

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

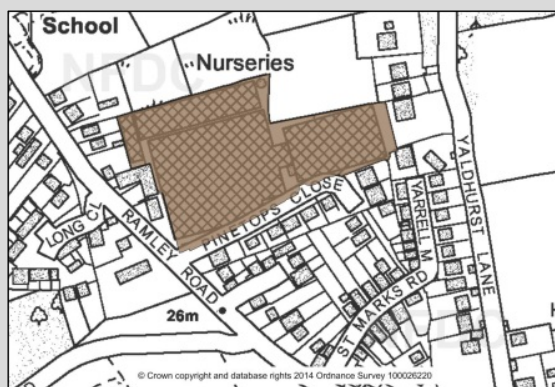
4.7 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two sites adjoining Lymington to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:

- 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.



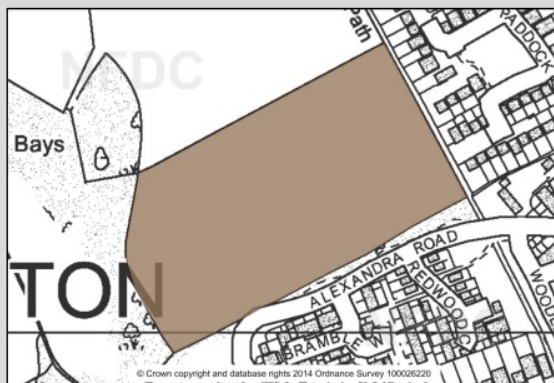
4.8 The redevelopment of this glasshouse site could accommodate around 40-45 new homes. The development may include redevelopment of adjacent properties south of Myrtle Farm Cottage (67-71 Ramley Road). As a consequence of this allocation, the Green Belt boundary is amended in this area to exclude this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

L YM5: 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.

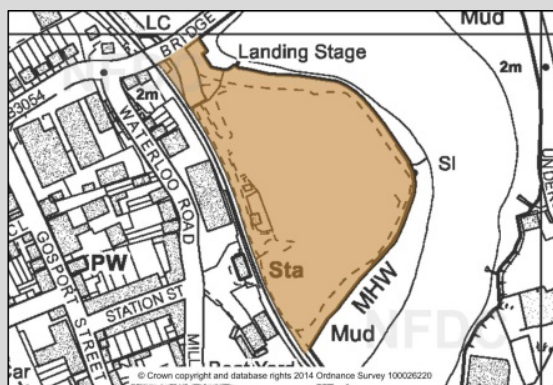
LYM6: Riverside site, Bridge Road

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 addition to the general policy requirements set out in this Plan and the Core Strategy, Policy LYM7 identifies specific requirements relating to undeveloped parts of the site.

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

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

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

Green Belt boundary

4.20 The Green Belt boundary is defined on the 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 Schemes¹¹

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:

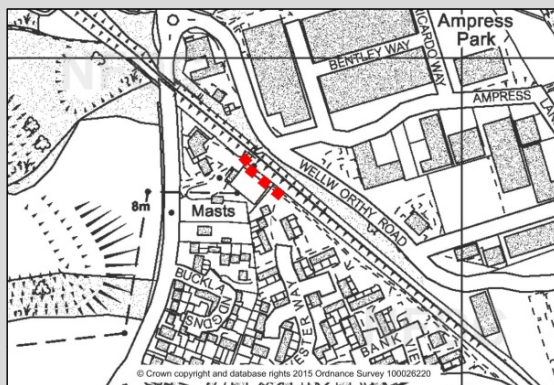
Cycle route proposals

LYM10.1 (LPT/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.

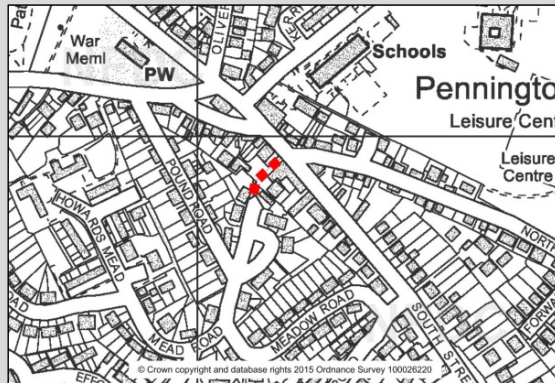
LYM10.2 (LPT/5): Marsh Lane to Ampress Park cycle route.



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.

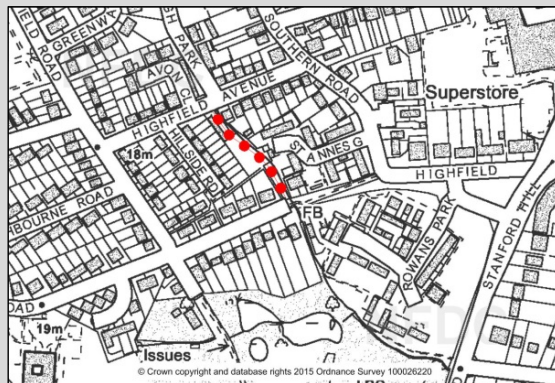
¹¹ An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in the 'Review of Transport Proposals January 2011' (Background Paper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

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



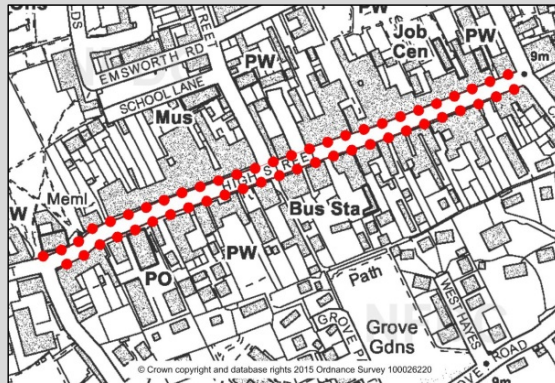
4.39 This off-road cycle route link is part of the agreed Strategic Cycle Route network and requires the upgrade of a public footpath to be used by cyclists. This short section provides a link through the residential area in this part of Pennington connecting to routes that link to the schools, leisure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

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



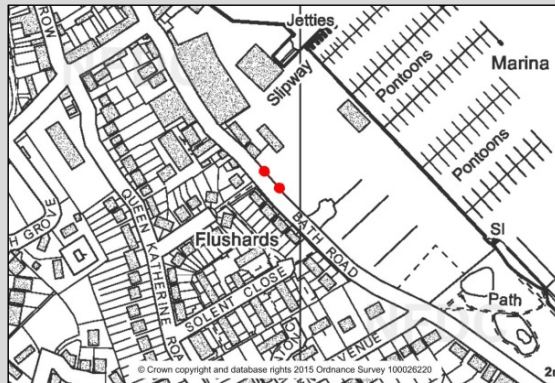
4.40 This scheme requires the use of non-highway land to implement. This provision of a 0.15km footpath linking Highfield Avenue to Priestlands Lane will improve pedestrian routes and connectivity to the town centre, encouraging walking as a viable mode of travel to and from the services and facilities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



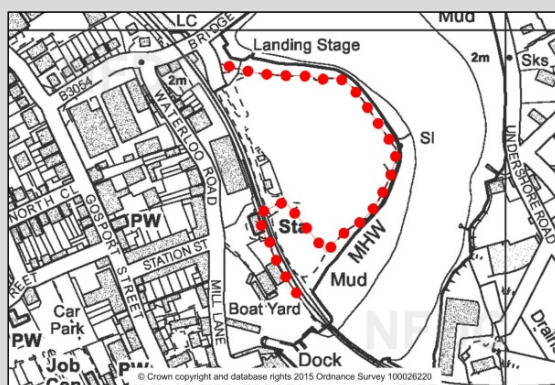
4.41 The aim of the proposal is to improve the footways and the public realm along High Street. The improved pedestrian environment will help to promote and encourage walking to and through the town centre.

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:

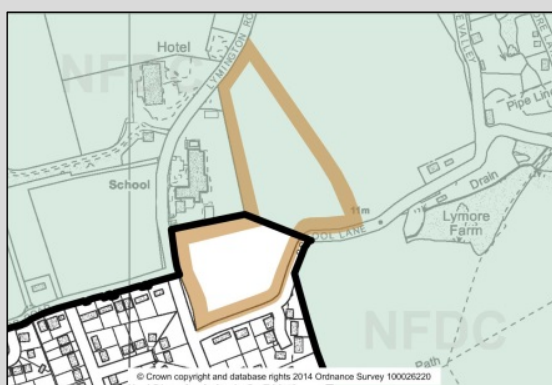
- provision of a maximum of 30 dwellings on the southern part of the site (on the land within the defined built-up area);
- on-site provision of public open space in accordance with Policy CS7, including the provision of play space for children within the residential development;
- provision of land 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).

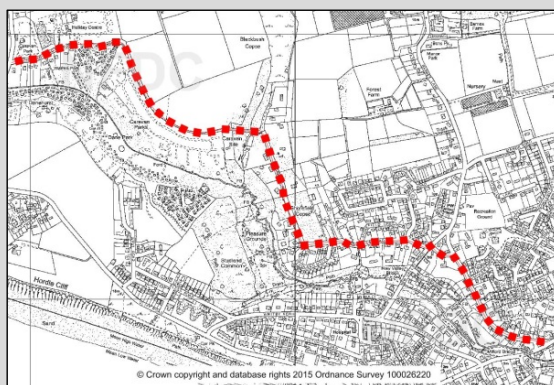
4.59 The transport improvements set out in MoS2 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed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

MoS2: Transport Schemes¹²

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.

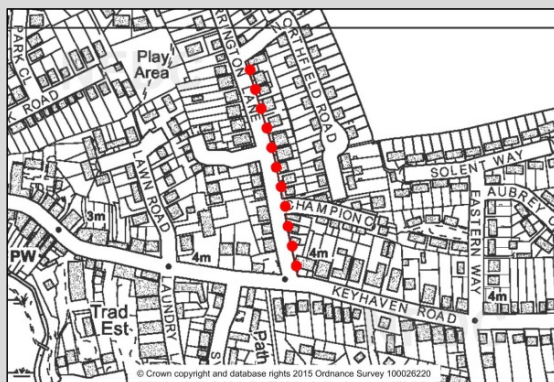
MoS2.2 (MF/T/9): Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane



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

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

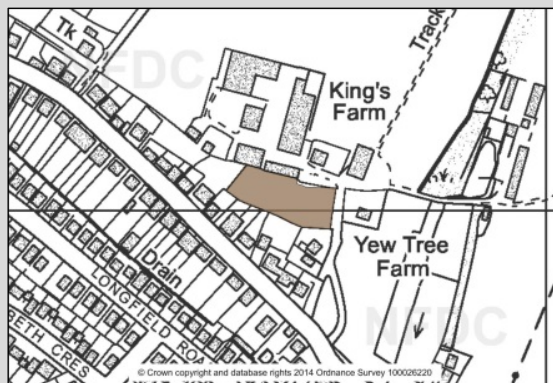
4.66 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates two sites adjoining Hordle to provide additional housing to meet a local housing need for affordable and low-cost housing. These are:

- 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.

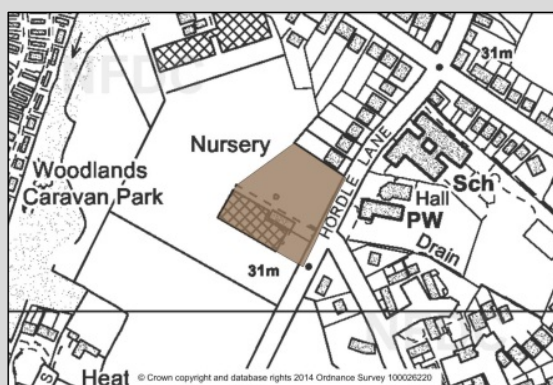


4.68 The development of this site will provide around five new homes. As a consequence of this allocation, the Green Belt boundary is amended in this area to exclude this development site.

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

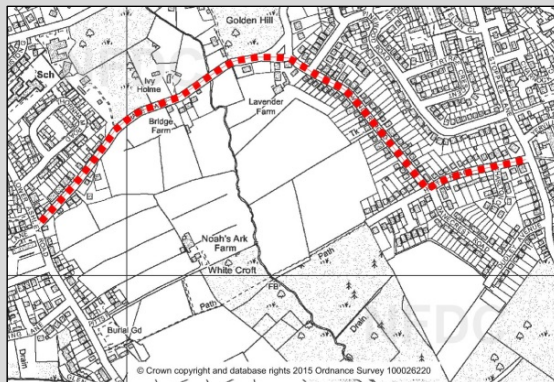
4.79 A full list of proposed transport schemes for Hordle and Everton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). The list includes a variety of schemes including 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 Schemes¹³

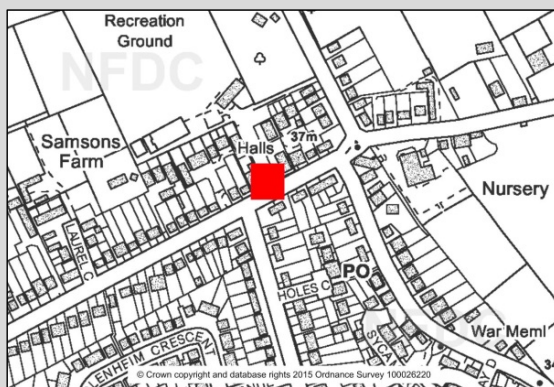
The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hordle and Everton are proposed:

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.

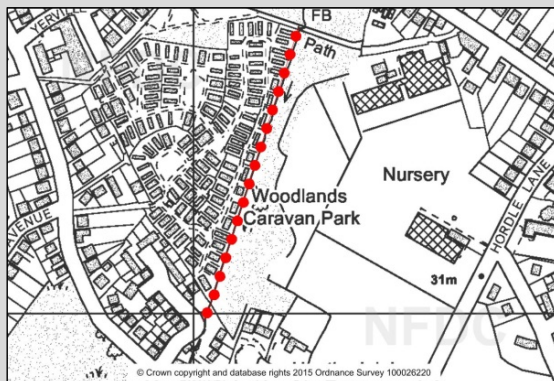
HOR3.2 (HO/T/7): Bus stop improvement, near Women's Institute Hall, Ashley Lane, Hordle



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.

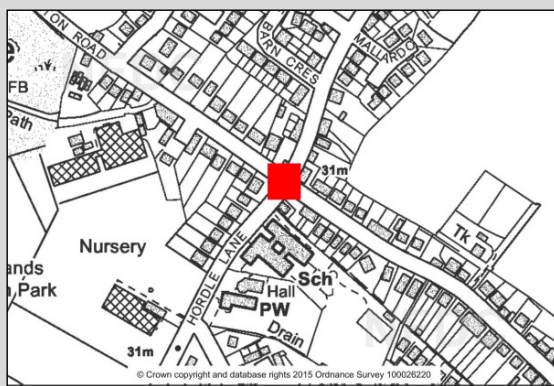
¹³ An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in the 'Review of Transport Proposals January 2011'. Background Paper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

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



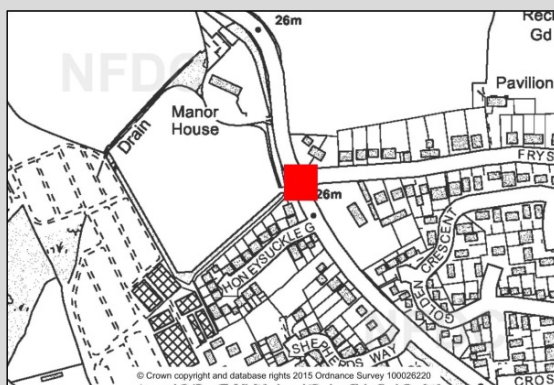
4.83 Link to be provided if Woodlands Caravan Park is redeveloped. It would require non-highway land to implement. The footpath will improve links in the village encouraging walking and reducing the reliance on car travel, particularly for short trips.

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



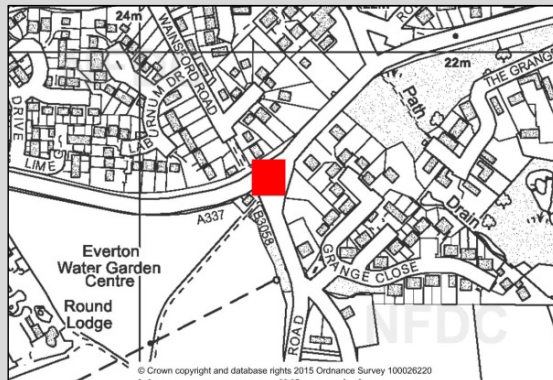
4.85 This junction improvement scheme requires the use of non-highway land to achieve the required visibility in order to make this location safer. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village.

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.

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.

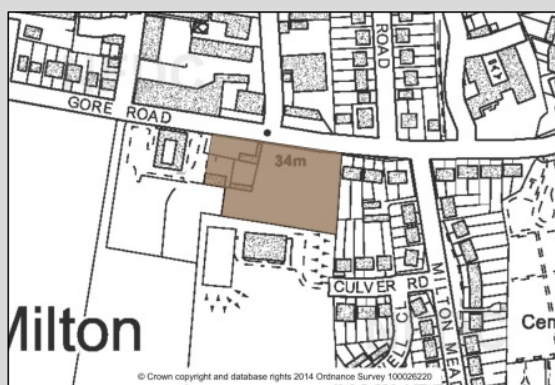
4.96 Allocations NMT2 and NMT3 will provide for additional residential development. The site west of Moore Close was previously identified for allotments, but these could not be delivered. Land off Park Road, Ashley was excluded from the Green Belt, when detailed boundaries were established, with the 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.



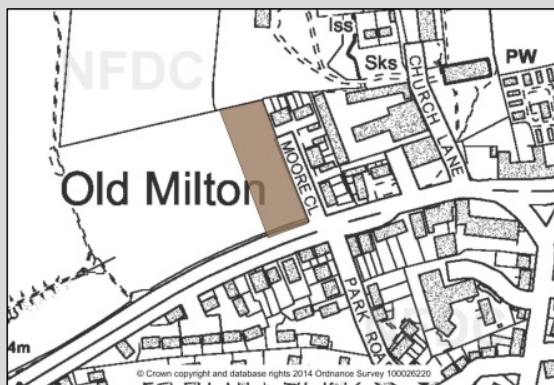
4.97 The development of this site will provide up to around 20 new homes, and a continuation of the public footway on the south side of Gore Road. As a

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.



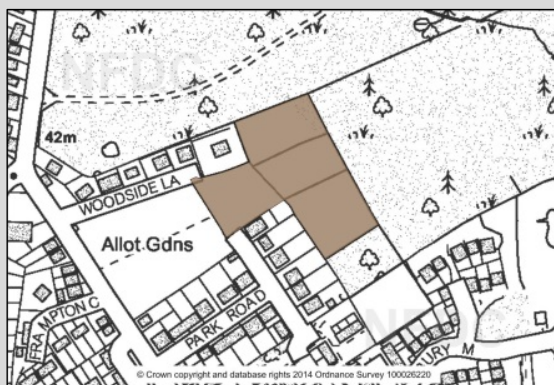
4.98 Development of this site will provide around 15 new homes to meet a local housing need and will provide a footpath access from Christchurch Road through to Fawcetts Field public open space. As a consequence of this allocation the Green Belt boundary is amended to exclude this site.

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.**

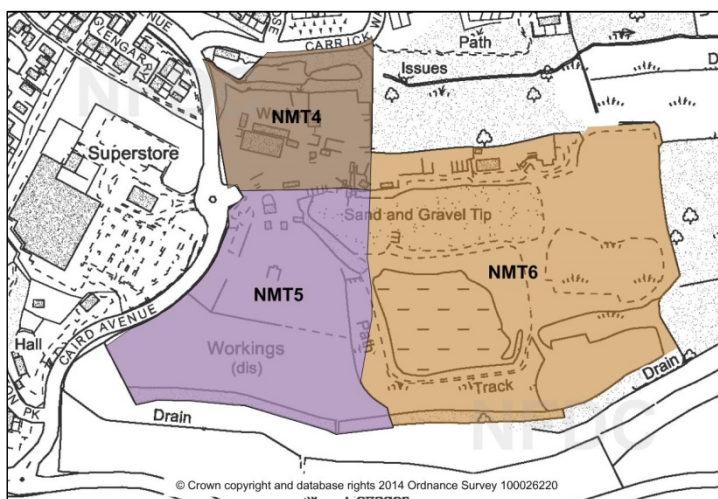


4.99 Development of this site will provide around 20 new homes to meet a local housing need and also new allotment plots adjoining the existing allotment gardens on Ashley Common Road.

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).

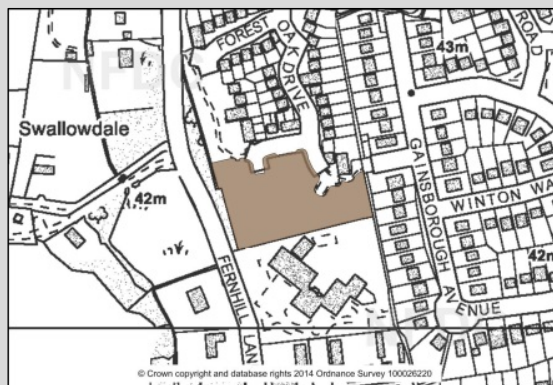
Residential development

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:

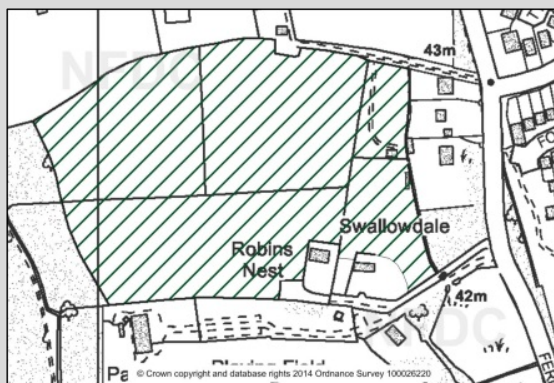
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features.

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.

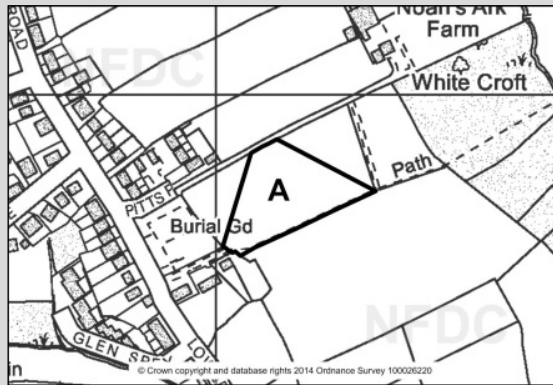
4.126 The transport proposal (NMT14.10), for a footpath linking Dark Lane to Fernhill Lane residential area will also make a contribution to the green

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 Schemes¹⁴

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:

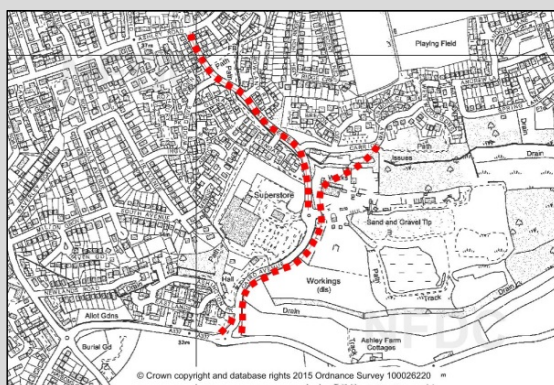
Junction improvement

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.

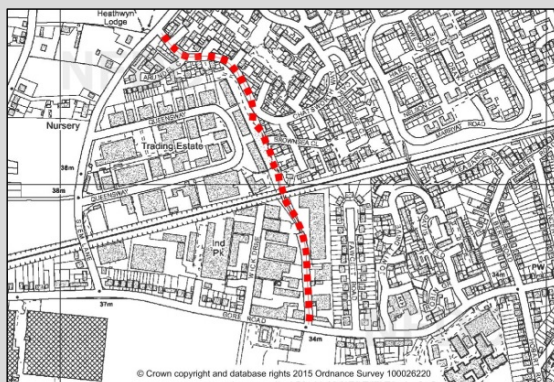
NMT14.2 (NM/T/18): A337 to Ashley Road via Caird Avenue superstore.



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.



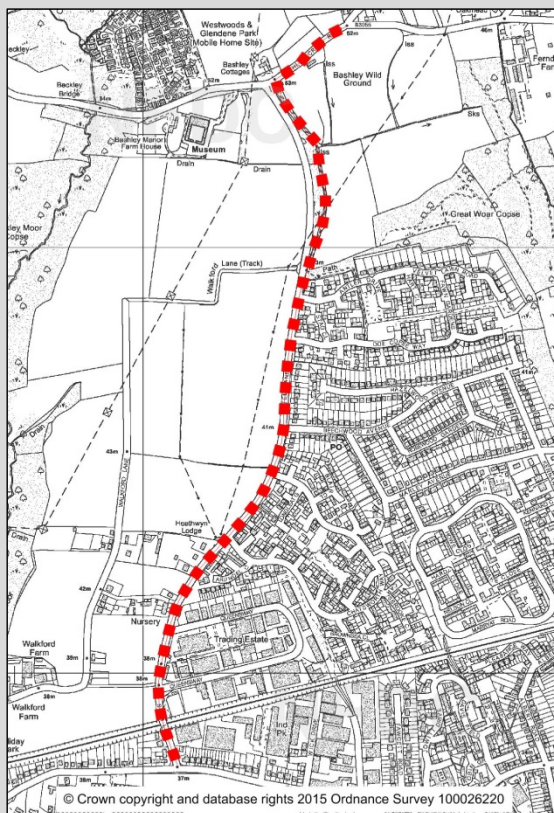
4.132 This cycle route consists of on-road and off-road sections including a dismount section over the railway bridge. The off-road section requires the use of non-highway land in the area of open space to the north of the bridge to implement the proposal. The cycle route provides a route through the 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.



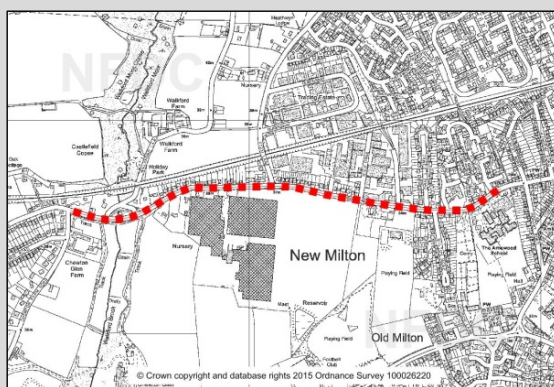
4.133 The cycle route requires the use of non-highway land to implement the off-road section between Milton Mead and Church Lane. The route provides connection to other proposed routes in the Barton on Sea area linking towards Arnewood School, the leisure centre and New Milton town centre. This will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

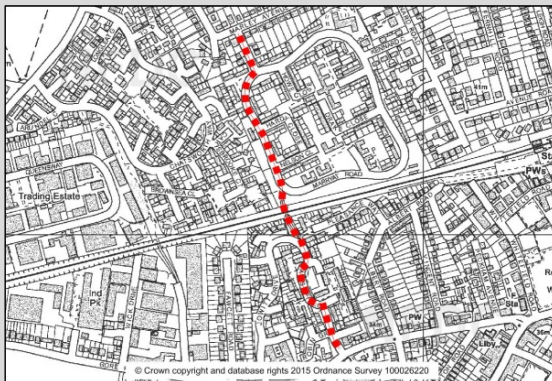
NMT14.6 (NM/T/5): Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use route.



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.

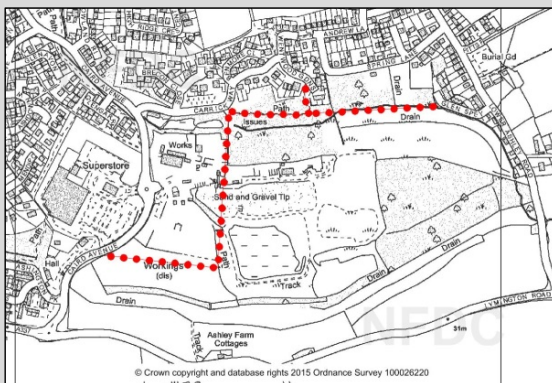
NMT14.7 (NM/T/17): Gore Road to Marley Avenue cycle route across bridge via Davis Field.



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.

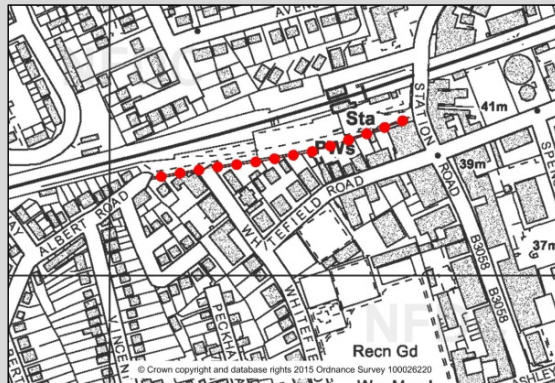
Footpath improvement proposals

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



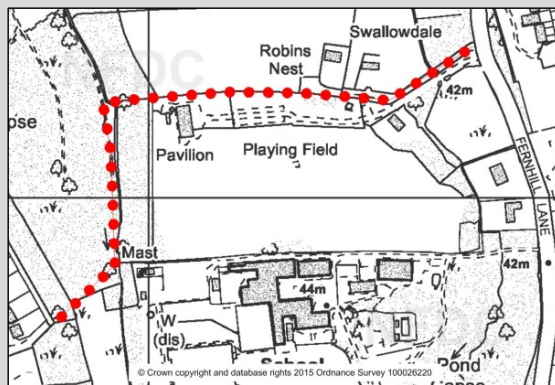
4.137 This scheme requires land to implement. Part of the route is proposed to be provided as part of the development of the land to the east of Caird Avenue.

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.

