). When considering development within the existing built-up area, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. The Ringwood Local Distinctiveness Supplementary Planning Document gives detailed guidance aimed at ensuring new development in Ringwood is well designed and respects local character and distinctiveness.

5.35 The Green Belt boundary is defined on the Policies Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan.

Ringwood Town Centre

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

5.37 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out

in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

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

RING4: Ringwood Town Centre Opportunity Sites

The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be for the uses indicated below:

Policy No.	Site address	Development opportunity primarily for the following uses:
RING4.1	The Furlong Car Park	Retail
RING4.2	Former Cinema Site, Market Place and environs	Retail/entertainment/office

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

5.39 Development proposals on these sites should be primarily for the uses indicated in Policy RING4, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

Ringwood Local Shopping Frontage

5.40 Policy DM17 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Policies Map. In Ringwood a local shopping frontage is defined in Butlers Lane, Poulner.

Green infrastructure and open space at Ringwood

5.41 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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 Ringwood.

5.42 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

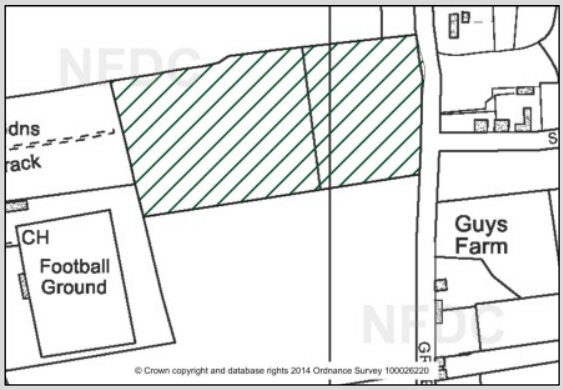
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features

5.43 The Green Infrastructure Strategy 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.

5.44 In addition to protecting existing open spaces within Ringwood, new open spaces accessible to the public will be created over the Plan period by new 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 development 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 (see Policy RING3). The Plan also 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 DM8.

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

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



5.45 This allocation of land for public open space will provide a further 3.1 hectares of public open space, enabling expansion of existing sports facilities

in this area and helping to address the formal open space deficiency in Ringwood.

5.46 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 Supplementary Planning Document.

5.47 The transport proposals to provide for cycle routes between Crow Arch Lane and Moortown Lane (RING6.3) and from Castleman Way to Crow Lane (RING6.4) will make an important contribution to the Green Infrastructure Strategy.

Transport proposals at Ringwood

5.48 The Ringwood Town Access Plan (TAP), a Supplementary Planning Document, sets out the full list of proposed transport schemes for Ringwood. The TAP sets out the vision for how access to facilities and services within the town can be improved over the Plan period and sets out an action plan to guide future investment in transport schemes. The majority of the improvements set out in the Ringwood Town Access Plan are transport schemes which can take place within the existing highway land and are not specifically identified in this document.

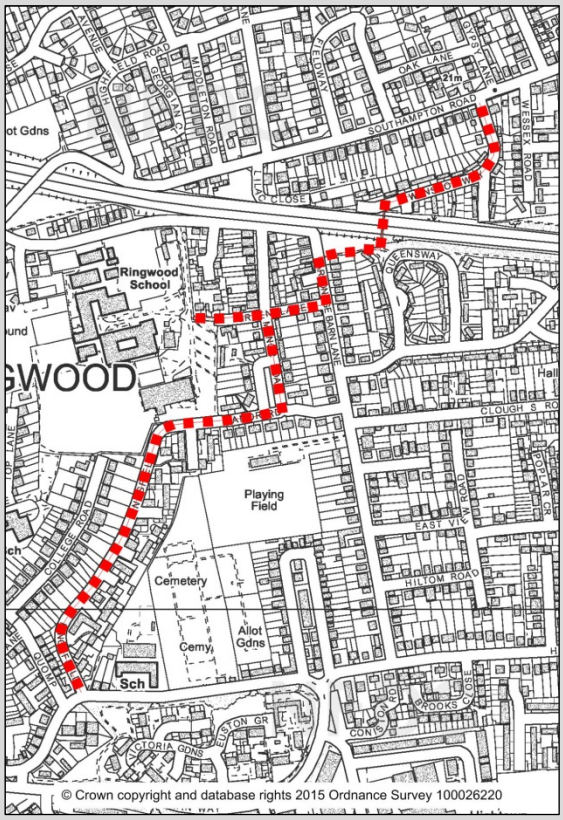
5.49 The transport improvements set out in RING6 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

RING6: Transport Schemes[15]

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

Cycle route proposals

RING6.1 (PC2): Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.



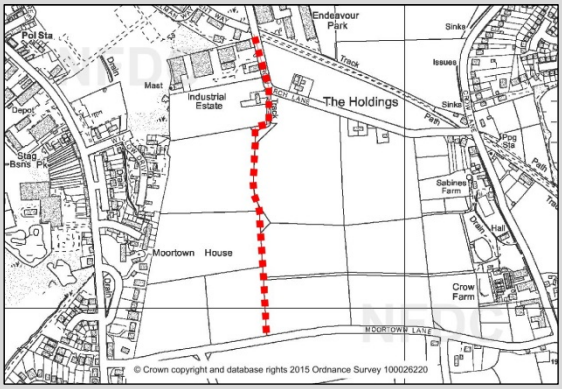
5.50 The cycle route is an on- and off-road cycle route that involves the use of non-highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and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

[15] An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to schemes identified in the Ringwood Town Access Plan.

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

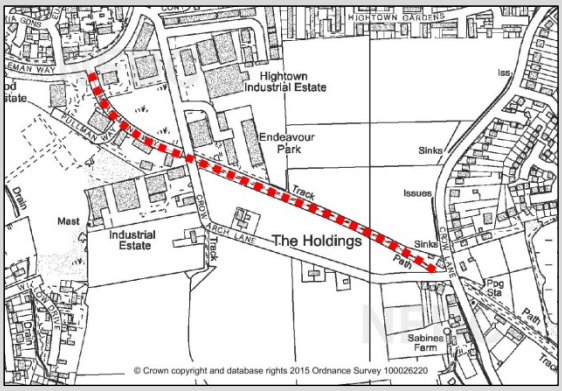
5.51 This scheme requires the use of non-highway land to implement, in particular the widening of the footpath adjacent to the school playing fields. This cycle route improves accessibility and linkages to the town and schools from the residential area to the east, reducing the need to travel by car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

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



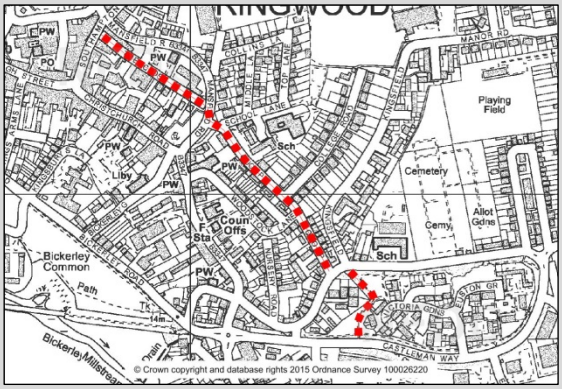
5.52 This cycle route requires non-highway land to implement and will provide improved access between the town and south Ringwood. This proposed route will encourage cycling to the recreational areas on Long Lane in the south of Ringwood as well as connecting the southern part of the town to the employment sites in the Crow Lane area, helping reduce traffic congestion in this area of Ringwood.

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



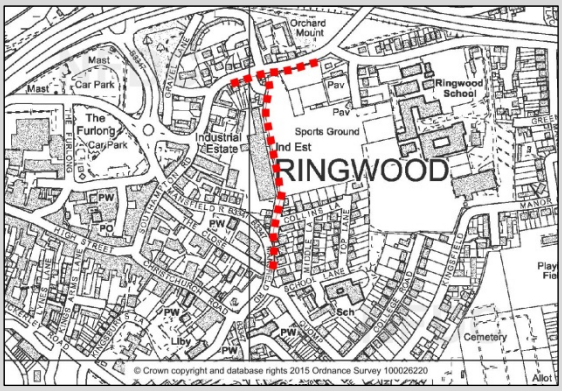
5.53 This adjacent-to-road and off-road cycle route requires the use of non-highway land to implement, utilising the former rail line. This route continues the existing “Castleman Trailway” route, improving accessibility to Ringwood and the industrial estate from the Crow area (see also policy RING3).

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



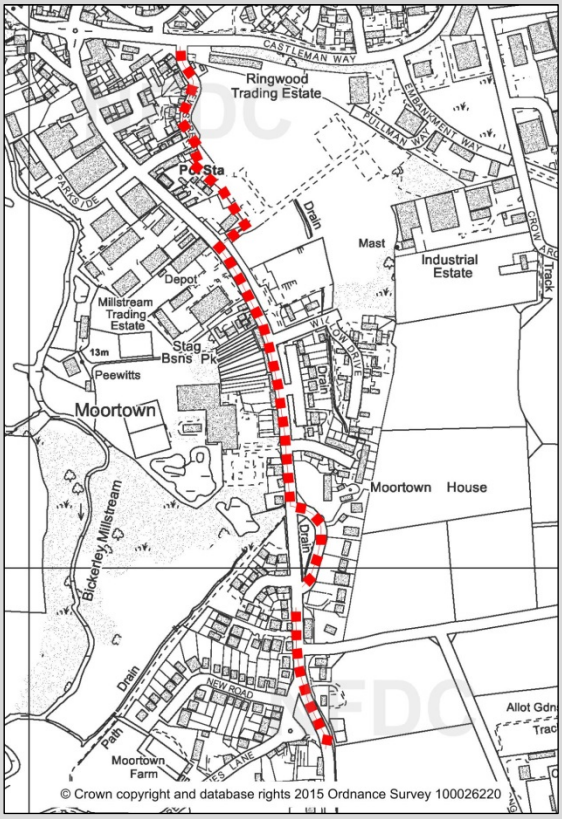
5.54 This scheme includes the provision of an off-road cycle link through the Victoria Gardens public open space to Hightown Road. This cycle route can assist in encouraging cycling to/from the town centre. The new and improved crossing points along the route will increase pedestrian and cyclist safety and help promote walking and cycling.

RING6.6 (PC14): Cycle route from Mansfield Road to Southampton Road via Carvers Sports Ground.



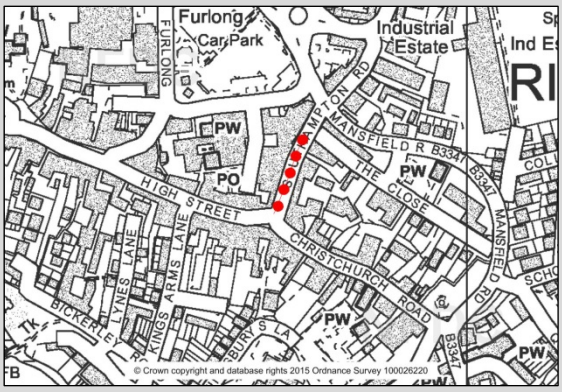
5.55 This scheme includes adjacent, on-road and off-road sections of cycle route, and involves the use of non-highway land through Carvers Sports Field. The route improves links for cyclists in the town centre, away from the major roads. This can encourage cycling as an alternative to car travel for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

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



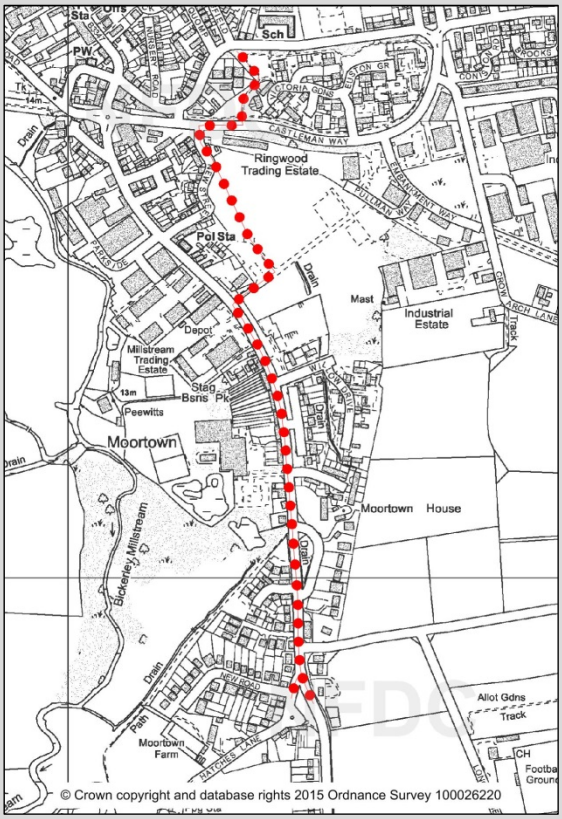
5.56 This is a significant scheme that involves the use of non-highway land through the RING1 employment land allocation and highways verge adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood (see also policy RING1).

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



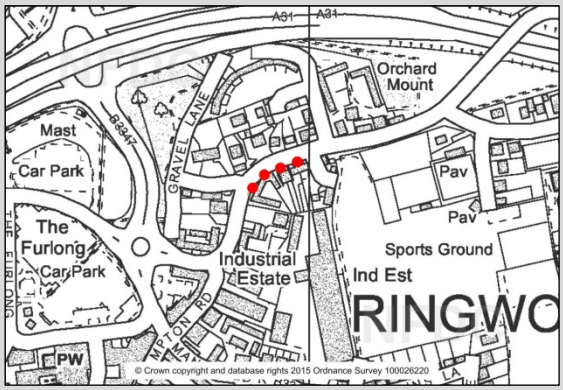
5.57 This scheme forms part of Phase 2 of the current Country Towns Initiative scheme (described in scheme reference AP1 in the Ringwood TAP). The scheme is the second phase of a significant environmental scheme improving pedestrian facilities in the town centre along Southampton Road. The scheme will enhance the pedestrian environment in the town centre and provide improved links to the services and facilities in the centre of Ringwood. The improved pedestrian links will promote walking to and from the town centre as a viable alternative to car travel for short trips.

RING6.9 PC20): Moortown to town centre via Quomp, improvements to existing paths and footways, including footway link through the employment land allocation east of Christchurch Road.



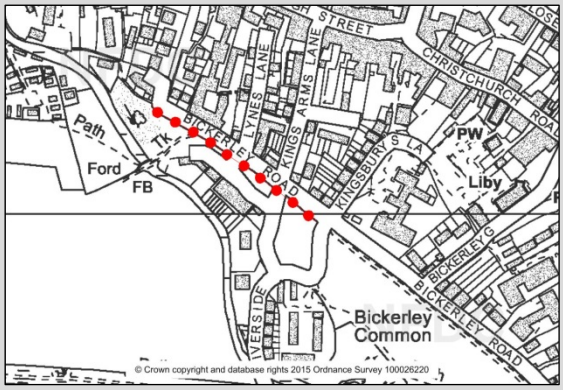
5.58 This scheme provides an improved footpath route connecting Castleman Way and Christchurch Road and requires non-highway land to implement the section passing through the employment land allocation (Policy RING1). The section of footway link proposed through the employment land allocation east of Christchurch Road is to be provided as part of development of the site, following a similar route to that of cycle route PC15 in the Ringwood TAP (see also Policy RING1). The improvements along Christchurch Road through to Castleman Way will improve the permeability of this area of Ringwood for pedestrians, encouraging walking to the town centre from the southern area of Ringwood.

RING6.10 (PC21): Southampton Road, west of Frampton Place, footpath widening to provide shared pedestrian/cycle route.



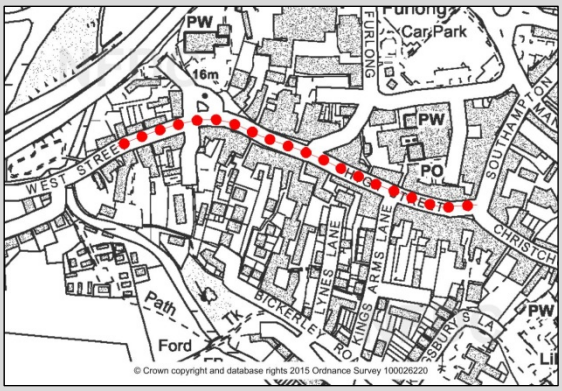
5.59 This scheme requires the use of land in front gardens to implement the widening of the footpath. This will assist pedestrian safety encouraging walking to and from this area of Ringwood as well as improving accessibility to the Ringwood School and recreation ground.

RING6.11 (AP3): Extension of footpath alongside Bickerley Road to create a continuation to Danny Cracknell Pocket Park.



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

RING6.12 (TMH4): Improve facilities for pedestrians to encourage greater footfall in this part of the shopping area whilst maintaining vehicle access for shopping and servicing.



5.61 This transport scheme includes improved pedestrian links along West Street and dropped crossings to be provided on High Street. This is a significant pedestrian facility improvement scheme that creates an improved pedestrian environment, which will encourage walking/cycling to the town centre reducing reliance on the private car, improving access for all.

Blashford

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

Avon Valley Lakes

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

Fordingbridge, Ashford and Sandleheath

5.64 The strategies for Fordingbridge, Ashford and Sandleheath are summarised on pages 92-93 of the Core Strategy.

5.65 The site-specific policies for Fordingbridge as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Fordingbridge, Ashford and Sandleheath

5.66 Housing development will continue on acceptable sites within the defined built-up areas of Fordingbridge, Ashford and Sandleheath. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 100 dwellings at Fordingbridge and up to 10 dwellings at each of Ashford and Sandleheath, to be identified specifically to address local needs for affordable housing. Policies FORD1, ASH1 and SAND1 below identify sites to achieve this. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. In Fordingbridge regard will be given to the Fordingbridge Town Design Statement.

New housing allocations adjoining Fordingbridge, Ashford and Sandleheath

Fordingbridge

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

FORD1: Land east of Whitsbury Road, Fordingbridge

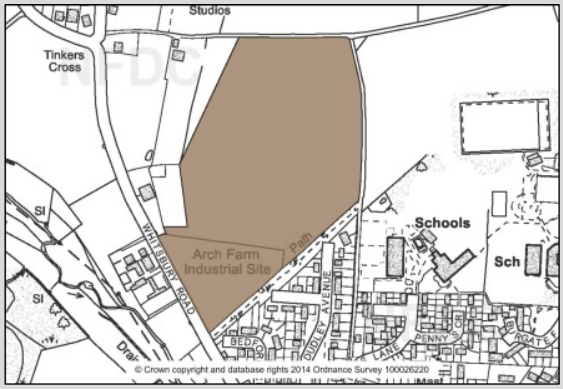
Land east of Whitsbury Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy, and for public open space. Seventy percent of the dwellings provided will be affordable housing. The site will be developed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

- **provision of vehicular access from 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;**
- **on site provision of public open space (both formal and informal), in**

accordance with Policy CS7, including provision of natural play space for children and recreational space for young people located within the residential development;

- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);**
- **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 allotment plots within the site.**

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.



5.68 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 DM3 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 FORD2.7).

Ashford

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

ASH1: Land adjoining Jubilee Crescent, Ashford

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

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

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

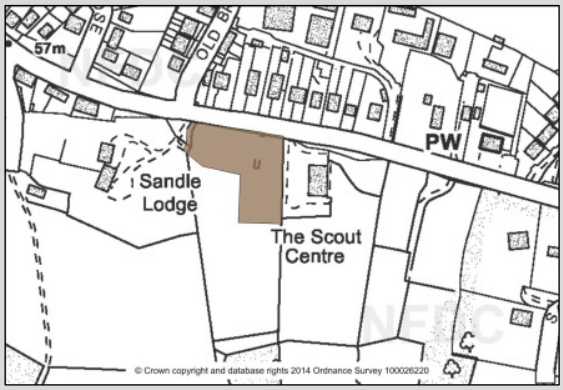
Sandleheath

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

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

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

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



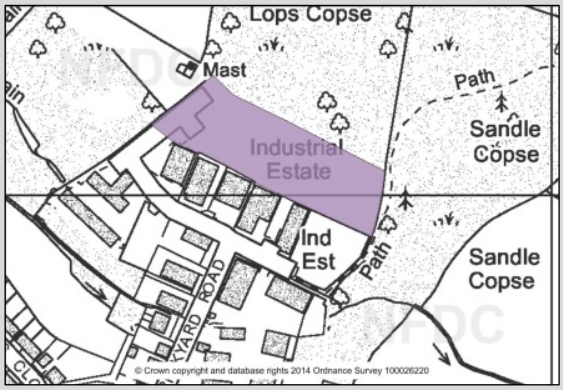
5.72 The development of this site will provide up to around 8-10 dwellings to meet a local housing need.

New employment development in Fordingbridge, Ashford and Sandleheath

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

SAND2: Sandleheath Industrial Estate

Land at Sandleheath Industrial Estate is allocated for employment development.



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

Fordingbridge town centre

5.75 Fordingbridge town centre provides an important local shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.

5.76 The Town Centre Boundaries, Primary Shopping Areas Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside the Primary Shopping Areas and Secondary Shopping Frontages.

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

5.78 The need for additional retail floorspace in Fordingbridge (identified in Policy CS20 of the Core Strategy) is small and will be addressed through extensions to existing shops, rather than by identifying specific sites where there may be an opportunity for redevelopment.

Green infrastructure and open space at Fordingbridge, Ashford and Sandleheath

5.79 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, 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.

5.80 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

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

5.81 The Green Infrastructure Strategy Part 2 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 by providing the important green links between the green spaces within the town and villages, and with the adjoining countryside.

5.82 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 proposal, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. This will include the creation of a significant area of natural green space as part of the proposed development east of Whitsbury Road. This allocation also includes provision for an additional two hectares for playing fields (see Policy FORD1). Any new areas of public open space provided, including as part of a development scheme will be protected by Policy DM8.

5.83 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 Supplementary Planning Document.

5.84 The following transport proposal will also make an important contribution to the Green Infrastructure Strategy, by encouraging walking and cycling:

- FORD2.4: 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.

Transport proposals at Fordingbridge, Ashford and Sandleheath

5.85 A full list of proposed transport schemes for Fordingbridge, Ashford and Sandleheath is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the ‘Review of Transport

Proposals January 2011' (see Background Paper 44). The list of schemes includes improvements to footpaths and pedestrian safety measures.

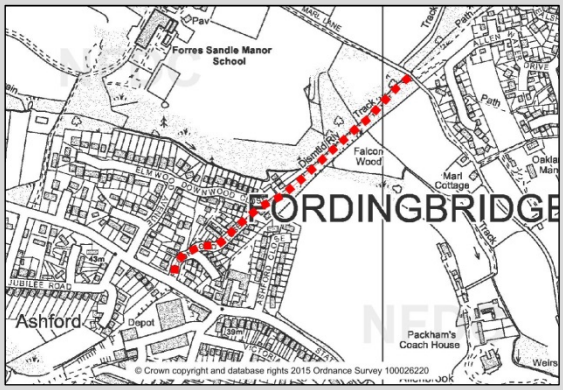
5.86 The transport improvements set out in FORD2 are included in this Plan because they are significant and/or require non-highway land to implement them. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

FORD2: Transport Schemes[16]

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Fordingbridge and Ashford are proposed (there are no specific proposals at Sandleheath):

Cycle route proposals

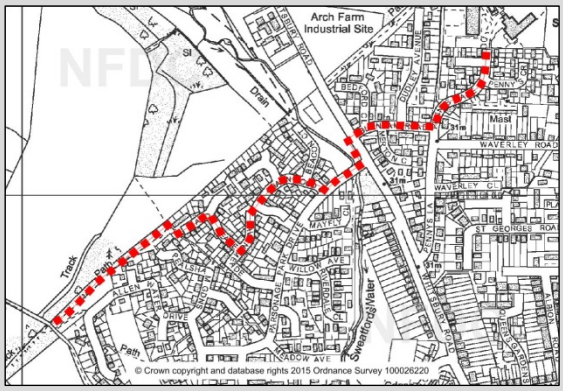
FORD2.1 (FO/T/1): Marl Lane to Station Road, Ashford, on- and off-road cycle route via Falconwood Close.



5.87 This proposal requires non-highway land to implement, utilising an existing footpath route. This scheme will encourage cycling in the area by providing a safe off-road route connecting Ashford to northern areas of Fordingbridge and other routes connecting to schools and Fordingbridge town centre.

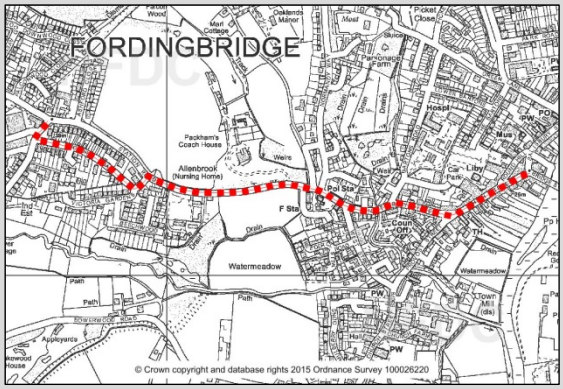
[16] An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the policy number refer to scheme lists in Background Paper 44 (Review of Transport Proposals).

FORD2.2 (FO/T/2): Pennys Lane to Marl Lane crossing Whitsbury Road via Charnwood Drive and Avon Meade and along former railway line.



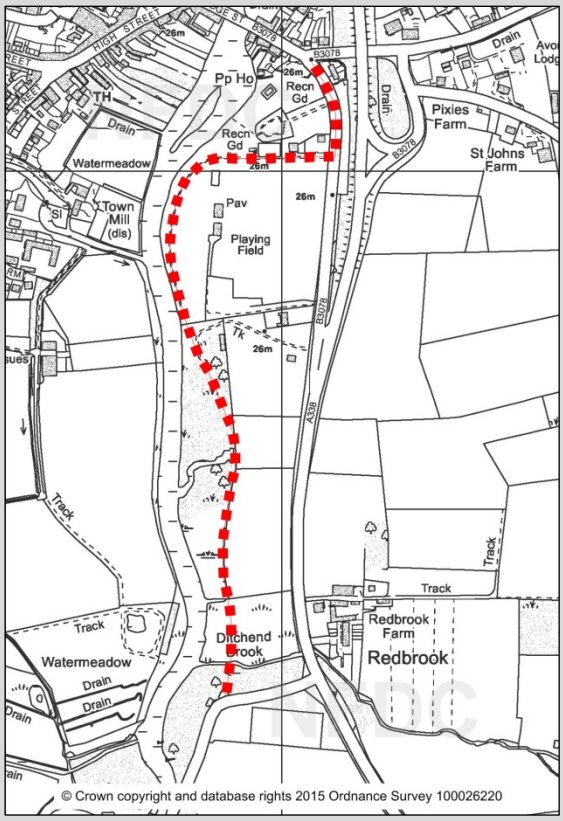
5.88 This cycle route links through the residential area of this part of Fordingbridge with links to the schools off Burnham Road. The off-road section of this route requires the use of non-highway land to implement, providing a safe off-road link across an area of open space. This route will encourage cycling, particularly to the Fordingbridge Infant and Junior Schools, which may help reduce congestion and traffic in this area.

FORD2.3 (FO/T/6): Cycle route - Ashford to Normandy Way along Station Road.



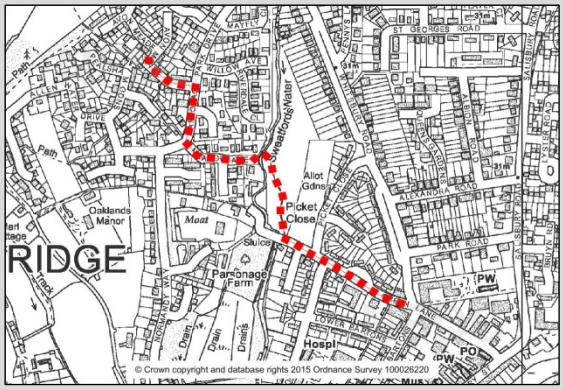
5.89 This cycle route along Station Road to Fordingbridge town centre includes an adjacent-to-road section on Station Road which will require the use of non-highway land to implement. The route will provide improved cycle links to and from Fordingbridge town centre and the west of the town and Ashford area. This can encourage cycling to the town centre, helping reduce congestion in the town.

FORD2.4 (FO/T/7): Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on-road section linking to the town centre.



5.90 This cycle route requires the use of non-highway land to implement and provides a link to the town from areas to the south of Fordingbridge as well as improving links to the recreation ground and sports fields. This will encourage cycling as a viable alternative to car travel into the town, due to the provision of a safer off-road route connecting to the town.

FORD2.5 (FO/T/8): Avon Meade to Green Lane: on-road and off-road cycle route.

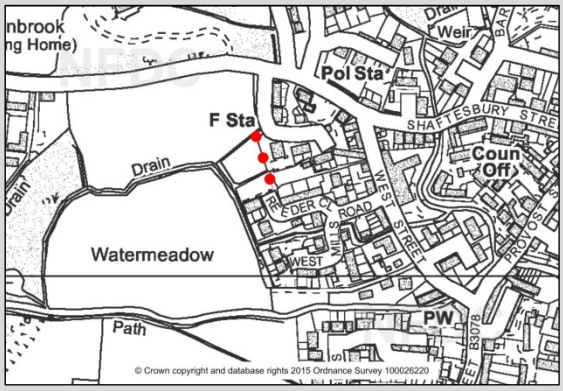


5.91 This proposal includes sections along Avon Meade, Parsonage Park Drive and across an existing footpath route from Meadow Avenue to Green Lane and on-road sections along Green Lane. The section of route through the area of open space between Meadow Avenue and Green Lane requires non-highway land to implement. The route provides improved accessibility to

the town for cyclists, encouraging cycling for shorter trips into the town.

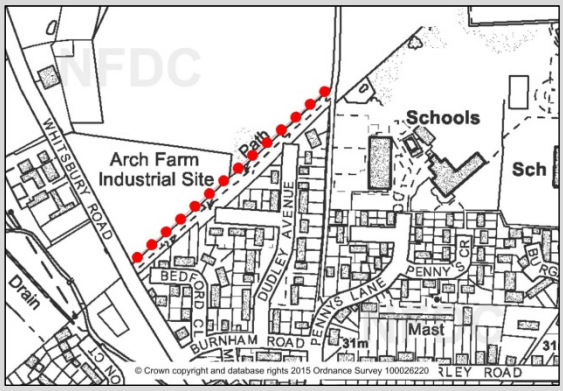
Footpath improvement

FORD2.6 (FO/T/13): Improved footpath route from Flaxfields End (off Station Road).



5.92 This scheme provides improved access and links to the play area and residential development on Reeder Close. The footpath requires the use of non-highway land to implement and will provide greater permeability of pedestrian routes encouraging walking through the town.

FORD2.7 (FO/T/12): Provision of footpath adjacent to former railway line east of Whitsbury Road.



5.93 Part of this route will be provided as part of development proposals set out in Policy FORD1. The route should include connecting links to Bedford Close, Hertford Close and Dudley Avenue as well as an uncontrolled crossing point on Whitsbury Road to facilitate safer crossing of the road for pedestrians. This scheme provides greater accessibility to the Fordingbridge Infant and Junior schools for pedestrians.

Appendices

Appendix One: Saved Policy DW-E12 from the New Forest District Local Plan First Alteration (Adopted 2005)

Policy DW-E12
Protection of landscape features
Development will not be permitted which would cause the loss of, or irreparable damage to, open areas or other landscape features, including those identified on the proposals maps, which:

a contribute to the character or setting of a defined built-up area or defined New Forest village by reason of visual amenity; and/ or

b screen development which would otherwise have an unacceptable visual impact.

C1.26 Within and adjoining the defined built-up areas and defined New Forest villages, there are undeveloped areas and landscape features, such as small amenity spaces, gaps between parts of settlements, woodlands, ponds etc, which are of visual amenity value, and help to create a particular local character and identity. Some also assist in mitigating the visual impact of development. These areas and features may be in public or private ownership, and may or may not be publicly accessible; they are not recreational open spaces of the sort covered by Policies DW-R1 and DW-R2, Section C10. Where such areas and features are not already adequately protected by other policies or legislation, this policy seeks to protect them from developments which would detract from the contribution they make to the quality and character of the local environment. Where appropriate the local planning authority will also encourage management initiatives to maintain and enhance them.

Appendix Two: Implementation and Monitoring

1. This document outlines how the Local Plan Part 2: Sites and Development Management DPD will be implemented and monitored. The Plan provides detailed policies and proposals to implement the adopted Core Strategy.

2. The adopted Core Strategy identified the Sites and Development Management DPD as a key document for the implementation of the following Core Strategy Objectives:

   Objective 1. Special qualities, local distinctiveness and a high quality living environment

   By not allocating sites in areas of high risk

   Objective 3. Housing

   By allocating sites for housing and affordable housing

   Objective 4. Economy

   By allocating sites for new employment development

   Objective 6. Towns, villages and built environment quality

   By making provision for new retail development

   Objective 8. Biodiversity and landscape

   By making provision for enhanced green infrastructure and open space to mitigate the impact of development, particularly the relief of recreational pressures on European (nature conservation) designated sites.

   Objective 9. Leisure and recreation

   By increasing the quantity and quality of open space and recreational opportunities

   Objective 10. Minimising deprivation

   By making provision for gypsy and traveller sites.

3. The Core Strategy ‘Implementation and Monitoring’ (Chapter 10) sets out how key outcomes are to be delivered, including any specific targets. It also sets out the general monitoring arrangements the local planning authority have made for Local Development Plan Documents.

4. The table below gives further detail for policies and proposals in the Sites and Development Management document.

Policies/ Proposals	How to be delivered	Who to deliver	When to be delivered/specific target dates	Monitoring/ target indicators	Contingencies
Development Management Policies DM1 to DM26	Application of policies through Development Management (planning application) process	NFDC	Throughout the Plan Period	% of planning permissions granted in accordance with policies	Review effectiveness of policies in Annual Monitoring Report (AMR)
DM2 Nature conservation, biodiversity and geodiversity **DM3 Mitigation of impacts on European nature conservation sites** **DM9 Green Infrastructure linkages**	Mitigation Strategy for European Sites Supplementary Planning Document (SPD) Application of policies through Development Management	NFDC	Mitigation Strategy SPD – Summer 2014 Throughout the Plan Period	See Mitigation Strategy SPD Loss of identified GI and new provision	Review effectiveness of policies in Annual Monitoring Report (AMR)
DM14Primary Shopping Frontages	Application of policies through Development Management	NFDC	Throughout the Plan Period	% of primary frontage in non-retail use	Review effectiveness of policies in Annual Monitoring Report (AMR)
DM16/ DM17 Local shopping frontages	Application of policies through Development Management	NFDC	Throughout the Plan Period	% of frontage in non-retail use	Review effectiveness of policies in Annual Monitoring Report (AMR)
Housing Land Allocations (CS11) TOT1-TOT2 RING3	Development Briefs Development Management process	Private developers with affordable housing providers NFDC	By end of Plan period, subject to maintaining 5 year land supply	Maintenance of 5 year housing land supply	Review effectiveness of policies in Annual Monitoring Report (AMR)
Housing Land Allocations to meet a local need (CS12) MAR1-MAR3 HYD1, BLA1, LYM1, LYM2, MoS1, HOR1,	Supplementary Planning Documents/ Development Briefs Development Management process	Private developers with affordable housing providers NFDC	By end of Plan period, subject to maintaining 5 year land supply	Maintenance of 5 year housing land supply	Review effectiveness of policies in Annual Monitoring Report (AMR)

Policies/ Proposals	How to be delivered	Who to deliver	When to be delivered/specific target dates	Monitoring/ target indicators	Contingencies
HOR2, NMT1,NMT2, NMT3, NMT6, FORD1, ASH1, SAND1					
Employment Land Allocations (CS18) TOT11-TOT13 NMT6, RING3	Development Briefs Development Management process	Private developers NFDC	By end of Plan period. Review supply/demand by 2016	Full implementation and occupation	Review effectiveness of policies in Annual Monitoring Report (AMR)
Other site specific proposals	Development Management process Development Briefs	Private developers NFDC	By end of Plan period	Implementation	Review effectiveness of policies in Annual Monitoring Report (AMR)
Town centre opportunity sites	Development Briefs Development Management process	Private developers	2018 Review by 2016	Requirements of CS20 met by 2018.	Review effectiveness of policies in Annual Monitoring Report (AMR)
Proposed public open space TOT19, TOT20, HYD6, HYD7, NMT11, NMT12, RING5	Land acquisition. Funded Implementation Project	NFDC/ Town and Parish Councils	By end of Plan Period	Implementation	Review effectiveness of policies in Annual Monitoring Report (AMR)
Proposed allotments TOT21, NMT13	Land acquisition. Funded Implementation Project	Town and Parish Councils	By end of Plan Period	Implementation	Review effectiveness of policies in Annual Monitoring Report (AMR)
Transport Proposals TOT22, MAR8, HYD8, LYM10, MoS2, HOR3, NMT14, RING6, FORD2	Funding from Developers' contributions/ Community Infrastructure Levy	NFDC/HCC	By end of Plan Period	Implementation	Review effectiveness of policies in Annual Monitoring Report (AMR)

Appendix Three: Local Development Framework Background Papers

Background Paper No.	Name/Title	Date of Publication	Available via NFDC Website?
Core Strategy Background Papers			
1	Citizens Panel Survey on Planning Issues	2004	Yes
2	Young People's Panel Survey on Planning Issues	2007	Yes
3	Response to Employment DPD Preferred Options consultation	2007	Yes
4	Future Matters - Issues and Options	December 2006	Yes
5	Future Matters Issues and Options – Report on Responses	February 2007	Website only
6	Summary of response to Future Matters consultation	2007	Yes
7	Core Strategy Development Plan Document Preferred Options (including Appendices)	October 2007	Yes
8	Response to Preferred Options consultation	2008	Yes
9	Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (at September 2008)	September 2008	Yes
10	Summary of Progress with Preparation of Town and Village Plans		Yes
11	Range of facilities in the Plan Area's main towns and villages		Yes

Background Paper No.	Name/Title	Date of Publication	Available via NFDC Website?
12	New Forest District Town Centre Strategy – Strategic Assessment	July 2006	Yes (conclusions & recommendations)
12a	Lymington Town Centre Strategy Study	July 2006	Yes (conclusions & recommendations)
12b	New Milton Town Centre Strategy Study	July 2006	Yes (conclusions & recommendations)
12c	Ringwood Town Centre Strategy Study	July 2006	Yes (conclusions & recommendations)
12d	Totton Town Centre Strategy Study	July 2006	Yes (conclusions & recommendations)
13	PPG 17 Sport, Recreation and Open Space Study	February 2007	Yes
14	Employment Land Review	2005	Yes
15	Economic Profile of New Forest District	2006 (HCC)	Yes
16	Analysis of Employment Development Trends	2006	Yes
17	Employment allocations in adjoining districts	2006	Yes
18	Property Market Review - a commercial viewpoint 2005 (Vail Williams)	2005	Yes
19	Business Needs Survey Report	2005	Yes
20	Urban Housing Potential Study (Draft)	October 2007	Yes
21	Strategic Housing Land Availability Assessment	October 2008	Yes
22	Gypsy & Traveller Accommodation Assessment (Hampshire)	2007	Contact Policy and Plans Team
23	South Hampshire Housing Market Assessment (Parts I and II)	April 2005/ October 2006	Yes
24	Central Hampshire and New Forest Strategic Housing Market Assessment	November 2007	Yes

Background Paper No.	Name/Title	Date of Publication	Available via NFDC Website?
25	Affordable Housing Economic Viability Assessment	August 2007	Yes
26	Affordable Housing Economic Viability Study: Report on Residential to Residential sites and the impact of other community charges (Community Infrastructure Levy)	September 2008	Yes
27	Sustainability Appraisal Scoping Report	May 2006	Yes
28	Strategic Flood Risk Assessment	October 2007	Yes
29	Draft Habitats Regulations Assessment of Preferred Options document (Appropriate Assessment)	October 2007	Yes
30	Habitats Regulations Assessment (Appropriate Assessment) of Core Strategy	September 2008	Yes
31	Transport Assessment/Assessment of Preferred Option and 2008 Update	June 2007/ September 2007/ July 2008	Yes
32	Sustainability Appraisal Report of Preferred Options	October 2007	Yes
33	Sustainability Appraisal Report of Core Strategy	October 2008	Yes
34a	Core Strategy Delivery Plan	October 2008	Yes
34b	Core Strategy Draft Infrastructure Delivery Plan	February 2009	Yes
Sites and Development Management DPD Background Papers			
35	Renewable Energy Potential Assessment in the New Forest District	September 2010	No

Background Paper No.	Name/Title	Date of Publication	Available via NFDC Website?
36	Poole and Christchurch Bays SMP2	October 2010	No
37	North Solent SMP	December 2010	No
38a	New Forest District (outside the National Park) Green Infrastructure Strategy	January 2011	Yes
38b	New Forest District (outside the National Park) Open Space Profiles	January 2011	Yes
39	Update to Sustainability Appraisal Scoping Report	January 2011	Yes
40	Sustainability Appraisal/Strategic Environmental Assessment of New Forest District (outside the National park) Sites and Development Management DPD (Draft)	January 2011	Yes
41	Habitats Regulations Assessment Screening Statement (Draft)	January 2011	Yes
42	Town Centres Review	January 2011	Yes
43	New Forest District Town Centre Study Update	July 2010	No
44	Review of Transport Proposals	January 2010	Yes
45	PPS25 Sequential and Exception Tests for the New Forest District (outside the New Forest National Park) Sites and Development Management Development Plan Document	January 2012	Yes

Background Paper No.	Name/Title	Date of Publication	Available via NFDC Website?
46	Sustainability Appraisal/Strategic Environmental Assessment of New Forest District (outside the National park) Sites and Development Management DPD	January 2012	Yes
47	Habitats Regulations Assessment	January 2012	Yes
48	Appropriate Assessment of Eling Wharf	January 2012	Yes

In addition to the background papers listed above please find below a list of documents which have been adopted since October 2009 and which form part of the Local Development Framework.

Name/Title	Date of Publication	Available Via NFDC Website?
Core Strategy DPD	October 2009	Yes
New Milton Local Distinctiveness SPD	June 2010	Yes
Lymington Local Distinctiveness SPD	February 2011	Yes
Ringwood Town Access Plan	March 2011	Yes

Appendix Four: Schedule of 'saved' policies of the New Forest District Local Plan First Alteration that are superseded by the Local Plan Part 2: Sites and Development Management

Policy No.	Local Plan policy title
H-1	Release of sites for housing development
DW-E7	Content of landscape scheme
DW-E8	Trees
DW-E9	Hedgerows
DW-E11	Areas of Special Character
DW-E13	Protection of historic street and footpath patterns
DW-E16	Shopfronts
DW-E17	Advertisements
DW-E18	Alterations, extensions and repairs to listed buildings
DW-E19	Demolition of listed buildings
DW-E21	Change of use of listed buildings and other important buildings
DW-E22	Exceptional development to retain listed buildings or other important buildings
DW-E23	New development in Conservation Areas
DW-E25	Shopfronts in Conservation Areas
DW-E26	Advertisements in Conservation Areas
DW-E27	Development affecting archaeological sites
DW-E28	Archaeological field assessment
DW-E29	Historic landscapes
DW-E35	River valleys
DW-E38	Locally designated sites
DW-T3	Totton western bypass
DW-T6	Freight sites and routes
DW-T10	New and improved footpaths and cycleways
DW-T11	Safeguarding proposed footpaths and cycleways
DW-T12	Protection of existing and proposed public rights of way

Policy No.	Local Plan policy title
DW-T14	Improvements to footpaths, cycleways and bridleways
DW-C1	Coastal development
DW-C2	Restricted uses on coastal sites
DW-C4	Coastal protection works
DW-C6	Coastal erosion
DW-C7	Coastal land reclamation
DW-C8	Pedestrian and vehicular coastal access
DW-C9	Coastal car parks
DW-C10	Beach huts
DW-C11	Marinas and moorings
CO-H1	New residential development in the countryside
CO-H2	Extensions to dwellings in the countryside outside the New Forest
CO-H3	Replacement dwellings in the countryside outside the New Forest
CO-H4	Outbuildings in the countryside outside the New Forest
CO-H5	Dwellings for agricultural or forestry workers in the countryside outside the New Forest
CO-H6	Removal of agricultural occupancy conditions in the countryside outside the New Forest
CO-H8	Caravans in the countryside outside the New Forest
CO-H9	Replacement of residential caravans or mobile homes in the countryside outside the New Forest
CO-B1	Agricultural development in the countryside outside the New Forest
CO-B2	New employment uses in the countryside outside the New Forest
CO-B3	Redevelopment of established employment sites in the countryside outside the New Forest
CO-B4	Extensions to employment premises in the countryside outside the New Forest
CO-B5	Retention of existing employment sites in the countryside outside the New Forest
CO-TM4	Holiday parks and camp sites in the countryside outside the New Forest
CO-TM5	Extensions to holiday parks and camp sites in the countryside outside the New Forest

Policy No.	Local Plan policy title
CO-TM6	Up-grading of holiday parks and touring caravan sites in the countryside outside the New Forest
CO-TM7	Upgrading of camp (tenting) sites in the countryside outside the New Forest
CO-TM9	Extensions to visitor attractions in the countryside outside the New Forest
CO-S1	Shops in villages
CO-S3	Shops outside villages
CO-F1	Food and drink premises in the countryside outside the New Forest
CO-F2	Loss of public houses in the countryside outside the New Forest
CO-R1	Outdoor recreation in the countryside outside the New Forest
CO-R2	Development ancillary to recreation uses in the countryside outside the New Forest
CO-R3	Golf courses in the countryside outside the New Forest
CO-R6	Indoor recreation facilities for local needs in the countryside outside the New Forest
CO-R7	Commercial riding establishments in the countryside outside the New Forest
CO-R8	Recreational horse-keeping in the countryside outside the New Forest
CO-R9	Stables and field shelters in the countryside outside the New Forest
CO-R10	Maneges in the countryside outside the New Forest
CO-P1	New schools and extensions in the countryside outside the New Forest
CO-P2	Redundant schools in the countryside outside the New Forest
CO-P4	Care homes in the countryside outside the New Forest
CO-P5	Extensions to care homes in the countryside outside the New Forest
CO-RB1	Re-use of buildings
AV-1	Avon Valley Lakes - nature conservation
AV-2	Avon Valley Lakes - water storage
AV-3	Avon Valley Lakes - water storage plant
AV-4	Avon Valley Lakes - recreational uses

Policy No.	Local Plan policy title
AV-5	Avon Valley Lakes - recreation facilities
AV-6	Avon Valley Lakes: country recreation area
EH-1	Efford Horticultural Research Station, Efford
SC-1	Sopley Camp
BU-TC1	Primary shopping areas
BU-TC2	Shopping frontages outside the primary shopping area within defined town centres
BU-TC3	New shopping development outside primary shopping areas and other shopping frontages in town centres
BU-TC4	Leisure and entertainment facilities in town centres
BU-TC5	Retention of leisure and entertainment uses in town centres
BU-TC7	Hotels and guest houses in town centres
BU-TC8	Visitor attractions in town centres
BU-TC9	Community facilities and services in town centres
BU-TC12	Residential uses and care homes in town centres
BU-TC13	Town centre office development
BU-TC14	Retention of employment sites in defined town centres
BU-CE6	Local shopping frontages outside town centres
BU-CE8	Loss of shops in built-up areas outside town centres and local shopping frontages
BU-LC1	Food and drink uses in built-up areas outside town centres
BU-LC2	Loss of Public Houses in built-up areas outside town centres
BU-LC3	Leisure and entertainment facilities in built-up areas outside town centres
BG-1	Open space in Bransgore
EV-1	Land off Everton Road
EV-2	Land at Everton recreation ground
FA-1	Fawley Oil Refinery
FB-1	The Dairy/Salvation Army site
FB-2	New footpath
FB-3	Rear of Nos. 2 to 14 Bridge Street and 1 to 9 High Street
FB-4	No.s 5 to 11 Provost Street
FB-5	South side of the High Street and Provost Street

Policy No.	Local Plan policy title
FB-6	Rear access to properties on the south side of the High Street
FB-7	22 Provost Street
FB-10	Sites in Fordingbridge Conservation Area
FB-11	Car park extension
FB-12	Public open space allocations
FB-13	Land at Whitsbury Road/Parsonage Park Drive
HH-1	Land adjoining Hardley Industrial Estate
HD-1	The Pier Head
HD-2	Ferry ticket office
HD-3	Pedestrian link between Pier Head and Promenade
HD-4	Dreamland, Shore Road
HD-5	Goods Yard, Shore Road
HD-6	Builder's yard adjoining St John's Street car park
HD-8	Marsh Parade
HD-9	Marsh Parade street frontages
HD-10	Pylewell Precinct
HD-11	Premises fronting the New Road car park
HD-12	Railway Station, New Road car park
HD-13	Community Centre
HD-15	Land adjoining Jones Lane
HD-16	Land South of Cedar Road
HD-17	Land off Mullins Lane
HD-18	Dibden Distributor Road
HD-19	Primary School, Claypits Lane
HD-20	Extensions to Noadswood School playing fields
HD-21	Dibden local centre
HD-22	Allotments, Claypits Lane
LP-1	37 to 39 St Thomas' Street
LP-2	77 to 90 High Street/School Lane
LP-3	Furniture repository, New Street/Emsworth Road
LP-4	Burgage plots
LP-5	Earley Court

Policy No.	Local Plan policy title
LP-6	Land at Queen Katherine Road/Grove Road
LP-7	Ampress Works
LP-8	Lymington Infirmary
LP-9	Lymington Hospital
LP-10	Gurney Dixon Centre
LP-11	Indoor recreation at Priestlands School
LP-12	Land at Woodside
LP-13	Vitre Gardens
LP-14	Land off Bramble Walk
LP-15	Seawater baths area
LP-16	Land at Lymington Marina
LP-17	Alexandra Road/A337
LP-18	Southern access road
MA-1	RNAD site
MA-2	Marchwood Power Station site
MA-3	Husbands Shipyard site
MA-4	Marchwood Military Port
MA-5	Land South of Hythe Road
MA-6	Land between Cracknore Hard Lane and Normandy Way
MA-7	Twiggs Lane Junction
MA-8	Railway Station, Plantation Drive
MA-9	New infant school
MS-1	Development on seafront
MS-2	Land at Lymington Road/School Lane
MS-3	Land adjacent to the White House
NM-1	36 to 46 Station Road
NM-2	The Post Office 22 to 24 Station Road
NM-3	The Rydal Public House, Station Road
NM-4	Improvements to rear service areas
NM-5	Improvements to shopping frontages
NM-8	Land east of Fernhill Lane
NM-9	Land east of Caird Avenue/south of Carrick Way
NM-10	Development on the seafront, Barton-on-Sea

Policy No.	Local Plan policy title
NM-11	Land east of Caird Avenue (southern part)
NM-12	Land west of Caird Avenue
NM-13	Land west of Fernhill Lane
NM-15	Land north of Lake Grove Road
NM-17	Caird Avenue junctions
NM-18	Allotments, Lower Ashley
NM-19	Allotments, Moore Close
NM-20	Naish Farm Holiday Park
RW-1	Bus Depot
RW-2	Town centre development, The Furlong
RW-3	Facilities in the lorry park
RW-4	29 to 33a Southampton Road
RW-6	Bickerley Road
RW-7	Sites in Ringwood Conservation Area needing enhancement
RW-8	Rear service yards
RW-9	Land south of Castleman Way
RW-10	Land east of Christchurch Road
RW-11	Land adjoining Headlands Business Park, Salisbury Road
RW-12	Land west of Crow Lane
RW-13	Land between Long Lane and Green Lane
RW-14	Land at Hurst Ponds
RW-15	Land east of Hightown Lake
TE-1	Traffic in the Town Centre
TE-3	The Precinct
TE-4	Library Road
TE-6	The Civic Building complex
TE-7	Commercial Road (north side)
TE-8	Rumbridge Street Local Shopping Area
TE-9	21 to 23 Rumbridge Street
TE-10	Brokenford Lane
TE-11	Land at Hanger Farm
TE-14	Land at Durley Farm, Hounsdown
TE-15	Land at Eling Wharf/Eling Quay

Policy No.	Local Plan policy title
TE-16	Land at Newmans Copse
TE-17	Land at Bartley Park
TE-18	Land at Hanger Farm
TE-19	Land at Hazel Farm
TE-21	Land adjoining Little Testwood Farm
TE-22	Totton “Greenroute”
TE-23	Railway station, Bartley Park
TE-24	Railway station, Hounsdown
TE-25	Land at Jacob’s Gutter Lane