

New Milton Local Distinctiveness

Following a period of public consultation in early 2010, the New Milton Local Distinctiveness Supplementary Planning Document was adopted by the Council's Cabinet on 3 June 2010. This planning guidance document is aimed at ensuring new development in New Milton and Barton on Sea is well designed and respects local character and distinctiveness.

The production of a series of Local Distinctiveness Supplementary Planning Documents (SPD) is included in the Local Development Scheme and will form part of the Local Development Framework for New Forest District (outside the National Park). The purpose of these SPDs is to provide additional guidance on the implementation of policies within the adopted Core Strategy, and in particular Policies CS2 (Design quality) and Policy CS3 (Protecting and enhancing our special environment).

- New Milton Local Distinctiveness Supplementary Planning Document
- Adoption statement
- Statement of SPD matters

For further information contact the Planning Admin Team on 023 8028 5345 or email: [Policy and Plans Team](#)

New Milton Local Distinctiveness Supplementary Planning Document

Adopted June 2010



Contents

| | |
|--|-----|
| Section 1 - Brief introduction on the policy background, the status and structure of the document | 3 |
| Section 2 - An overview of the historical evolution of the settlement of New Milton | 6 |
| - The setting of the town | 8 |
| Section 3 - General design advice applicable across town as a whole | 10 |
| Section 4 – Detailed analysis of each of the thirteen character areas | 24 |
| 1 Town Centre | 26 |
| 2 Great Woar (North West New Milton) | 33 |
| 3 The Lanes (North East New Milton) | 39 |
| 4 Ashley | 45 |
| 5 South and East New Milton | 51 |
| 6 Caird Avenue | 57 |
| 7 Becton Bunny Valley | 62 |
| 8 Barton Sea Front | 68 |
| 9 Barton Gardens | 73 |
| 10 Old Milton | 79 |
| 11 Barton Court Avenue | 85 |
| 12 West Garden (The Pinetum) | 90 |
| 13 West Town | 95 |
| Appendix 1: A schedule of the main townscape types | 100 |
| Appendix 2: Planning policies supporting Local Distinctiveness – details of relevant national, regional and local planning policies | 103 |
| Appendix 3: The New Milton Town Design Statement - which provides supporting information used in the preparation of this guidance | 106 |

Section 1

Introduction

- 1.1 This document is all about identifying and helping to protect the local character and distinctiveness of New Milton. It is about guiding how new development (including alterations or extensions to existing buildings) is undertaken in the future to ensure that it takes place in a way that protects local character and maintains the positive features that contribute to that area's local distinctiveness. It applies to all new development – not just residential development. It is one of a series of 'Local Distinctiveness' guidance documents that New Forest District Council is preparing for the towns and main villages in its area.
- 1.2 This document is part of the Local Development Framework for New Forest District outside the National Park. It is a Supplementary Planning Document (SPD) which provides detailed guidance on the implementation of policies in local Development Plan Documents. In particular it provides guidance in the implementation of Core Strategy Policies CS2 and CS3 and Core Strategy objectives: Objective 1 - Special qualities, local distinctiveness and a high quality living environment policies, and Objective 6 - Towns, villages and built environment quality.
- 1.3 The guidance given in this document will be particularly relevant to those considering new development proposals within New Milton. The character area guidance in this document cannot replace thorough research into the context of individual sites. It is for the resident, the developer or the designer to investigate the finer nuances of a place and how they can inform the design of new development based upon the information provided here.

Policy Background

- 1.4 Promoting high quality design and supporting local character and distinctiveness are strong themes embodied in planning policy at a national, regional and local level. Detailed policy references are given in Appendix 2 of this SPD.
- 1.5 Concerns over the impact of some recent development trends on the character of parts of our towns and villages within New Forest District, has lead New Forest District Council to place a renewed emphasis on the importance of local environmental quality and local distinctiveness, as reflected in its adopted Core Strategy.

The Status of this SPD

- 1.6 Supplementary Planning Documents (SPDs) are part of the Local Development Framework and form part of the planning framework for the area. However, they are not subject to independent examination and they do not form part of the statutory development plan. However, the guidance they give is a material consideration which will be taken into account in determining planning applications and appeals.
- 1.7 This SPD provides detailed guidance for the implementation of Core Strategy policies CS2 and CS3 relating to local distinctiveness as they apply **within the settlement boundary of New Milton.**
- 1.8 The guidance given in this document should be referred to and taken into account by those designing new development and making planning applications. It will be used by New Forest District Council to inform decisions on planning applications.
- 1.9 This document should also help in the preparation of 'Design and Access Statements', which should accompany the submission of a planning application.
- 1.10 Advice on preparing Design and Access Statements is also available in the Council's 'Housing design density and character' SPD 2006: www.newforest.gov.uk/index.cfm?articleid=5137
- 1.11 Further guidance on the preparation of Design and Access Statements is available from the Commission for Architecture and the Built Environment – CABE at: www.cabe.org.uk/publications/design-and-access-statements

The New Milton Town Design Statement

- 1.12 The New Milton Town Design Statement prepared by the New Milton Town Partnership, and approved by New Milton Town Council is included as Appendix 3 of this document. It provides useful information that, together with input from the community, has helped the District Council in its preparation of this SPD.

The Structure of this Document

- 1.13 This document begins by providing an overview of the historical evolution of the settlement of New Milton in Section 2. Key features that give the settlement its own locally distinct character are identified, and maps and photographs illustrate the extent of the influence the historical development on the town today as well as the distinctive local character. In Section 3, general design advice applicable in the town as a whole

given, including a few examples of how this guidance can be applied to some of the most common types of development proposals is given.

- 1.14 In Section 4, a detailed analysis of the different character areas within the town is set out and for each of the thirteen distinct character areas a 'key character area map' identifies the defining characteristics of the area. It focuses on those positive elements which should be used to inform new development proposals, and guidance is given that is specific to that area which will enable local distinctiveness to be recognised, protected and enhanced when development proposals are considered.
- 1.15 **The area-based assessments in Section 4 should be read in conjunction with the general design advice applying to the whole settlement set out in Section 3.**
- 1.16 The aim of this document is to improve the quality of development proposed and to assist in the identification of the elements in a particular area that need to be respected to achieve this. Applied properly, it will not inhibit innovative design but rather will assist by identifying the elements that any design approach must respect.

Section 2

An overview of the evolution of New Milton as a town

- 2.1 This brief history identifies those features that have had the strongest influence on the form of the development seen today. Small clusters of farm settlements have passed on names to places, and a single recognisable village (Old Milton) on the coastal road between Lymington and Christchurch, have been relatively quickly subsumed into an almost entirely new town over little more than a century. New Milton has grown up as a post-railway settlement superimposed upon a sparsely populated forest and coastal landscape.
- 2.2 The landscape surrounding New Milton is 'Ancient Forest Farmlands' with semi-natural woodland pockets and 'Heath Associated Smallholdings' to the north and 'Coastal Plain Estates and Small Parliamentary Enclosures' to the west and east. 'Coastal Fringe' landscape abuts the south. ('New Forest District Landscape Character Assessment SPG' 2000) (www.newforest.gov.uk/index.cfm?articleid=5371)

Early Development

- 2.3 There is evidence of activity or settlement in this area during the Neolithic period, through the Bronze Age, Roman and into the Medieval period where evidence is extant in the form of buildings, fragments of medieval buildings within later buildings and crop marks indicating medieval activity (i.e. strip farming).
- 2.4 The earliest settlements still evident or referenced in place names today are those of Ashley (Esselei), Barton (Burmintune) and Milton (Mildeltune) mentioned in Domesday.
- 2.5 Fragments of these nucleated settlements together with their associated farmsteads and late medieval/early modern isolated farmsteads (i.e. Fernhill Farm) remain and have, through subsequent evolution, influenced the pattern of dispersed pockets of the settlement.
- 2.6 Eighteenth and nineteenth century development of small estates such as that at Ashley Arnewood, as well as more isolated farmsteads such as Gore Farm, are also still evident in today's urban landscape although many have been surrounded by later development and require a forensic search to discover them.
- 2.7 The second half of the nineteenth century saw the arrival of the railway and the development of New Milton. In this period Station Road, with its distinctive straight north-south axis, was set out together with the

establishment of a regular pattern of individual plots on land to the east of Station Road, occupied by large, detached buildings. Some of these still remain, for example in Osborne Road. Immediately to the north of the railway line smaller pairs of semi-detached and short terraces of dwellings began to appear (Manor Road), and to the north-west development took the form of generous, loose grid pattern of the residential roads that still exist today.

- 2.8** At this time away from the developing centres there was increased ‘forest activity’ which is still evident in the form of the surviving isolated ‘forest cottages’ found scattered within later development, principally in the north-east corner of the urban area which remained as open forest until the second half of the twentieth century.

The Twentieth Century

- 2.9** During the early part of the twentieth century development of the “centre” of New Milton advanced slowly. Construction of already planned areas to both north and south of the railway line followed the pattern that had already been established nearby. By the middle of the century the west side of Station Road south of the railway line had also been developed with the continuous string of commercial buildings that can be seen today. The east side of the road remained as large residential buildings in generous plots of land. However these were to disappear after the Second World War to be replaced by the 1960s and 1970s commercial buildings that can be seen today. A framework for a town centre of broad, spacious avenues had been established and the heart of the town had been laid out with a recreation ground and war memorial.
- 2.10** By the middle of the twentieth century the town had grown to both west and east. To the west, streets of inter-war detached dwellings sit in narrow, strip plots with generous back gardens, to the east the continuing development of large detached or semi-detached dwellings set within their plots extended slowly eastwards.
- 2.11** The second half of the twentieth century saw an expansion of the whole settlement area, merging existing settlement patterns into a single urban area. Firstly post-war estates of single-storey bungalows spread out in grids, ribbons and curves. These were followed by small pockets of 1960s system built housing (principally local authority housing) and then 1970s open plan fronted housing as detached and link-detached terraces. The 1980s brought a mix of small terraced housing groups set around pockets of open space and cul-de-sacs of detached or semi-detached dwellings in small plots, some with garage courtyards. Finally the 1990s saw developments of larger detached dwellings on small plots.

The Twenty First Century

- 2.12** In the early 2000s, national planning policies encouraged higher proportions of development to be within existing towns and villages, to reduce the need for new development on 'green field' sites. High demand for land for development and associated high land values resulted in significant pressure for the redevelopment of established residential areas. For New Milton, the result has been a gradual loss of nineteenth century detached houses immediately beyond the centre of New Milton and on the seafront at Barton and their replacement with blocks of flats and higher density developments. These often fill the entire plot from side to side and in some cases front to back changing the character of an area and losing garden land and green spaces.

The setting of the town

- 2.13** The setting of the settlement is an important consideration in any new development. The approach from the east along the coast road is farmland and has an open rural character to it. From the north, the visitor arrives through forest farmlands and woods. The corridor of the coast road arriving from the west rises up through a green corridor with open playing fields and very wide flat agricultural plains.

New Milton and Barton on Sea

Built up area analysis - Connections, destinations and significant features





Figure 1:

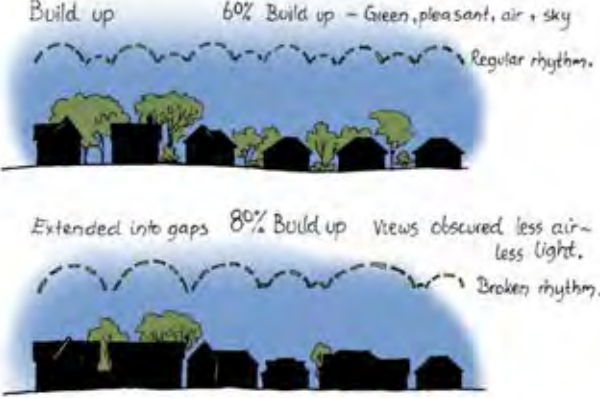

Section 3




New Milton – guidance for whole settlement

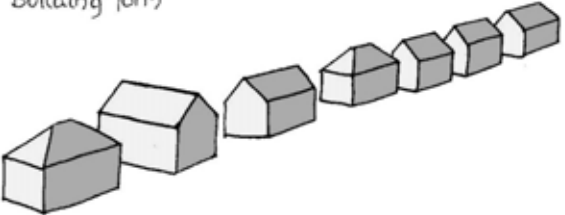

- 3.1 What is it that makes New Milton distinctive when so much comprises generic patterns of urban development imported from the outside and recognised across much of England? These ‘townscape types’ whilst recognisable and characteristic in their own right only become locally distinctive when one looks at how they are connected together, how they connect to the underlying landscape, soil types and microclimate and how their characteristics have evolved in response to these, to economic and social factors and to the nature and aspirations of the people that live in them. The townscape types occurring in this area have been identified (see Appendix One).
- 3.2 An analysis of the town in its setting is shown in Fig 1. This describes the important connections and destinations within the town, the major influences that informed its evolution and significant features and landmarks.
- 3.3 There are intimate variations in character within individual streets and within individual clusters of buildings, as well as broad variations across the whole town. The scale at which this guidance looks at local character is necessarily limited to fairly broad areas.
- 3.4 The guidance in this document expands on earlier design guidance published by the Council (‘Housing design, density and character’ SPD, 2006) (newforest.gov.uk/media/adobe/7/e/Housing_design_density_and_character_SPD.pdf). That SPD sets out the principles and methodology the Council expects developers to follow in the design of their proposals, and the steps to be followed in understanding and responding to local context.
- 3.5 This guidance provides a detailed assessment of what gives New Milton its own unique character and identity, and offers guidance on an area by area basis to ensure that new development will respect local context and strengthen rather than erode valued local identity. The main headings in the guidance follow the same structure as the ‘Housing design, density and character’ SPD, and are also consistent with national design guidance as set out in ‘By Design’ (DETR & CABE, 2000). (cabe.org.uk/publications/by-design)
- 3.6 **It is not the purpose of this document to discourage innovative approaches to the design of new development. However, new development should reinforce local character and distinctiveness. Understanding the character of an area should inform approaches to design, and enable both innovative as well as traditional design solutions to come forward that reinforce that local character and distinctiveness.**



- 3.7 There will be instances where a new or different approach from this guidance can be justified, but the local context set out in this document will be the starting point. Such a justification will need to be set out clearly in the Design and Access Statement accompanying a planning application.


| Elements of character and identity: New Milton | Guidance | Illustration |
|---|--|--|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | | |
| <p>Plot width Where there are well defined and regular plot widths, these contribute to the character, especially where building lines (see below) are less distinct.</p> | <p>Where distinct plot widths are an important feature of an area development should avoid crossing well defined boundaries and additional driveways and removal of defining features such as walls and fences, tree lines and hedges should be avoided.</p> |  <p>The illustration shows a perspective view of a residential street. A red dashed line is drawn across the front of several houses to indicate a consistent plot width. The houses are rendered in a simple, illustrative style with green lawns and trees.</p> |
| <p>Building line The line defined by the front elevations of the majority of buildings lining a street is often important in defining the space in front of buildings, allowing views along a street and setting the perceived scale of the buildings.</p> | <p>Wherever a distinct building line is evident, new development should respect it. The main bulk of a new building should reflect the typical building line. Forward extensions should be clearly subservient in scale to the main building.</p> | <p>Building line</p>  <p>The illustration shows a top-down or side-view perspective of a row of buildings. A red dashed line with arrows at both ends is drawn across the front of the buildings to represent the building line. The buildings vary in height and style, but all are contained within the line.</p> |



| Elements of character and identity: New Milton | Guidance | Illustration |
|---|---|---|
| <p>Build up of building line The relative extent and patterns of buildings and gaps along the building line. Loss of existing gaps or introduction of new gaps between dwellings can impact on character by breaking the 'rhythm' of the street and restricting wider views.</p> | <p>Development should seek to retain visual gaps between buildings, avoiding:</p> <ul style="list-style-type: none"> • Breaks in the 'rhythm' of the street; or • The creation of an undue sense of containment, or loss of spatial structure of the street. |  <p>Build up 60% Build up - Green, pleasant, air + sky Regular rhythm.</p> <p>Extended into gaps 80% Build up Views obscured less air - less light. Broken rhythm.</p> |
| <p>Set back The total distance from the edge of the road to the front of the building. Changing the set back alters the scale of the building (bringing a building forward in relation to adjoining buildings makes it appear larger, and vice versa). This effect is most noticeable where building lines are not clear.</p> | <p>Replacements or extensions should take account of impact on perceived scale when viewed from the street.</p> <p>Building heights should take account of scale and the impact they have on the overall proportions of the street (the space contained by the building frontages).</p> |  <p>Set back creates more subtle spaces than simple building lines - important to the character of the public realm.</p> |

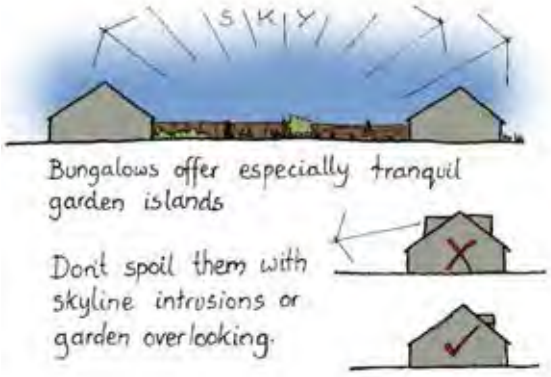
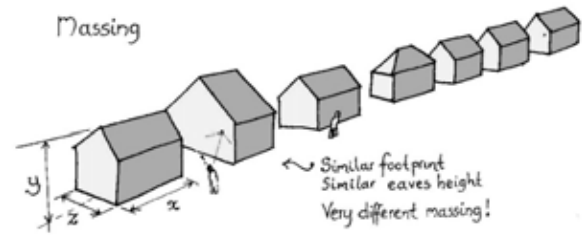
| Elements of character and identity: New Milton | Guidance | Illustration |
|---|---|---|
| <p>Set back</p> | | <p>Setting a building further back diminishes its contribution to the street.</p>  <p>Building or extending forward exaggerates the scale; it seems higher ~ more oppressive and overbearing</p>  |
| <p>Front boundary In some areas, changes to the enclosure of a front boundary, by raising or lowering their height, can alter the character of the street. Tall screens for privacy can be detrimental to the street character of some streets, altering the space of the street, reducing views of gardens, increasing isolation and reducing natural surveillance.</p> | <p>Front boundary enclosures should respect the character of the road or street.</p> <p>Where low front boundary enclosures are typical, introducing taller boundaries should be avoided. Where strong front boundaries are characteristic of the street these should normally be retained.</p> | <p>Front boundaries</p>  <p>Over size, out of context ~ Obscures views of neighbouring gardens as well as failing to contribute to distinctive character</p> <p>Outside fixings not traditional not neighbourly</p> |

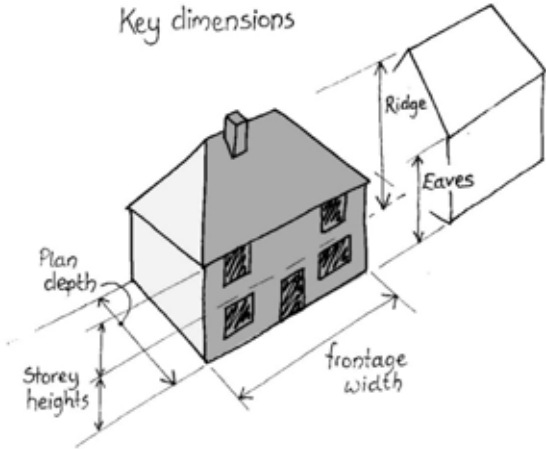

| Elements of character and identity: New Milton | Guidance | Illustration |
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| <p>Building format Typical shapes of built form, including heights, widths depths, proportions, roof types (do ridge lines run parallel to the street, or are roofs typically hipped and gabled?)</p> | <p>Typical building forms should be identified and taken into account when planning new buildings or extensions to avoid damaging relationships between buildings or building elements.</p> <p>Where building forms (especially roof shapes and pitches) are consistent in a group or along a street, new building, extensions or additions should generally respect and avoid significant changes to this format.</p> <p>Dormer additions should only be considered where they will not unduly break up the original roof form. Design of dormers should respect the proportions of the building as a whole appearing subservient in proportion and set back behind the building's façade line.</p> | <p>Building form</p>  |
| LANDSCAPE | | |
| <p>Topography The contours of a site and surrounding area are a fundamental aspect of landscape character.</p> | <p>New development should be designed to complement existing contours. Design proposals which simply override the land form and are unduly dominating or require excessive retaining walls or over-engineered solutions should be avoided.</p> |  |




| Elements of character and identity: New Milton | Guidance | Illustration |
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| <p>Ground water availability Trees and other plants die if they don't get enough water. Natural replenishment and continuity of ground water is vital to support plant growth and therefore the quality of the landscape.</p> | <p>Impeding ground water availability through culverting of watercourses or extensive hard surfacing should be avoided. Blockwork or other hard surfacing is not usually porous enough and should only be considered where draining to areas of soft landscape.</p> | |
| <p>Green Infrastructure Public open spaces need to be designed and managed to maximise their contribution to local character and distinctiveness.</p> <p>Physical links connecting landscape features and open spaces are valuable for both amenity and biodiversity.</p> <p>Hedges, ditches, trees, gardens and green spaces when linked by juxtaposition or along footpaths, boundaries or even busy streets, have a value greater than the sum of the parts.</p> | <p>Public open space design and management proposals should be used to integrate green space into the built environment, re-connect people with nature, and promote biodiversity, amenity and recreational opportunity for the whole community.</p> <p>Management techniques and proposals should retain and enhance the wildlife potential of functional and visual links through the use of native plants, regular pruning, traditional hedge management techniques and replacement of trees lost through age or disease.</p> <p>Alteration through development or alteration to boundary definition that depletes the accessibility, natural surveillance, security or comfort of pedestrian links should be avoided.</p> <p>Designs for new development should aim to make such links attractive, and to improve natural surveillance and access. Boundaries along such links should allow some surveillance and always be of permanent quality (walls, piers and panels or hedges) and include plants to soften or add interest.</p> |   |


| Elements of character and identity: New Milton | Guidance | Illustration |
|--|---|--|
| <p>Access points Making access points and connections to a local street can affect a basic building block of local character and what makes a place locally distinct.</p> | <p>New access points and increasing the use of existing access points should avoid sight lines and radii which damage the street environment. Loss of trees, verges or hedges where such greenery is important are to be avoided or mitigated through the design.</p> <p>Street trees are a vital component of local character - avenues should be retained and any losses replanted.</p> | |
| <p>Trees Groups, lines or individuals. Often an intrinsic part of the distinctiveness of an area. Size, location and species are significant when defining local character.</p> | <p>Trees contributing to the distinctiveness of their locality should be retained and managed to maintain long-term health and amenity value. Unavoidable losses should be replaced wherever possible.</p> |  |
| <p>Green setting for built development Green space around buildings or groups of buildings soften otherwise hard urban environments, and contribute to local character.</p> | <p>Loss of greenery should be avoided in spaces that provide valuable green setting for buildings. For example, introducing excessive areas of hard surfacing with the removal of, lawns and plants will produce a much harder environment and change the character.</p> <p>Where individual settings are important, new or replacement buildings should not significantly exceed the typical proportions of built footprint to garden space. Care should be taken to ensure that</p> | |


| Elements of character and identity: New Milton | Guidance | Illustration |
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| | <p>the green setting of a building is not lost to excessive car parking space.</p> |  <p>Spatial setting</p> |
| <p>Gardens Collectively, rear gardens through their greenery, tranquillity and biodiversity often form a strong part of the distinctiveness of an area. A single insertion of development into the collective rear garden space of a group of dwellings can destroy the integrity of the whole.</p> <p>Front gardens collectively make a substantial contribution to the character of an area - garden trees can make a significant contribution to the character of an area. Many dwellings in New Milton have front gardens whose appearance provides amenity value to the wider community as well as to their owners.</p> | <p>Backland development which breaks into and destroys a peaceful oasis of rear garden land should be avoided.</p> <p>Where perimeter block development predominates, rear garden infill breaks the perimeter block structure and may reduce the security of internal areas.</p> <p>Whilst such infill will not normally be appropriate, in cases where such infill is considered acceptable, designs should ensure that rear garden boundaries are not visible from the street.</p> <p>Where garden space is limited, hedges along frontages and climbing plants on buildings can offer considerable green character to the street whilst taking up little room in the front garden. A single garden tree may only take up a very small amount space while giving character to the wider streetscape.</p> |  <p>Secure and tranquil island of cumulative garden</p> <p>Green 'core' - a foil between buildings - wildlife support - a landscape feature</p> |

| Elements of character and identity: New Milton | Guidance | Illustration |
|---|--|--|
| | <p>New residential development should provide private garden space, appropriate to the development's context. As a guide, in suburban areas with typically larger gardens, new development should aim to provide garden space of least 100m.sq for family homes or half the size of the typical gardens whichever is the greater. In town centres courtyard gardens, supplemented by green roof space or balcony, may be appropriate. In areas where field boundaries and woodland tree groups have formed the basis for a publicly accessible landscape, some gardens may be as small as 50m2. In such areas layout should aim to include gardens averaging around 75m.sq but with a minimum of 50m.sq.</p> |  <p>Bungalows offer especially tranquil garden islands</p> <p>Don't spoil them with skyline intrusions or garden overlooking.</p> |
| SCALE (proportion) | | |
| <p>Massing The volume of buildings in relation to other buildings, streets and spaces.</p> | <p>Massing of new building should be proportionate in terms of depth, width and height to the buildings, streets and spaces that are characteristic of the area, especially where there is clear existing consistency.</p> |  <p>Massing</p> <p>Similar footprint Similar eaves height Very different massing!</p> |

| Elements of character and identity: New Milton | Guidance | Illustration |
|--|---|--|
| <p>Key dimensions Key features and details in craftsmanship, building techniques, façade treatment, proportion, pattern of elements may provide consistency and relate one building to another.</p> | <p>Where there are regular and repeated elements such as windows, bays or porches, gables or even chimneys these can offer a reassuring normality to a place. They may offer a quality of character that is memorable in its own right or they may be the distinctive backdrop against which specific ‘highlights’ can be set. Without repeated elements, building groups become indistinct and there is no opportunity for highlight or memorable feature.</p> |  <p>The diagram shows a perspective view of a two-story house. A vertical line on the left indicates 'Storey heights'. A horizontal line at the base indicates 'frontage width'. A diagonal line from the front-left corner to the back-right corner indicates 'Plan depth'. On the right side, a vertical line from the roofline to the eaves indicates 'Ridge', and a shorter vertical line below it indicates 'Eaves'.</p> |
| <p>Spatial setting The proportion and layout of space around a built form in relation to its footprint and mass.</p> | <p>The spatial setting of buildings must be carefully considered to avoid development appearing ‘overbearing’ or ‘cramped’</p> |  <p>The illustration shows a simple building with a chimney, situated on a green lawn. There are trees to the left and right, and a winding path leads towards the building. The sky is blue with some light rays emanating from behind the building.</p> |

| Elements of character and identity: New Milton | Guidance | Illustration |
|--|--|--|
| <p>Spatial setting</p> | |  <p>Spatial setting</p> |
| <p>APPEARANCE</p> | | |
| <p>Rhythms, patterns and consistency in features and detail In some areas there will be key features or distinct building styles or treatments, which give a consistency between one building to another.</p> <p>Where there are regular and repeated elements such as windows, bays or porches, gables or even chimneys these can a given an area or group of buildings a distinct local character.</p> | <p>Where there is a locally distinct pattern of development this should be reflected in the new development where possible. Design, detailing and materials can be contemporary and innovative while reflecting traditional features, providing the proportions and patterns are respected.</p> |  <p>All different but four repeated features hold the group together</p> |
| <p>Locally significant buildings and structures There are occasional buildings or structures throughout the town which are key local features. These have been identified on the key character area maps in Section 4. Even if not a statutorily Listed Building they may be of architectural merit, of a particularly distinct character, or form an important</p> | <p>Locally significant buildings and structures should be retained wherever possible. Where replacement is unavoidable, whilst the original design need not be entirely replicated, footprints, garden spaces and boundaries, positioning within the plot, materials and proportions should be sensitively designed to retain the considerable contribution these have to the sense of place. Alterations should not reduce the architectural or</p> |  |

| Elements of character and identity: New Milton | Guidance | Illustration |
|---|--|---|
| <p>local landmark. These local buildings may be important because of their position in the neighbourhood, their craftsmanship and design or their history. Such buildings are not readily replaced.</p> | <p>historical integrity of these buildings or erode their contribution to the character of the area. Advice should be sought from the Council's environmental design team if intending to alter these buildings or their plots.</p> |  |
| <p>Shopfronts and advertisements There is considerable commercial pressure for “corporate identity” and national style which can all too easily erode local character and distinctiveness.</p> | <p>Shopfronts should be designed to make a positive contribution to the character of the street and respect the nature of the building they are part of.</p> <p>Advertising for all commercial premises should be sympathetic in terms of extent, location, materials, colours and lighting.</p> <p>For further guidance please refer to NFDC ‘Shopfront Design Guide’ SPG 2001 (http://www.newforest.gov.uk/media/adobe/Shopfrontdesignguide.pdf)</p> | |
| <p>Materials Where consistency is important to the local character, a replacement of materials or a new build in different material can destroy that clarity of character. Variety is important but where there is no underlying consistency in other aspects of design it can destroy any sense of place.</p> | <p>Proposals should seek out the main underlying material use in the relevant building groups and respect this in their design.</p> <p>Where consistency of materials is important to local character, choice of materials should reflect the original materials of typical nearby dwellings. Designs should add to the integrity of clusters of similar dwellings through matching colour and texture choices in materials.</p> | |

| Elements of character and identity: New Milton | Guidance | Illustration |
|--|---|---|
| DENSITY | | |
| <p>Site coverage (intensity of built form) The approximate proportion of built to un-built land will be evident as the ‘hardness’ of a place and its impact will also be influenced by the intensity of hard surfaces, walls, structures and outbuildings.</p> | <p>New development should generally reflect locally typical site coverage. Some redevelopment projects might consider creating higher site coverage, but unless the design can successfully create a discrete and pleasant place in its own right, without adversely impacting on the distinctiveness of the neighbourhood, site coverage as well as scale and layouts should take its cue from local context. More intense site coverage must be innovative in design to make best use of space, and be of particularly high quality external finish and detail.</p> |  |
| <p>Density Dwellings or floorspace per hectare. This is linked to the number of people using a place.</p> | <p>Designs for residential developments that increase the density on a site should ensure that they provide gardens of a contextually appropriate size and demonstrate that the proposed increase in car parking space does not deplete the attractiveness of the street. (See also ‘Gardens’ section above.)</p> | |

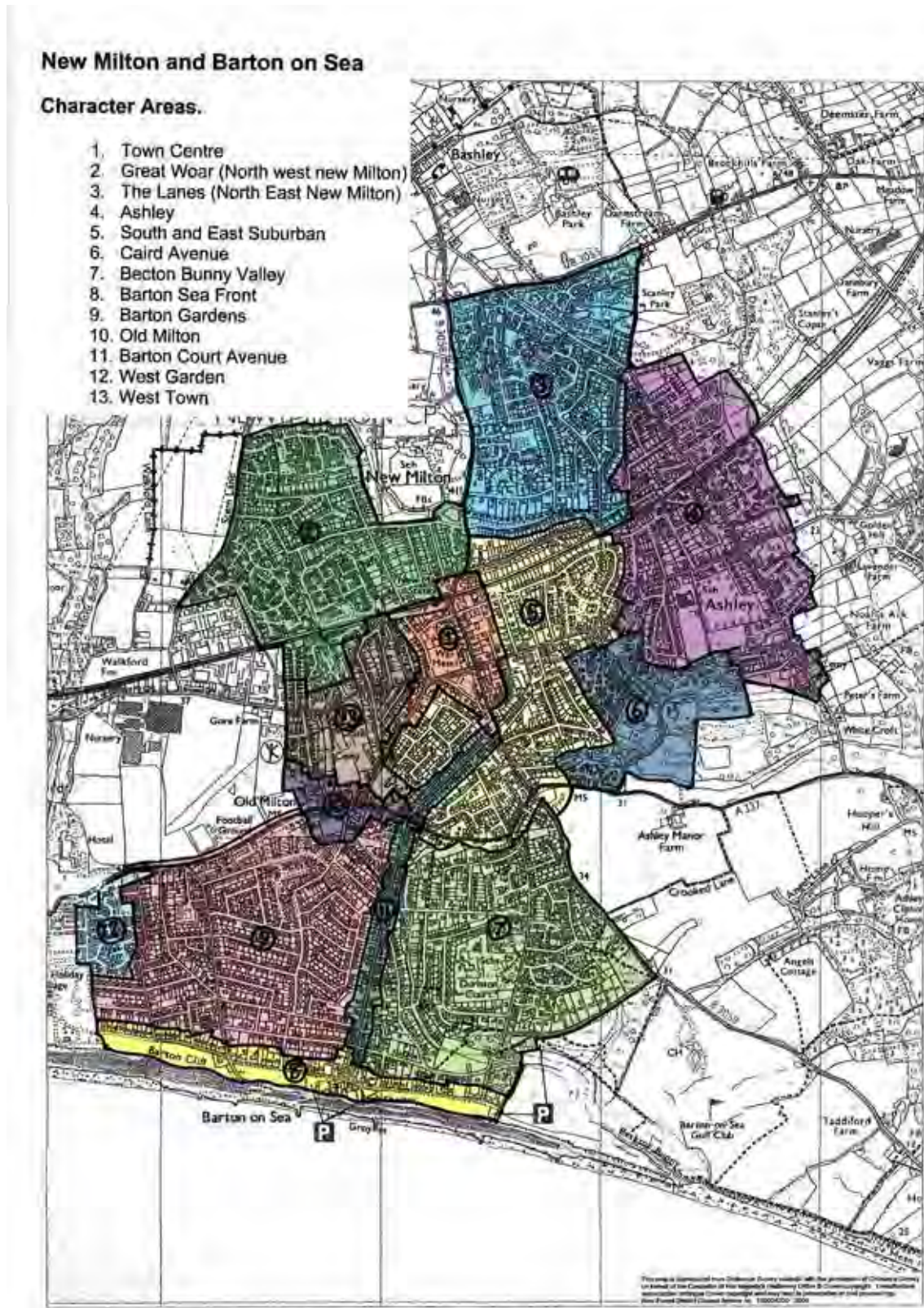
Note: All roads will be considered as ‘streets’ for the purpose of applying the Central Government guidance on the design of residential streets given in ‘Manual for Streets’ (CLG/DfT 2007).

Section 4: The Character Area Guidance

The Character Areas of New Milton

- 4.0.1** The character areas are shown in Fig. 2. There are thirteen in all.
- 4.0.2** For each area, a description, supported by an annotated plan, introduces and outlines what is distinctive and of local significance, and where there might be opportunities for improvement. For each area the key elements of local character that should be embraced in designs for new development are listed. Finally, there is a checklist of guidance that identifies any additional design considerations relating to that individual area, over and above that already covered by the whole town guidance in Section 3.
- 4.0.3** The thirteen 'character areas' which have been identified are shown in Figure 2 below. The areas are:
1. Town Centre
 2. Great Woar (North West New Milton)
 3. The Lanes (North East New Milton)
 4. Ashley
 5. South and East New Milton
 6. Caird Avenue
 7. Becton Bunny Valley
 8. Barton Sea Front
 9. Barton Gardens
 10. Old Milton
 11. Barton Court Avenue
 12. West Garden (The Pinetum)
 13. West Town

Figure 2: Character Areas



Character Area 1: Town Centre

Some key features of the town centre



Articulated skylines:
Lloyds turret and Water Tower in background



Art works and paving detail in the newly refurbished Mallard Court



Post Office and the 'Row of Ten' showing rhythms and articulated skyline



Old Milton Road



Whitefield Road replacement housing in larger blocks than the houses they replaced



Water Tower from Station



Spencer Road



Recreation Ground

Overview of character and distinctiveness

- 4.1.1 New Milton is predominantly a modern settlement, having been created almost from scratch following the opening of the railway station in 1888. Many of the buildings within the town centre date from the twentieth century, with a significant amount of replacement having taken place during the 1960s and 1970s.
- 4.1.2 Prior to the arrival of the railway, the centre of New Milton was open fields with a crossing of lanes on their way between farms. A little way along the westward arm of the crossroads, a lane (now lined with shops and houses) branched off to the old village of Milton. About 300m north of the crossroads the railway station now lies, and since its arrival this farmland has been developed as a shopping centre with a good variety of independent and nationally recognised shops and businesses offering an active centre and services serving the whole town and surrounding area. As well as shops and other commercial businesses, there are a range of community facilities, including the Recreation Ground.
- 4.1.3 The Station Road crossroads with Osborne and Whitefield Roads is defined by two terraces of Victorian town houses over shops with narrow deep plots and strongly articulated skylines. Here gabled dormers offer second floor accommodation projecting from the north/south ridge lines of these once highly ornate terraces. On the corner of each is a small turret which not only adds to the decorative effects of the mock Tudor facades on the western row but in the case of the Lloyds Bank building sits out into the street line to create an important landmark central to the vista up the street. It is this section of the street that acts as a gateway to the town centre for visitors heading south from the Forest roads. On rounding the corner over the railway bridge the whole wide shopping street laid out between these turreted buildings.
- 4.1.4 The southern approach offers a more a subtle but nevertheless immediate sense of arrival. As soon as the large avenue trees run out, the Rydal Arms Public House provides a final 'hurrah' for the suburban house with its Arts and Crafts styling and garden setting. From here on the town centre proper begins. Lloyds Bank turret culminates the vista with the whole left hand side (west) displaying a regular tight rhythm in its windows, shop front divisions and for the southern section to the cross roads. This rhythm is echoed opposite by a short run of pear trees and newly laid out streetscape before the rhythm becomes less distinct with a variety of street trees and the wider square topped buildings that characterise the whole of the east side.

- 4.1.5** A brief look into the history explains this anomaly. Until the Second World War the east side of the street was laid out as a row of large suburban villas set into wide gardens, whereas the west side was always laid out to be narrow deep shop units. The Post Office on the west side is a building of some note and perhaps sets a standard in defining the appropriate heights, rhythms and the patterns of windows as well as the use of brickwork. Built forms on the east, while wider and more massive do respect these defining elements and are only spoiled where canopies are too wide and deep. Mature garden trees remain as significant features.
- 4.1.6** The east section of Station Road has now been entirely replaced from Osborne Road southward. Its character of plots divided for large suburban houses has given way to much wider units, taking over several plots at a time. The street is now completely built up with 2 and 3 storey (occasionally 4) shop units of various widths with some flats over the shops and occasional pedestrian routes punched through to car parking and service yards to the rear. Most of the east side of the street is flat roofed wider units, in contrast to the west side which is a much more tightly knit series of narrower plots with pitched roofs and some quite distinctive patterns and rhythms of upper storey windows, gables and bays.
- 4.1.7** Approaching from the old Milton village, the road is less formal. The approach is lined by an undistinguished collection of shop buildings. Ad-hoc shop fronts adorn converted or replaced dwellings (first laid out in regular 30' plots in 1907 with a building line established) and broader buildings of much later shops spanning plot divisions. The approach for the pedestrian is not comfortable and this is not improved by the busy double junction that separates this street from the park.
- 4.1.8** The Recreation Ground lies between Station Road and the outlying area of shops on Old Milton Road. However, its aspect is more related to Old Milton Road and it links poorly with the main shopping street. The large new building on the south side of Ashley Road/Old Milton Road junction is over large and somewhat incongruous. Houses on Whitefield Road, Park View and Park View Mews provide natural surveillance of the Recreation Ground and give residents a pleasant outlook. These form a varied urban backdrop to the park. From this approach the Water Tower is seen straight ahead on the horizon but this is largely lost against a confused setting of service yards turning their back on the space, combining with a huge 'graffiti wall' which may deter some older walkers from using this link. On the other hand, the colourful facilities draw the more active and social young people of the town into the park on sunny days. A re-appraisal and more comprehensive design of this area could resolve this

anomaly and ensure the park is fully appreciated as the heart of the area by all sectors of the whole community.

(See also Appendix 3: New Milton Town Design Statement Section 2.1)

Key defining elements that can positively inform new development proposals

- Variety of shop unit sizes and types
- Wide pedestrian realm in Station Road
- Recreation Ground, its tree lines, grass bank and the War Memorial
- Rhythms of built form and features along Station Road
- Dramatic arrival point at north end including older buildings and landmark features on buildings
- Market

Main elements of Green Infrastructure

- Recreation Ground
- Trees
- Avenues

Character Area 1 - Town Centre

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

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Station approach: a sunken dell at the entrance of the town. This is accessed through footpath from the west and a ramped car access from either side of the bridge. Advertisement hoarding, car parking and some contained storage give a poor first impression of the town. Opportunities for redevelopment of car parking and storage for more efficient use of land could be combined with tree planting and a more welcoming and safe footpath access. The site is located such that a taller landmark would help one orientate within the town

Gateway: defined by two terraces of Victorian town houses over shops; strongly articulated skylines; gabled dormers; north/south ridge lines; small turrets; mock Tudor facades on western row. The Lloyds building is an important landmark central to the vista up the street.

East side of shopping street: originally large plots for suburban villas, this part of the street was entirely replaced since the 1960s. The resulting shops appear as flat roofed wider units but nevertheless respect rhythms in window pattern, eaves, storey heights and materials derived from typical west side rows.

Spencer Road: large blocks of town centre flats now replace the speculative houses and gardens. These are much more massive, with communal green frontages. The street appears as an avenue with large forest size species as a foil to the rear of blocks and car parks that front the shopping street.

Area of indistinct roof patterns, backs of buildings and service yards and a 'graffiti wall'. These combine to make this corner of the park and its important footpath connections a rather unwelcoming place. Redevelopment should address the issue of backs and skyline through improved boundaries, introducing natural surveillance and good roof design. Some redesign within the park can make the skate park less intimidating and the paths more inviting

Whitefield Road: has an important role in defining and overlooking the space. The detached villas that originally lined the park side are entirely replaced now by flatted units, offering town centre living to a greater proportion of the population. Various devices such as balconies have been employed in their architecture to articulate and decorate each block and create a better relationship between the row of buildings and the park. It is an effect of the scale of the space that has allowed such increases in mass and intensification of development to work comfortably. On ordinary streets such a change in scale would look disproportionate.

Station Road: relatively wide, the proportions of street width to building height is a comfortable one, neither too open nor oppressive. Recent improvements to the paving have added to the light atmosphere with white granite paving, with new trees included to soften and bring the seasons into the street.

West side of shopping street: the 'row of ten' and other sections of the west side display rhythms in the skyline, window patterns and façade details. Plot widths are strongly evident.

Original underlying urban grain is visible in few remaining dwellings.

The 'row of ten' defines the appropriate heights, rhythms and the patterns of windows as well as the use of brickwork that has seemingly guided the later buildings. Built forms on the east, while wider and more massive do respect these defining elements and are only spoiled where canopies are too wide and deep and one section of building is insensitively clad in coloured sheets opposite the post office.

Incongruous over-massive block that spans half the south approach to Station Road. Rhythms and human scale is lost in over wide building with window patterns and details failing to respect the 'grain' of the town centre.

Bradbeers: poor aspect to Elm Avenue; corner unit is the arrival point. This could be a showcase site for especially good architecture there is opportunity to hold even a tall landmark feature to aid orientation for those approaching or using the town centre. Important to respect key characteristics of station road buildings – see 'row of ten'.

Old Milton Road: heading west from the cross roads, commercial frontages line either side until the recreation ground and if it weren't for the dominating single mass of the red brick 1980s block that defines the southern boundary of the space, the street would have harmonized pleasantly into the suburban mix of specialist and relatively small business units that lead down towards the old village. As it is, there is a clear distinction between this less auspicious area and Station Road.

Recreation Ground: the heart of the town, a space contained by buildings and framed by sporadic tree groups and part lines. Well placed but poorly linked. Housing on Whitefield Road, Park View and Park View Mews provide natural surveillance and give residents a pleasant outlook. These form a varied urban backdrop to the park. In the north-eastern corner, the relationship between the park and town is poor, with shops and service yards turning their back on the space, offering a low quality elevation to this edge.

Ad-hoc shop fronts adorn converted or replaced dwellings (first laid out in regular 30' plots in 1907 with a building line established). Now an undistinguished collection of shop buildings with a wide but uninviting car dominated streetscape. Plot divisions and therefore rhythm and distinctiveness have been lost. Building line is confused by various additions. Pedestrian space is tatty and fragmented.

Elm Avenue: lost its avenue status although the car park can go some way towards adding back a tree line. Building line and the proportion of build up is important. Low front boundaries and some softening of the space in front with planting are important. Opposite the car park is haphazard and poorly contained by built form. Its hedge and tree planting however, offers a green atmosphere for summer visitors.

Town Centre Character Area Guidance

4.1.9 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of New Milton town centre. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Town Centre guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | |
| Building line | Shopfronts should avoid extending forward of the building line. |
| Build up of building line | With the exception of Whitefield Road and to a lesser extent Elm Avenue, provided that rhythms are retained, build up should approach 100% with as few breaks in the frontage for access as possible. |
| Set back | Set back should be consistent. |
| Front boundary | Low boundaries on Whitefield Road, Spencer Road and Elm Avenue are important. For the shopping streets there should be as few obstructions as possible. |
| Building format | Station Road has terraces with parallel ridge line punctuated by gable facing the street. This theme should be followed. |
| LANDSCAPE | |
| Topography | Area of opportunity: Around the station, there is an opportunity to take advantage of changes in levels and make better use of an area of poorly used and rather tired open space, with more dramatic building design and tree planting to emphasise height differences. |
| Ground water availability | |
| Green Infrastructure | Area of opportunity: Opportunities should be taken to enhance amenity, connection and integration of the Recreation Ground with the town bringing wider benefits while perpetuating its qualities and character. |
| Access points | Particularly important for Elm Avenue, Whitefield Road, and Spencer Road. |
| Trees | Replacements need to follow a more coherent plan of species selection if the trees are going to contribute to the defining character of the town centre over and above just |

| Elements of character and identity | Town Centre guidance and comments |
|---|---|
| | the general greening effect. |
| Green setting for built development | Particularly important for Elm Avenue, Whitefield Road, and Spencer Road. |
| Gardens | Along the town centre's peripheral streets a greater intensity of use of front gardens may be appropriate. Existing hedges along frontages should be retained. |
| SCALE (proportion) | |
| Massing | Be guided by neighbouring buildings. |
| Key dimensions | Along Station Road, storey height as reflected in window rows or other device will be important. Eaves height on any new building or addition should be consistent with that for existing buildings of similar storey number. |
| Spatial setting | This is particularly important in any replacement proposals on Elm Avenue and Whitefield Road. |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | Rhythm should be retained through window and facade patterns, articulation and detail that run vertically through the whole building and articulation of skyline. |
| Locally significant buildings and structures | As marked on key plan. |
| Materials | Pink/red bricks are consistent with Station Road. |
| DENSITY | |
| Site coverage (intensity of built form) | In Elm Avenue, Whitefield Road and Spencer Road important to leave a green buffer in rear of plots. |
| Density | Town centre might accept short courtyard gardens supplemented by green roof or balcony provided that the amenities of neighbouring gardens beyond the centre are not unacceptably compromised. |

Character Area 2: Great Woar (North West New Milton)



Open-plan development



Inter-war houses, each in a green setting

Overview of character and distinctiveness

- 4.2.1** From the New Forest District Landscape Character Assessment we know that 'coastal plain estates and small parliamentary enclosures' underlie the expansion of the town in this area, however, this is only evident in the retained tree lines of the eighties development to the north. This character area is a collection of planned developments each of which is clearly very separate from the next in terms of its street layout, landscape and architectural identity. Footpaths link the later areas along corridors of open space or simply between fences in bungalow areas. Occasional more distant views toward the town centre, coast or woodlands beyond lend some identity in terms of position in the town but overall these areas are very much characterised purely by their own townscape type, the communities they hold and the level of care given to the external environment (streets, gardens and spaces).
- 4.2.2** Great Woar Copse, its associated open spaces and streams leading to Ballard Lake bound the edges to north and east. These green spaces offer a vital amenity to those living in the area and are linked via a series of footpaths to the 1980s/90s housing in the north as well as bounding one of the main routes into the area along Lake Grove Road.
- 4.2.3** Shortly after the railway arrived, in the late nineteenth century, the area close to Fernhill Lane was laid out with suburban houses. Occasional examples of High Victorian or Edwardian houses are mixed with later Garden City type suburban detached dwellings. Most of the generous plots laid out along this grid pattern of streets have been filled in sporadically over the last hundred years with a mixture of bungalows and

two-storey houses including recent bungalow and two storey infill which actually invaded the block structure of streets at Fernhill Road/Kennard Road and the recent Ubsdell Close.

- 4.2.4** This older part of the Great Woar character area is characterised by its sporadically tree lined and verged streets, grid-iron pattern and mixture of houses from grand Victorian to humble bungalow. It is bounded to the north by open green space, woodland and tree lines along an original hedgerow. The defining elements of this neighbourhood are the tree and verge lined streets, separate dwellings within their own plots and special settings, the contribution made to the place by deep front gardens and the tranquil islands where combined rear garden space has not so far been developed.
- 4.2.5** To the west, through a screen of back garden trees, the contrast could hardly be greater. A single loop road feeds an area of 1970s flats and houses in three-storey blocks and two-storey terraces all arranged around a series of blank grass spaces with free pedestrian access percolating all areas. This single development is surrounded by further grass space to the south and neat areas of bungalows from the same era. More decorated 1980s houses have infilled to soften the change to the east. Defining elements here are occasional trees and open green spaces that offer opportunities for improvement.
- 4.2.6** Before the local authority developed this section, a loose grid layout of bungalows had spread across the middle of the area connecting the Victorian layout in the east with Stem Lane bounding the west of the settlement. It replaced mostly areas of copse woodland with a landscape of wide almost pyramidal hipped roof forms and large private front and rear gardens that was to give a sense of controlled greenery and private amenity.
- 4.2.7** Again in stark contrast, the estates to the southwest and north provide communal space for trees and green amenity as a connected framework of spaces and green footpaths. Gardens are far more modest with the later northern section retaining the remnants of field boundary trees and a footpath along the line of 'Dark Lane' a route that no longer gives direct access as it once did to the old village centre.
- 4.2.8** South of the railway, development in the 1970s/80s produced tighter knit groups of terrace and semi-detached houses and bungalows cluster around a single loop road and associated cul-de-sacs. These have communal green spaces containing the trees and shrubs with private space limited to very modest sized gardens.

- 4.2.9** Stem Lane itself is shunned by rear boundary and screen planting in all but the bungalow development. The treeless high hedge along its western edge however does not offer much visual connection with the open countryside beyond and the result is a fairly nondescript road.

(See also Appendix 3: New Milton Town Design Statement Sections 2. 3 and 2. 4)

Key defining elements that can positively inform new development proposals

- The tree and verge lined streets of the older area
- Separated dwellings within their own plots and spatial settings in areas of detached houses and bungalows
- Occasional richly detailed Edwardian and late Victorian houses
- Deep front gardens and the tranquil islands where rear gardens cumulatively form larger important green spaces
- Open green spaces and occasional trees
- Low rise, hipped roof forms and wide street spaces of bungalow areas
- Retained and augmented field boundary trees in the north
- Networks of connected green space
- Green

Main elements of Green Infrastructure

- Communal public greenspaces
- Cumulative garden islands
- Retained boundary trees and hedges
- Single or small groups of trees
- Woodland, paddocks and watercourse/pond to the north and east

Character Area 2 - Great Woar

Loose grid layout of bungalows replaced large areas of copse woodland with a landscape of wide hipped roof forms and large private front and rear gardens that was to give a sense of controlled greenery. Personalised gardens contribute to the whole neighbourhood at the front and in contrast the rear garden 'islands' offer particularly private quiet amenity.

Stem Lane: shunned by rear boundary and screen planting in all but the bungalow development. The treeless high hedge along its western edge results in a fairly nondescript road that does not invite walking.

Footpath along the line of 'Dark Lane' no longer gives direct access as it once did to the old village centre.

Tight knit groups of 1970s/80s terrace and semi-detached houses and bungalows cluster around a single loop road and associated cul-de-sacs. Associated communal green spaces contain the more visible tree and shrub cover and private space is just limited to very modest garden spaces.

1970s or 1980s layouts provide communal space for trees and green amenity as a connected framework of spaces and green footpaths.

1980s/90s housing incorporates hedges, tree lines and some public open spaces as a landscape structure to their layouts.

The defining elements of this neighbourhood are the tree and verge-lined streets, separate dwellings within their own plots and special settings, the contribution made to the place by deep front gardens and the tranquil islands where cumulative rear gardens have not so far been developed.

Laid out to receive suburban houses with occasional examples of High Victorian or Edwardian houses mixed with later Garden City type suburban detached dwellings - now a mixture of bungalows and two storey houses

This area is characterised by its sporadically tree-lined and verged streets, gridiron pattern and mixture of houses each within a garden setting, proportionate to footprint of each building from grand Victorian to simple bungalow.

To New Milton town centre

Bungalow and two-storey infill has invaded the block structure of streets here.



Footpath over-bridge once linked 'Dark Lane' to the old village centre. Now links these suburban planned estates to the main town centre and station (West Town Character Area).

To Bashley, Sway and New Forest



More decorative 1980s houses.



Area of 1970s residential layout planned around a single loop road.

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups (or retained hedgerows) |
| | Open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The Great Woar Character Area Guidance

4.2.10 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the Great Woar area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Great Woar guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | Particularly relevant in earlier and later 'loose' grid layouts. |
| Building line | This is strong in the earlier speculative and later loose grid layouts of bungalows. |
| Build-up of building line | In areas where building line is strong, the green rear garden 'islands' and the green setting of the buildings make it important to give regard to this issue. |
| Set back | |
| Front boundary | |
| Building format | Bungalow areas have particularly distinctive hipped roofs. There are examples of where this has been ignored but it is important not to take these as precedent. |
| LANDSCAPE | |
| Topography | |
| Ground water availability | |
| Green Infrastructure | |
| Access points | Especially important matter in the south east of this area. |
| Trees | The identity of this area would be significantly impoverished if loss of tree groups, lines or individuals was allowed. Where losses occur, replace with parkland type species in the older area and native New Forest species elsewhere. |
| Green setting for built development | |
| Gardens | In areas of pre-1960s development rear garden 'islands' and front gardens are important features. |
| SCALE (proportion) | |

| Elements of character and identity | Great Woor guidance and comments |
|--|---|
| Massing | |
| Key dimensions | |
| Spatial setting | |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | Roof forms are particularly important in areas characterised by bungalows. |
| Locally significant buildings and structures | <p>There are some good examples of Victorian/Edwardian buildings and of later styles of architecture in the south east of the character area which contribute to local character.</p> <p>If intending to alter one of these buildings or their plots, or if unsure of the age of the building or of the contribution to the distinctiveness of the area, please seek advice from the Council's environmental design team.</p> |
| Materials | |
| DENSITY | |
| Site coverage (intensity of built form) | |
| Density | <p>In the pre-1970s areas private garden space forms a major element of the landscape. Rear gardens of under 100m sq are very rare and this should be reflected in new proposals. In newer areas where field boundaries and tree lines have formed the basis for a publicly accessible landscape, some, but by no means the majority, of gardens may be as small as 50sq m. In such areas, new developments should provide gardens averaging 75 sq m and no smaller than 50 sq m.</p> |

Character Area 3: The Lanes (North East New Milton)



Cull Lane



A cul-de-sac 'cluster'

Overview of character and distinctiveness

- 4.3.1** The defining quality of this area is its green and tranquil atmosphere – a feeling that one is living against a backdrop of trees and close to the countryside. Whilst the area as a whole has a green quality, there are nevertheless, three simple forms to the layout, each providing that green quality in a different way: cul-de-sac layout formed of clusters of similar dwellings accessed off a single link route; connected loose grid layout where houses face the street and private gardens provide the green backdrop; the original Cull Lane corridor which has been retained through later phases of development and retains much of its rural character. These layouts are described in more detail on the diagram.
- 4.3.2** Bounded by the deeply wooded and ornamental Fernhill Lane in the west with the busy but still rural Sway Road to the north, the east boundary runs from the rural Brockhills Lane to a straight north south path that appears to separate rear gardens but probably owes its existence to an old boundary track that edges what was once called 'Ashley Wild Ground'. This forms a desire route down to what was Litchford Cottage and which came into more use once the railway line severed the area, leaving only a small opportunity to cross the line via a low tunnel where two streams cut a small valley. The only settlement in this area previously was of occasional forest cottages along the line of Cull Lane.
- 4.3.3** With the exception of the lanes themselves, development in this area started more extensively between the wars. Connected loose grid layouts replaced open pasture, scrub and woodland on what was known as the Ashley Wild Ground and tended to remove almost every trace of the

former vegetation to replace them with roadside avenue planting and larger private gardens. However, the atmosphere of dwelling against a backdrop of trees and greenery has been replaced over the years by the cumulative impact of trees growing in space afforded by groups of enclosed rear gardens and the planting of avenues.

- 4.3.4** Ancient semi-natural woodland pockets, field hedgerow trees in a small scale landscape (see the Council's SPG 'New Forest District Landscape Character Assessment') underlies much of what was, until the last half century, countryside. Intrinsic part of the cul-de-sac layout, most of the old hedgerows and associated trees remain to set the character of these planned suburbs in the north and west sides of the area. No house is far from a mature oak and in every road the houses are set against a tall backdrop of oak, ash, beech and pine. Dwellings are clustered around cul-de-sacs in groups of closely matching materials and dwelling type. Tree species tend to be more ornamental in the west near what was Ballard House creating a subtle change from the informal atmosphere of dwelling near natural woodland to the more formal sense of being part of historic estate gardens.

(See also Appendix 3: New Milton Town Design Statement Section 2. 3)

Key defining elements that can positively inform new development proposals

- Mature woodland trees
- Avenues
- Clusters of similar dwellings within planned urban expansion
- Cull Lane hedgerows, banks, spaces and varied cottage alignment
- Common building lines in inter/pre-war development
- Consistent massing of inter/pre-war development
- Deep well defined gardens of inter/pre-war development

Main elements of Green Infrastructure

- Retained woodland/stands of trees
- Retained field boundary tree lines and hedgerows
- Linked open green spaces running alongside streams, routes, or ditches
- Cumulative rear garden groups with an ever changing variety of tree and shrub groups – these offer green backdrop, tranquillity and wildlife support as part of the overall character of the area
- Avenue Streets
- Public or communal green spaces
- Occasional mature forest sized trees
- Fernhill Lane Corridor. High ornamental hedges and forest size trees

- Brook Avenue green space – the tail end of Great Woar open space and its tree group in gardens and railway embankments beyond (originally one single strip of woodland - once Barrs Copse linked to Old Fernhill and Litchford Copses).

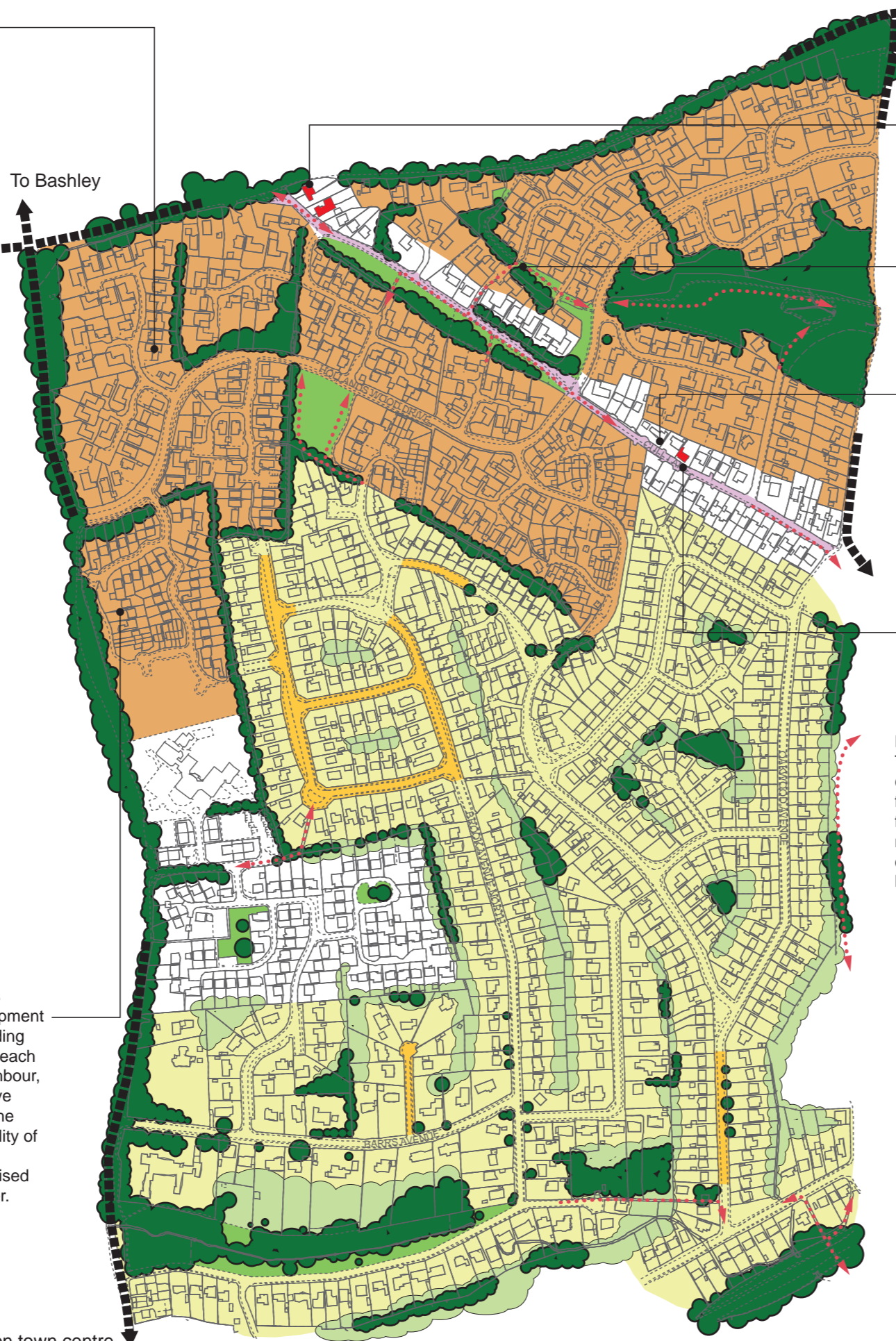
Character Area 3 - The Lanes

Cul-de-sac layout

This area is predominantly formed of clusters of dwellings, each cluster with its own character and contributing to the overall distinctiveness. This is because they mostly conform to similar palettes of materials, similar scale and storey heights and often matching details within each group. Cul-de-sacs off a winding through route, each cluster of dwellings enjoys a peaceful green environment connected easily to neighbouring roads and dwelling groups through short footpath links. The overall layout being borne of an underlying network of field boundaries which has been retained and augmented with additional planting.



This area of cul-de-sac developments stands apart from the planned development in that it has greater variety in its building forms, materials and detailing. Whilst each dwelling may be distinct from its neighbour, the area as a whole lacks the collective qualities that make a place distinct. The retained field boundary trees and quality of front gardens and if the potential for a strong design for the park can be realised would contribute to a clearer character.



To Sway and New Forest



Cull Lane

A rural lane that predates the planned development that has subsumed it. Much of its rural character remains due to hedgerows, ditches, boundary trees, three forest cottages and a strip of open greenspace alongside it. It has benefitted from dwellings facing it even though part of its length is pedestrian access only. This enables the lane to retain a status as a route, kept in use both for leisure and access.

Loose grid connected streets

This half of the area is characterised by its connected roads each lined with dwellings facing directly onto them with the traditional front garden offering a green and varied margin and rear gardens creating clusters of cumulative space which allows trees and larger shrubs to soften and green the area.



| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The Lanes Character Area Guidance

4.3.5 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of The Lanes area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left-hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | The Lanes guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | Particularly important in cul-de-sac dwelling clusters. |
| Building line | Consistent in areas of inter/pre-war development. |
| Build-up of building line | Particularly important in cul-de-sac dwelling clusters. |
| Set back | Particularly important in cul-de-sac dwelling clusters. |
| Front boundary | These are generally low in the area. (Fernhill Lane is an exception.) |
| Building format | Consistent in areas of inter/pre-war development. Development, alteration and extension within areas of similar roof pitch and simple roof forms should usually adhere to that pitch (notably some of the 1970s/80s cul-de-sac clusters). |
| LANDSCAPE | |
| Topography | |
| Ground water availability | |
| Green Infrastructure | No development should break the connections between landscape features. This includes the culverting of ditches, removal of hedges, or strategic trees. |
| Access points | |
| Trees | |
| Green setting for built development | |
| Gardens | |
| SCALE (proportion) | |
| Massing | |
| Key dimensions | |

| Elements of character and identity | The Lanes guidance and comments |
|--|--|
| Spatial setting | |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | Particularly important in cul-de-sac dwelling clusters. |
| Locally significant buildings and structures | The Forest cottages marked on the plan should be retained where at all possible. |
| Materials | Particularly important in cul-de-sac dwelling clusters. |
| DENSITY | |
| Site coverage (intensity of built form) | |
| Density | |

Character Area 4: Ashley



Typical inter-war development



Old forest cottage – a remnant of the past

Overview of character and distinctiveness

- 4.4.1** At first sight, Ashley might seem like any other estate from the inter/post war eras but there are several sections of road which retain their rural characteristics – no pavement, verges, hedge remnants even occasional oak trees. The surviving buildings from the earlier period are distinctive rural dwellings, “Forest cottages” that appear sporadically amongst the later development. They tend to be aligned along the lanes with simple, gabled roofs spanning a narrow plan depth and balanced windows around a central doorway. Some remnants of early versions, single or one and a half storey thatched cottages also survive. The remnants of lanes and ‘Forest’ cottages are what make Ashley distinctive. This area offers a much greater sense of belonging to the New Forest than much of the town to the west.
- 4.4.2** Centred on a crossroads, the area was not as one might expect, built up around that meeting of routes but rather was, up until the early part of the twentieth century, a patchwork of rural land uses and brickworks contained on upper and lower Ashley Common between two wooded river valleys. Fernhill Copse to the west is all but gone with only Stanley’s Copse (in the National Park) to the east remaining as woodland.
- 4.4.3** Ashley crossroads provides a focus for local commercial activity. The north-west quarter consists of shops which were previously early 20th century dwellings, where the ground floor has been converted into a shop and the frontage turned into a display/parking area. The south west section is a simpler row of purpose built 1960s shops with flats above. They have no great ornament or attractiveness in themselves but their integrity as a simple and consistent built form allows the street space to set a clear character for the ‘village’ centre.

- 4.4.4 Typically the Ashley area is made up of inter- and post-war loose grid layouts of semi-detached, detached and bungalow dwellings. Front gardens and dwellings are personalised and lend their variety to the public realm. Generous rear gardens back on to each other creating small oases of space where taller shrubs and trees combine to create important banks of “green” acting as a foil to the hard appearance of the surrounding buildings. These ‘islands’ of garden space are identified on the character area plan as they are important landscape features.
- 4.4.5 Occasionally the architectural integrity of some of these fairly ordinary buildings is lost through colour, cladding or window changes, various small scale additions and porches. This in itself does not cause harm, if the key defining elements of such streets are retained, e.g. gaps, building line, set back, boundary and roof forms.
- 4.4.6 Running north to south along the western edge of the character area is a stream that has carved out a shallow valley to afford a pedestrian link under the railway to The Lanes Character Area. The stream gives Oak Road its own individual character such that the gardens around the stream are each reached by bridges and the strip of gardens is a defining characteristic of the area.
- 4.4.7 Along the eastern edge of Ashley are several areas of recent cul-de-sac developments with smaller gardens and a framework of more publicly accessible landscape features, often linked both physically and as a habitat, to woodland.

(See also Appendix 3: New Milton Town Design Statement Section 2. 6)

Key defining elements that can positively inform new development proposals

- Remnant old Forest cottage and rural dwelling types
- Remnant rural lanes
- Separate self-contained village
- Woodland and linked open spaces and meadows, offer wildlife benefits and define eastward edges and characterise westernmost areas
- Consistent domestic scale of massing
- Consistent building lines broken only by older remnant.
- Defined front gardens

Main elements of Green Infrastructure

- Retained woodland/stands of trees
- Retained field boundary tree lines and hedgerows
- Cumulative rear garden groups with sporadic tree and shrub groups
- Public or communal green space

- Allotments
- Oak Road stream
- School grounds and open playing fields
- Woodland and linked open spaces and meadows + some mature trees
- Woodland and grazed valley to the very south
- Open spaces associated with woodland, streams and balancing pond to the east

Character Area 4 - Ashley



Inter- and post-war loose grid layouts of semi-detached, detached and bungalow dwellings. Key defining elements of such streets are those elements of layout, scale and appearance that show relative consistency through the typical buildings on these streets - consistent domestic scale of massing; consistent building lines broken only by older remnant; defined front gardens.



Remnant old forest cottages and rural dwelling type.



A simple row of purpose built shops with flats above. They have no great ornament or attractiveness in themselves but their integrity as a simple and consistent built form allows the street space to set a clear character for the 'village' centre. The space in front of these affords opportunity to improve the character.

Oak Road - gardens around the stream are reached by bridges, and the strip of gardens is a defining characteristic of the area.



Woodland and linked open spaces and meadows offer wildlife benefits and define eastward and southern edges.

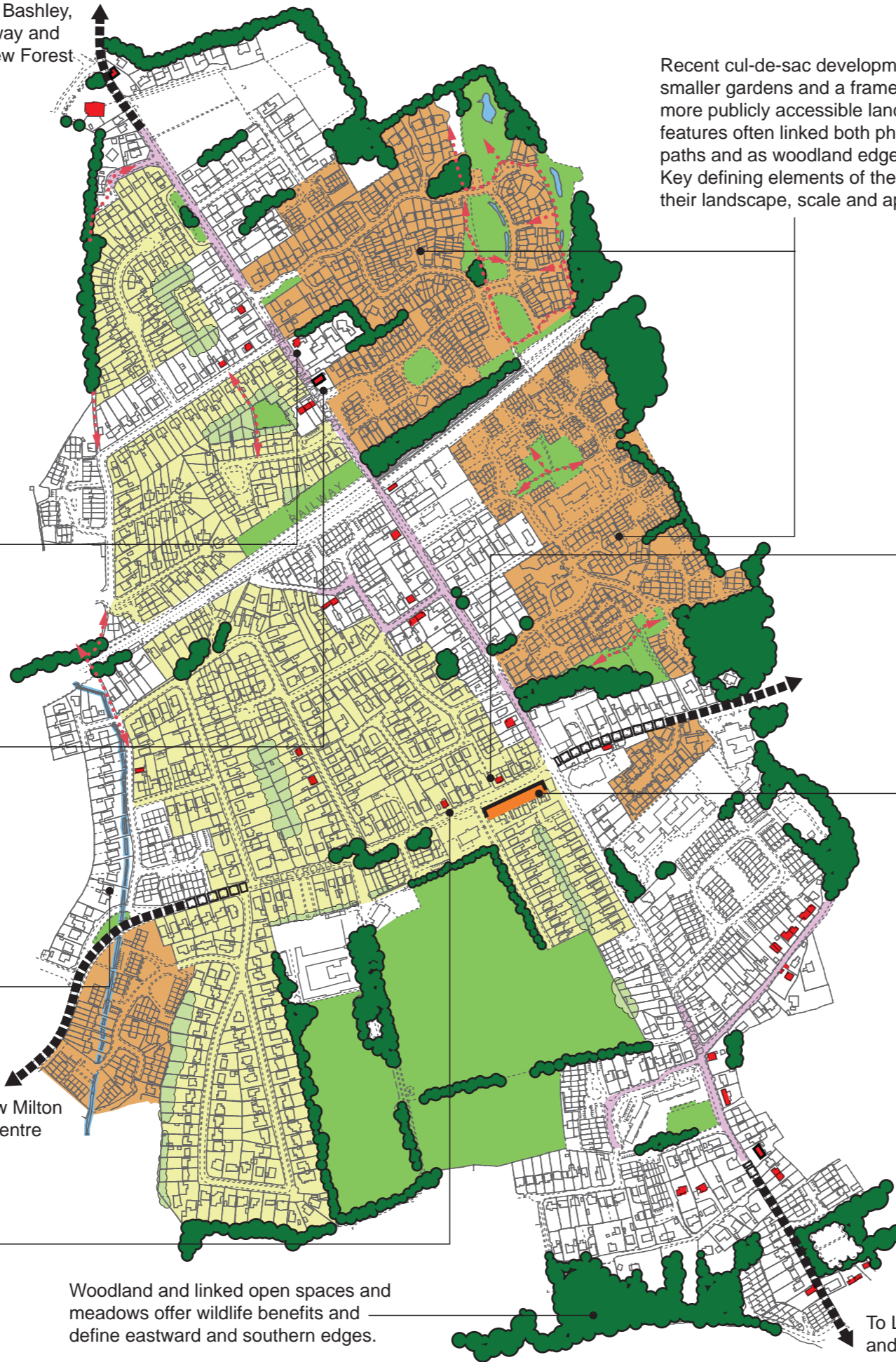
To Bashley, Sway and New Forest

To New Milton town centre

To Lymington and the coast

Recent cul-de-sac developments with smaller gardens and a framework of more publicly accessible landscape features often linked both physically by paths and as woodland edge habitat. Key defining elements of these will be their landscape, scale and appearance.

Village centre - formerly houses with front gardens, are converted to allow car access and sales displays.



| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The Ashley Character Area Guidance

4.4.8 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and local distinctiveness of the Ashley area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Ashley guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | |
| Building line | |
| Build-up of building line | Gaps in building line are important. |
| Set back | The inter- and post-war streets of detached, semi-detached houses and bungalows have a consistency of set-back that offers a comfortable width to the street and potential greenery. It is important to retain and respect the set back. |
| Front boundary | Definition of front gardens is often key. |
| Building format | The inter- and post-war streets of detached, semi-detached houses and bungalows have a consistency of building depths and roof forms such that these act as a reassuringly 'normal' backdrop to the remaining forest cottages. It is important to retain and respect these aspects. |
| LANDSCAPE | |
| Topography | |
| Ground water availability | |
| Green Infrastructure | There are several large areas of open space for which management for wildlife benefit will be intrinsic to their wider amenity. Notable along the eastern edge of Ashley where spaces abut woodland and are in effect their glades and edge habitats. |
| Access points | <p>Along remnant rural lanes loss of verges and hedgerows, for street and traffic management will irrevocably deplete the distinctiveness of those lanes that have retained their more rural characteristics within the area.</p> <p>Development and change that causes additional pressure for parking on streets where verges are remnant of the rural character should be avoided.</p> |

| Elements of character and identity | Ashley guidance and comments |
|--|---|
| Trees | Retain and manage forest trees for their health and longevity. Replace with native New Forest species where losses occur. |
| Green setting for built development | |
| Gardens | Much of the area is laid out as a loose grid of perimeter blocks with garden 'islands' and enough set back to offer wide street spaces. |
| SCALE (proportion) | |
| Massing | |
| Key dimensions | The inter- and post-war streets of detached, semi-detached houses and bungalows have a consistency of eaves and ridge heights, and building depths such that these act as a reassuringly 'normal' backdrop to the remaining forest cottages. It is important to retain and respect these key dimensions. |
| Spatial setting | |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | The inter- and post-war streets of detached, semi-detached houses and bungalows have a rhythm and consistency of features and details that act as a reassuringly 'normal' backdrop to the remaining forest cottages. It is important to retain and respect these aspects. |
| Locally significant buildings and structures | The Forest cottages in this area should be retained where at all possible. Alterations should not detract from the character of these Forest Cottages. If intending to alter these buildings or their plots, or are unsure of the age of the building or of the contribution to the distinctiveness of the area, please seek advice from the council's environmental design team. |
| Materials | |
| DENSITY | |
| Site coverage | |
| Density | |

Character Area 5: South and East New Milton



Recent development – domestic scale and articulation



Distinctive garden setting

Overview of character and distinctiveness

- 4.5.1** From the turn of last century, up until the Second World War, the town expanded along a broad grid of connected streets into this area, east and south of the town centre. Later, in the 1950s and 60s, the remaining fields were filled up in larger planned estate type layouts. This area might be described in five sub-areas, but all have the atmosphere of a leafy (with the exception of the north eastern part of the area) suburb close to the heart of the town centre, and within walking distance from the shops.
- 4.5.2** East from the centre, the area has much wider plot divisions than was being built to the west (typically much more than double the width). The detached properties are mostly individually designed suburban houses with large gardens. These have provided a fairly sylvan setting with large shrubs and trees providing a backdrop and foil along streets and in the back garden green 'islands' between streets. The area is struggling to hold on to this wider spacing of plots, and recent infill and replacement development, including broad flatted blocks, has not only squeezed green spaces, gaps and openness of much of the area closest to the town centre, but has resulted in a mismatch of building types.
- 4.5.3** Further east still, a large nursery garden, between Ashley and New Milton centre to the back of Lyon Avenue, was replaced by bungalows and houses in groups and terraces. Private front gardens in this area give way to open plan green cul-de-sacs leading off the sweeping loop of Osborne Road/Warwick Avenue. The Old Fernhill Copse that was in this area was removed entirely and the wooded link that was along the stream between Ballard Lakes and Caird Avenue is now completely broken.

- 4.5.4 South east of the centre, a pleasant and consistently designed 1970s open plan layout gives way to more typical bungalows, and 1½ and 2 storey houses, often still with a backdrop of trees held along boundaries and within areas of collective garden spaces to the rear. The street pattern (grain) remains fairly loose. On the approach to the centre up Station Road, many of the houses and bungalows have given way to flatted developments sometimes with the unfortunate tendency through their design to pick out over articulated and disproportionate roofs and extensions to try to articulate the buildings as a way of trying to disguise their bulk. It rather tends to emphasise their incongruous bulk whereas an honest design of flats in a proportionate setting might have worked admirably.
- 4.5.5 To the far south of the area, the streets once again owe their 'grain' to inter-war and earlier speculative residential development. This is less 'planned' with a much less uniform division of plots developed out with open plan flatted or even terrace development between Mount Avenue and Station Road. There is a pretty Roman Catholic Church (Our Lady of Lourdes) in a wide green space with hedgerows and walls is the centre of this area of 'green' streets. Streets are wide avenues for the most part, and there are some very significant pines that characterise the area. There are some larger town houses from the speculative era but these quickly give way to quite spacious bungalow plots toward the south and either side of a green pleasant section of the Lymington Road corridor.
- 4.5.6 South west of the centre, the avenues and leafy suburb of the town centre continues but this is low rise. The last area of green field left after the war was between Barton Court Road and Old Milton Road, even the shoppers car park is well lined with trees and shrubs, hidden away so that some shoppers don't seem to find it! This area is a collection of older detached dwelling forms along connected streets and more recent 1950s garden estate roads to 1970s open plan housing. Gardens are a strong feature. Avenues and street trees are a feature of the southern section. There are a few flatted developments, except along the southern approach to the town and behind the southern section of the town centre shops, where incongruous and over fussy blocks of ill proportioned flats have replaced larger detached properties.

(See also Appendix 3: New Milton Town Design Statement Section 2. 2)

Key defining elements that can positively inform new development proposals

- Varied architecture but consistent scale and proportions of building in garden setting.

- Division between dwellings or terraces with clear and consistent rhythms along a broader urban grain
- Gardens throughout - many large enough to hold trees
- Street trees particularly in south

Main elements of Green Infrastructure

- Street trees
- Groups of trees or potential for trees in larger rear garden groups
- Railway corridor
- Rear garden 'islands'.

Character Area 5 - South and East New

Manor Road: variety of buildings is given distinction through characteristic strong building line, consistent key building dimensions, regular plot divisions and consistent proportion of build-up.

On the approach to the centre up Spencer Road, many of the houses and bungalows have given way to flatted developments sometimes with the unfortunate tendency through their design to pick out over-articulated and disproportionate roofs and extensions to try to articulate the buildings as a way of trying to disguise their bulk. It rather tends to emphasise their incongruous bulk whereas an honest design of flats in a proportionate setting is shown to have worked admirably...

..... for example, these large flatted blocks have replaced interwar suburban plots but each block reveals a consistent appearance in a green setting. Building line and consistent form and massing have also been important in their success.

Rydall Arms: richly designed suburban building in green setting.

Bungalow avenues; front gardens, rear garden 'islands', consistent scale, forms and urban grain.



Our Lady of Lourdes church - a few richly detailed examples of turn of C20th red brick villas and the wide green spaces of the church and Mount Avenue set the atmosphere here.



To Ashley, Hordle and New Forest

Ashley Arnewood – listed manor house, historic front wall and related buildings.

Distinctive pattern of original speculative housing sets typical plot sizes, proportions, massing and scale. Garden City type inter-war suburban housing given a fairly sylvan setting with large shrubs and trees particularly providing a backdrop and foil along streets and in back garden 'islands'. Orange shaded examples pick out the original buildings that remain hereabouts as a fairly intact group informing the understanding of underlying character for this area.

Bungalow dwellings in loose grid layouts. Consistent scale and building forms; consistent building lines; defined front gardens

Post-war infill has followed the predominant urban grain so that this particularly attractive example retains a garden setting.

1960s and 70s open plan estates in similar groups and terraces are characterised by gardens and greenery. Verges and open plan grass and planted frontages are particularly important.



Open plan estates flats and terraces: green verges and communal spaces as well as backdrop particularly of pine trees are important characteristics.

Consistent urban grain, deep gardens, each building in a proportionate green setting: variety in building forms and styles within a consistent scale, proportions, plot divisions, set backs and massing.

Bungalows along leafy avenues sit back from the important space that surround the church of 'Our Lady of Lourdes' and the impressive pine trees that stand as landmarks.

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The South and East New Milton Character Area Guidance

4.5.7 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the South and East New Milton area. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | South and East New Milton guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | These are often wider than elsewhere and therefore often more vulnerable to destruction during replacement or infill. |
| Building line | This gives a consistency to the varied architecture of the older suburban detached dwellings. |
| Build-up of building line | Should remain at a fairly low percentage – refer to predominant examples rather than using inharmonious infill as precedent in analysing the underlying character here. |
| Set back | |
| Front boundary | |
| Building format | |
| LANDSCAPE | |
| Topography | |
| Ground water availability | |
| Green Infrastructure | Introducing additional trees will help to compensate for the loss of Old Fernhill Copse and re-establish 'green' links through the area. |
| Access points | Important to retain links, which are paramount in keeping the feeling of being close to the heart of town. |
| Trees | |
| Green setting for built development | This is particularly important where providing new buildings or even blocks of dwellings here. |
| Gardens | Rear garden 'islands' are perhaps particularly important as both a continuation of the leafy backdrop and as a wildlife resource reconnecting where Old Fernhill Copse was destroyed. |
| SCALE (proportion) | |
| Massing | Retain domestic scale. |

| Elements of character and identity | South and East New Milton guidance and comments |
|---|---|
| Key dimensions | Refer to older properties as a guide. |
| Spatial setting | This is particularly important where providing new buildings or even blocks of dwellings here. |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | New buildings are far more successful when sticking to consistent patterns and details. 1970s/80s houses at Camellia Gardens and recent development on Station Road at Oakapple Close illustrate. |
| Locally significant buildings and structures | The Rydal Arms Public House, the Catholic Church on Mount Avenue are examples. See area plan for others. |
| Materials | |
| DENSITY | |
| Site coverage (intensity of built form) | |
| Density | |

Character Area 6: Caird Avenue



The central green space



Trees provide a strong green setting

Overview of character and distinctiveness

- 4.6.1** Caird Avenue runs through a valley from Ashley Road, southward down to Lymington Road, to open views cross the farmland beyond. From behind the old manor at Ashley Arnewood the valley has been developed only recently. A series of cul-de-sac clusters planned in the 1980s line the side of this shallow valley accessed off Caird Avenue. Each cluster has consistent themes of materials, features and details within their group. The east side of the valley is particularly distinct in its use of wide eaves, and brown roofs, black guttering, similar window shape and consistent rich earthy brick colours. Dormers and porches follow the directions of roof slope but add to the variety of the whole through pitch. Indeed it is the variety in shape that gives each house an individualism whilst retaining its contribution to the overall sense of place. This consistency of detail and materials together with the dramatic use of topography and the retention and replenishment of tree stock notably Pine and Oak gives this place a strong feeling of belonging to its landscape. Many other areas through a combination of vegetation clearance, insistence on flat plan bases or over-varied materials (necessarily not locally derived) feel artificially superimposed upon the land. The west side, though not so creative in use of levels, nevertheless has enough mature trees and additional planting, gardens, verges, boundaries clothed in greenery, hedges and small pockets of lawn throughout to give a real sense of a living environment. The valley itself affords opportunities unavailable in many similar cul-de-sac layouts with longer views and glimpses of further away woods and rooftops.

4.6.2 The valley bottom has a stream that forms the basis for a wide strip of green open space associated with the road. Further down, the road crosses and leaves the stream which enters a woodland plantation to rest in a shady pond before running east to join the Danestream.

4.6.3 In the lower part of this area the Tesco supermarket is cut back into the natural topography with a woodland strip and associated path. The path is an important link for local people providing a short walk up into the town centre through a pocket of woodland that had grown up around a small stream. Two more distinct pockets of development lie at the very south-western corner of this character area - one a somewhat unsympathetic group of terraced blocks arranged around parking courts, the other a cosy cluster of similarly featured bungalows, chalets and two-storey houses connected to the footpath network and tying into Newlands Road (the only set of dwellings not directly connected to Caird Avenue itself by road).

(See also Appendix 3: New Milton Town Design Statement Section 2. 2)

Key defining elements that can positively inform new development proposals

- Connected footpath network
- Landform and watercourses
- Backdrop of retained trees and woodlands
- Green setting with plants that soften almost every built form
- Consistency of details within each dwelling cluster
- Consistency of materials within each cluster
- Consistency of colour palette across the whole area – browns, buffs, black (rainwater goods and frames).

Main elements of Green Infrastructure

- Back-drop of trees and woodland
- Green setting of buildings and strongly planted streets and car parking areas
- Central open space alongside water course
- Connected open wedge of woodland and green space alongside the water course and ponds.

Character Area 6 - Caird Avenue



The west side: mature trees and additional planting, gardens, verges, boundaries clothed in greenery, hedges and small pockets of lawn throughout; a living green environment.



Green spine and stream running through the valley bottom.

East of the stream: dramatic use of topography, retained and replenished tree stock, notably pine and oak. Dwellings have consistently wide eaves and brown roofs, black guttering, similar window shape and consistent rich earthy brick colours. Dormers and porches follow the directions of roof slope but add to the variety of the whole through pitch. Variety in shape gives each house an individualism whilst retaining its contribution to the overall sense of place.



To town centre

Cosy cluster of similarly featured dwellings: bungalows, chalet and two-storey - connected to complete the footpath network and tie into Newlands Road and linking to the town centre. Scale and set back are vital here alongside the consistency of feature, colour and materials.



Terraced blocks (around 30 years old) arranged around parking courts.



To Christchurch

To Lymington

Supermarket cut back into the natural topography with a woodland strip and associated path precariously balanced above the main building - an important link for local people.

Provision of appropriate landscape framework for new housing and employment development.

Road enclosed by shelter belt of trees and hedgerow.

Tree group shelters and screens the industrial area.



| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The Caird Avenue Character Area Guidance

4.6.4 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the Caird Avenue area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Caird Avenue guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | Generally varied in this area |
| Building line | Generally varied in this area |
| Build-up of building line | The gaps between buildings are vital and views of sky, trees or the wider setting of the place through gaps should be retained. |
| Set back | Important to respect this here. |
| Front boundary | Open plan small gardens are a feature. These should be planted up to soften and disguise parking areas. |
| Building format | Where consistency exists, adhere to the building format, roof shapes and structural elements already existing. |
| LANDSCAPE | |
| Topography | Particularly important in this area. Work with the landform. On steep sites, split floor slabs and/or half storeys one side can add to drama and provide subtle car parking solutions. |
| Ground water availability | |
| Green Infrastructure | Woodland, hedges, and garden groups are linked along watercourses and paths. The central spine of open space is important and must be retained. Woodland pockets and stream banks should be managed for ecological as well as aesthetic benefit. Riparian herbaceous planting should be promoted. Woodland under-storey should be promoted through coppicing and removal of invasive exotics. |
| Access points | Cul-de-sacs off Caird Avenue - encourage planting of all routes with shrubs and trees to contribute to the wide green corridor of Caird Avenue. |
| Trees | Trees should be retain where possible and add to the backdrop of woodlands using especially oak and pine. |
| Green setting for built | Green settings should be retained and added to with |

| Elements of character and identity | Caird Avenue guidance and comments |
|---|--|
| development. | structured planting, as these add to the backdrop of trees and woodlands and soften buildings. . |
| Gardens | Retain and add to the overlying fabric of small but well stocked and varied gardens. |
| SCALE (proportion) | |
| Massing | Look for consistency within groups of dwellings. Insertions and extensions should respect the average mass within any given group. |
| Key dimensions | Be guided by relatively close buildings. |
| Spatial setting | |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | Patterns and consistency is particularly important here amongst groups of similar features and details. |
| Locally significant buildings and structures | As marked on character area map. |
| Materials | Adhere to the consistency of materials within each cluster. Adhere to the consistency of colour palette across the whole area – browns, buffs, black (rainwater goods and frames). For new groups of buildings create a consistent limited palette of materials and generally within the colour range seen in the area as a whole. |
| DENSITY | |
| Site coverage (intensity of built form) | Adequate space should be allowed to provide or perpetuate the softening effect of planting on buildings, structures and hard surfacing. |
| Density | In the northern part of this area, typical densities of housing should not be exceeded. |

Character Area 7: Becton Bunny Valley



Cottage on a rural lane



Well-mannered dwellings respect their setting

Overview of character and distinctiveness

- 4.7.1** The Becton Bunny is a stream running through a small valley with trees along much of its length. The character area 'Becton Bunny Valley' is wider and consists of the westernmost side of Barton on Sea, from the Barton Court Avenue corridor west to the countryside. It is distinct from other parts of Barton because of its topography, its trees and its variety of domestic architecture. Several sections of road have been in existence ever since the 1870s when the area was characterised by small parliamentary enclosures on coastal plain estates and only very sparsely settled. Green Lane, Becton Lane, Barton Common Lane, Milford Road and the lower end of Dilly Lane are all mapped from that era, with Farm Lane North and the rest of Dilly Lane being evident as tracks by the time the area was mapped at the turn of last century.
- 4.7.2** The informal road edges, verges, remnant hedgerows, banks, trees and even gorse shrub still characterise these lanes, giving the experience of a more rural past. Nowadays they are also characterised by a great variety of architecture on either side and a predominance of greenery into which buildings are set.
- 4.7.3** Highlands Road, Gore Road and Barton Common Road were added around the turn of last century but speculative development didn't really get going until well into the twentieth century and occurred along these lanes and latterly Chestnut Avenue and Uplands Avenue which were built to allow further speculative suburban house building on a more urban, grid like layout. The east of the area between Green Lane and Barton Common would have retained its rural atmosphere with dwellings filling up the spaces only gradually, while a line of villas in extensive plots was built

to enjoy the views across Barton Common and the Golf Course to the Needles Rocks across the Solent.

- 4.7.4 The connected grid layout expanded to fill up all but a few fields in the second half of the twentieth century, characterised by bungalows but it is the way the whole layout is overlaid upon the existing topography with some longer views across garden landscapes, that gives the west side of this area its distinctiveness.
- 4.7.5 More recently, areas of cul-de-sac development have filled in remaining fields. These cul-de-sac developments have fairly distinct characters of their own appearing, each with a consistent architectural style, limited palette of materials and are well planted to set each cluster of similar dwellings into a landscape setting.
- 4.7.6 The Becton Bunny Valley character area is interspersed with mature woodland trees and occasional larger houses, many of which are of particular architectural quality. Lanes are often without pavements and occasionally with remnant field boundary vegetation and embankment. Newer roads have green verges, often with avenue trees or other well-kept planting. The topography dips steeply down to the bunny (a stream which runs north to south near the western edge of the area and turns eastward before meeting the sea. To the east of the area, key routes are defined by heavy shading trees, shrub or hedged frontages and a largely rural edge. From the framed sea views looking south from Barton Common Road, to the intimate wooded shade of Barton Common Lane; from the well-kept and colourful gardens of Farm Lane South to the strong tree lines of Chestnut Avenue, Becton Bunny Valley has a varied and delightful suburban townscape that is clearly borne of its underlying landscape while also relying on well considered building design and immaculately kept garden and landscape infrastructure for its distinctiveness.

(See also Appendix 3: New Milton Town Design Statement Section 2. 6)

Key defining elements that can positively inform new development proposals

- Gardens
- Feature forest size trees
- Occasional architectural highlights set amongst well-mannered streets of similar dwellings
- Remnant rural lanes
- Strong landscape structure of tree lines, rear garden groups, wide front garden margins and some woodland stands
- Topography and wider views

- The common

Main elements of Green Infrastructure

- The stream valley and associated tree lines
- Retained field boundary tree lines
- Lane edges of trees, occasional field hedge remnants, banks and informal verges
- Open spaces including Barton Common, the space north of Chestnut Avenue and the school playing fields.
- Woodland strips and woodland groups
- Avenues
- Garden 'islands' where strips of trees and larger shrubs and hedges are created especially in longer garden areas
- Deep margins of front garden space

Character Area 7 - Becton Bunny Valley



Connected grid layout: a distinctive pattern of well mannered and maintained dwellings. These set typical spatial setting, proportions, massing and scale. Orange shaded examples especially inform the understanding of underlying character for this area.



Long Meadow and associated woods and green banks of the stream are an important remnant of the common land and an important green wedge into the built-up area. Largely managed for informal recreation, it has potential to be managed to promote greater wildlife benefits.



More recent areas of cul-de-sac development - each have fairly distinct characters of their own appearing, each with a consistent architectural style, limited palette of materials and well planted to set each cluster of similar dwellings into a landscape setting.



One of a line of villas in extensive plots built to enjoy the views across Barton Common and the golf course to the Needles rocks across the Solent.

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important buildings, building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

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The Becton Bunny Valley Character Area Guidance

4.7.7 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the Becton Bunny Valley area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Becton Bunny Valley guidance and comments |
|--|--|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | Retain taller planting on edges of plots. |
| Building line | Some of these streets hold a strong building line. Where this is the case, the strong spatial definition of the street, and the garden's place in the streetscape is vulnerable to changes in building line. |
| Build up of building line | Maintaining gaps between buildings is important throughout the area. |
| Set back | Particularly important in cul-de-sacs (1970s onwards). |
| Front boundary | |
| Building format | Consistency is often key in both bungalow and recent developments. |
| LANDSCAPE | |
| Topography | Make good use of the land form, do not obscure longer views over lower slopes. |
| Ground water availability | |
| Green Infrastructure | <p>Particularly important along the Bunny and Common. Failure to manage the landscape or insensitive development can destroy the wider ecological benefit of such features as, wood and scrub land, the Bunny itself, hedges, tree groups and spaces in association with these. Management techniques and proposals should retain and enhance the wildlife potential of such links through the use of native plants, regular pruning traditional hedge management techniques and tree replacement with native forest stock where age and disease may lose specimens.</p> <p>Trees that line the Bunny and the bottom of the valley where many gardens contribute to a linked landscape feature will need particular consideration.</p> |
| Access points | Loss of street trees and verges, for access or street and traffic management will irrevocably deplete the |

| Elements of character and identity | Becton Bunny Valley guidance and comments |
|---|---|
| | distinctiveness of this area particularly those in older lanes and avenues |
| Trees | Retain and manage forest species trees for their health and longevity. Where losses occur, replace with native New Forest species. |
| Green setting for built development | 'Greenness' is key to this area's distinctiveness. |
| Gardens | |
| SCALE (proportion) | |
| Massing | |
| Key dimensions | |
| Spatial setting | |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | Consistency is often key, especially in bungalow areas and recent developments (1970s onwards), allowing architectural 'highlights' to stand out. |
| Locally significant buildings and structures | As marked on key map |
| Materials | Materials: In such areas as the cul-de-sac dwelling groups, where uniformity and limited variety are important to the character, a replacement of materials or a new build in different material can destroy that clarity of character. Choice of materials should reflect the original materials of typical nearby dwellings. Designs should add to the integrity of clusters of similar dwellings through matching colour and texture choices in materials. |
| DENSITY | |
| Site coverage (intensity of built form) | |
| Density | |

Character Area 8: Barton Sea-Front



Barton on Sea – cliffs and beaches



Spacious and open sea-front development

Overview of character and distinctiveness

- 4.8.1** Views of the sea and to the Isle of Wight, and the wide open cliff-top green space in front of a varied line of residential buildings characterise this area. Wide road carriageway, verges and deep front gardens add to the sense of space which is dominated by the open green cliff-top plateau. The grassed plateau is public open space and mostly of benefit for walking, sitting and peaceful enjoyment although more active uses such as kite flying and hang-gliding link to typical use of the beach.
- 4.8.2** There is a central focus on the sea front with café/shop. Historically, development on the coast at Barton started in Victorian times with visitors being attracted to the coast to stay at Barton Court Hotel and by Edwardian times also enjoying the golf course. By 1909, Marine Drive was laid out and the land along it divided into a number of wide plots to accommodate speculative development of further holiday accommodation. There is only one obvious architectural remnant of the Victorian hotel being the wall and gate pier. However, the layout of roads and division of plots (as is so often the case) still determines much of the character of this area. Further subdivision of plots brought not only flatted accommodation but some larger houses during the interwar period. Some of the wider plots remain with wide flatted buildings of various types. Close to the mid-point of this area, there are several taller buildings of up to five storeys, but this is not continued along the sea front and many buildings lie low at two to three storey.
- 4.8.3** The eastern and western ends of the building line have been built with a more domestic scale and increasingly these have been replaced by larger flatted residences. There is a distinct 'end stop' where the skyline rises to

a 3-storey landmark at 'Greenside Court' before the golf course. It is a consequence of the attractiveness of the place and openness of the landscape that has invited such architecture and this together with several other examples from both the inter-war periods and more recently, exhibit a fine variety of well-crafted examples of former styles or bespoke domestic design. Sadly, though many of the buildings that line the shore have undergone such radical changes that often their architectural integrity is lost behind a plethora of add-ons. Designers of some replacement buildings have often failed to provide the same quality of architecture as that from the bygone era.

(See also Appendix 3: New Milton Town Design Statement Section 2. 5)

Key defining elements that can positively inform new development proposals

- Openness of frontage, spaciousness, views and skyline
- Consistent building lines
- Consistent boundary heights,
- Consistent eaves and ridge heights
- Form of building mass, height and the building line
- Deep fronted garden margin
- Wide green verge, uninterrupted by cars
- Variety of architecture

Main elements of Green Infrastructure

- Open grassed cliff-top plateau and grass verge
- Shoreline scrub and characteristic wind pruned trees
- Deep garden margin
- Occasional landmark trees

Character Area 8 - Barton Sea Front



Occasionally taller buildings are situated near the central arrival point.



Distinct 'stop end' where the skyline rises to a three-storey landmark at Greenside Court.



Domestic scale, massing and rhythms along the street. Eaves lines, set back and hipped roof forms are typical examples which inform an understanding of the underlying character of the area.



Central focus to the sea front - low-key activity includes cafe, shop, toilets.



The only obvious architectural remnant of the Victorian Hotel is this wall and gate pier.



Views toward Needles rocks

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Large, single mass, flatted blocks |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The Barton Sea Front Character Area Guidance

4.8.4 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the Barton Sea Front area. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Barton Sea Front guidance and comments |
|--|--|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | Amalgamation of plot widths would harm the character and are unacceptable. (21-22m is typical) |
| Building line | No built form should appear forward of the common building line. |
| Build up of building line | Build up should be between 60-72% as calculated from the existing buildings shown on the character area plan, that represent the underlying cherished character. |
| Set back | |
| Front boundary | Particularly important here to respect typical heights. Low boundaries are typical. Materials should be considered firstly in the context of the wider street and only then if appropriate, a match to the proposed building can be considered. Gateways/entrances should be narrow and can offer a subtle tie-in to the proposed building design. |
| Building format | Variety can allow quality bespoke architecture. |
| LANDSCAPE | |
| Topography | |
| Ground water availability | Particularly important here for grass areas and hedges. |
| Green Infrastructure | |
| Access points | |
| Trees | |
| Green setting for built development | The garden margin along the front contributes to the green nature of the space. Excessive turnover to hard standing or gravels will incrementally reduce the quality of the place. |
| Gardens | |
| SCALE (proportion) | |
| Massing | Contextually appropriate massing can be derived from the |

| Elements of character and identity | Barton Sea Front guidance and comments |
|--|---|
| <p>New buildings that are of much greater volume than the typical built form for the area will appear out of proportion within the street scene.</p> | <p>older buildings that have retained their integrity. Anomalies and obviously larger buildings need to be ignored. Where additional floorspace is planned, be honest with the mass, using simple uncomplicated forms. Articulation needs to have real purpose. Visual devices such as material changes, enriched detailing may be considered only with care. Overcomplicated roof forms with multiple hips and dormer arrangements will appear incongruous in the wider context. This space and the plot widths can accommodate fairly massive buildings but the openness will expose change and constant variety as fussiness.</p> <p>Whilst building form might herald the streets that lead inland, the integrity of the row is paramount and additional size and massing on corners will not be welcome.</p> |
| <p>Key dimensions</p> | <p>Eaves Heights: to the west and east ends of this area, eaves heights are fairly consistent amongst the two storey buildings, new building, alterations or extensions that deviate from this, harm the street's distinctiveness. Storey heights should remain consistent along the row. Ridge heights are less rigidly uniform but care is needed not to create poorly proportioned roofs simply to disguise third storey accommodation.</p> |
| <p>Spatial setting</p> | <p>Buildings should not over-dominate their setting; having wide gaps in the building line will help this.</p> |
| <p>APPEARANCE</p> | |
| <p>Rhythms, patterns and consistency in features and detail</p> | <p>The integrity of individual buildings (or small groups of buildings) should be kept.</p> |
| <p>Locally significant buildings and structures</p> | <p>This is a showpiece street. Visitors to the seaside see this more than any other street. Buildings along this route should aspire to be well designed individual pieces of quality architecture within the parameters set. A number of the existing buildings are just this and should retain their integrity.</p> |
| <p>Materials</p> | |
| <p>DENSITY</p> | |
| <p>Site coverage (intensity of built form)</p> | |
| <p>Density</p> | <p>Loss of front garden to hard standing and additional width to entrances should be avoided if converting plots to higher density.</p> |

Character Area 9: Barton Gardens



Typical bungalow development

Overview of character and distinctiveness

- 4.9.1 Barton Gardens doesn't have the strong underlying landscape that the Becton Bunny Valley area has to set its distinctiveness. Flat plain laid out as a loose grid network is sometimes difficult to orientate oneself. Much of the area is characterised by hip roofed bungalows, wide streets with verges and front gardens for every passer-by to admire across low walls or fences. However, bungalows are by no means the whole story - there are areas of large houses, purpose built flats, various chalet dwellings and even terraced streets and more rural cottages. For large areas, the consistency of bungalow forms is important.
- 4.9.2 When the railway arrived in late 19th century, this flat rural plain held little more than fields. Only Moat Lane, part of Southern Lane and Barton Lane pre-date the railway. The coastguard station on Barton Lane remains but is well hidden behind tall fences and overgrown hedge. Barton Lane retains much of its rural character with an often delightful mixture of 20th century cottages set in gardens behind hedges and the odd picket fence. The lane has a path only on one side allowing hedgerows and some older hedgerow trees to mix with the garden varieties. Moat Lane takes its name presumably from the fort that once sat here. Originally connecting Milton Farm to Barton Farm, this track has been made up to form much of Dilly Lane to which it connected in Victorian times.
- 4.9.3 Little development occurred during the early part of last century despite the laying out of Barton Court Avenue, Moorlands Avenue and Sea Road. The one notable exception is the buildings that started to spring up around the brickworks along Christchurch Road. A row of detached houses span the street from Barton Lane to the then new Sea Road with a distinctive turret on each corner. Behind this row, several rows of

terraced and semi-detached dwellings presumably for brick workers were built, and development of the farmland to the sea was ready to commence in earnest. By the late 1930s, the area closest to the sea from Carlton Avenue in the west across to Barton Court Avenue in the east and as far back from the coast as Fairfield road and Seaward Avenue was developed. These streets are often lined with pollarded limes which together with a varied collection of larger inter-war houses and green verges, give these streets a mature suburban atmosphere that has little to do with the sea and more to do with the gardens and architecture of the houses. It is the occasional specimen of pine that catches the eye and starts to set an area wide distinctiveness. The remaining fields were being laid out for development by the end of the war. Much of the remaining area now contains bungalow development with quiet gardens. Centred around Keyworth Avenue, this form of development has mostly hipped roof forming a distinctive skyline. The impression is one of open skies, and a garden dominated landscape where consistency and simplicity of built forms are set within continuous ribbons of garden. This form of development eventually gives way, along Chiltern Drive to a more recent bungalow development. Set behind open plan gardens with much shallower roofs, there is a real atmosphere of being near the sea-side in this area.

- 4.9.4 Older areas especially around the original lanes mentioned above have some delightful dwellings wherever their integrity of form and well-crafted detail is not lost to overbearing dormers, re-cladding or unsympathetic extension and roof refurbishments. The pretty mansard cottages on Cliffe Road, the old coastguard station, the Post Office in Sea Road - with little details such as tile window heads, brickwork quoins and corbelled eaves on the humblest of dwellings - all add an overall fascination to a walk around Barton. Such things should be cherished. However, it is the well-kept, colourful gardens in this area that are the most distinctive characteristic of this area. These are cherished and there are very few gardens here left are unkempt.

(See also Appendix 3: New Milton Town Design Statement Section 2. 5)

Key defining elements that can positively inform new development

- Consistent set back creating a margin of garden to almost every street; well stocked and maintained front gardens;
- Low frontage enclosure;
- Mown grass road verges;
- Occasional pine trees;
- Consistency of street rhythms, building lines, gaps between buildings, eaves heights and roof forms in bungalow area - predominantly uninterrupted hipped simple roofs and simple building forms.

- Peaceful green internal spaces to the blocks;
- Consistent urban grain of separate units of similar footprint laid out in a clear perimeter; block structure.
- Underlying retained lanes – their rural characteristics
- Occasional special buildings.

Main elements of Green Infrastructure

- Lane edges of trees, occasional field hedge remnants, banks and informal verges
- Avenues
- Garden ‘islands’ where strips of trees and larger shrubs and hedges are created especially in longer garden areas.
- Deep margins of front garden space
- Mown grass road verges
- Occasional pine trees

Character Area 9 - Barton Gardens



Typical bungalow development: mostly hipped roofs forming a distinctive skyline. Open skies, and a garden dominated landscape where consistency and simplicity of built forms are set within continuous ribbons of gardens.



Moat Lane, site of fort: originally connecting Milton Farm to Barton Farm, this track has been made up to form much of Dilly Lane to which it connected in Victorian times.



One of the distinctive turrets



Turn of, or early 20th century terraced and semi-detached red brick dwellings, probably built-up around an earlier brickworks.

Barton Lane retains much of its rural character with an often delightful mixture of cottages set in gardens behind hedges and the odd picket fence, hedgerow and some older hedgerow trees.



The old coastguard cottages



Mansard cottages



Art Deco post office building



More recent set of bungalows: open plan gardens with much shallower roofs, and extreme openness of the sky. Peaceful holiday park atmosphere.



Southern and eastern-most areas: mature suburban character that has less to do with the sea and more to do with the gardens and architecture of speculative inter-war houses and the grid iron streets, often lined with pollarded limes and green verges.

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The Barton Gardens Character Area Guidance

4.9.5 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the Barton Gardens area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Barton Gardens guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | |
| Building line | Generally, consistency of building line is important here. |
| Build up of building line | The open gaps between buildings is a strong part of the character here. |
| Set back | |
| Front boundary | While boundary treatments to protect privacy in rear gardens open to view from the street (a particular issue for corner plots) are acceptable, similar treatment of front garden boundaries will undermine the collective contribution that gardens give to this area. |
| Building format | Roof forms are particularly important across the area. Insensitive alterations not only make individual building appear as incongruous but by breaking the consistency and especially invading the skyline, impact on the whole neighbourhood. Badly altered roofs should not set a precedent for future alterations. |
| LANDSCAPE | |
| Topography | |
| Ground water availability | |
| Green Infrastructure | |
| Access points | In implementing the guidance set out in Section 3, when replanting trees, consider using pines as a first choice especially in larger gardens or wider public areas. |
| Trees | Pine trees are characteristic of larger spaces. |
| Green setting for built development | The green setting offered by private gardens is a strong element in this area. |
| Gardens | Perimeter garden blocks are particularly important in bungalow areas. |
| SCALE (proportion) | |

| Elements of character and identity | Barton Gardens guidance and comments |
|---|--|
| Massing | |
| Key dimensions | In bungalow areas, repeat eaves lines and roof slopes. |
| Spatial setting | |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | |
| Locally significant buildings and structures | As shown on the plan. They include those mentioned in the description above. |
| Materials | |
| DENSITY | |
| Site coverage (intensity of built form) | There is a danger among many of the larger properties that extension and additions start to undermine the proportions of a dwelling in a space such that the intensity of building is felt in the quality of the street. If this is repeated in a street, plots begin to look overcrowded. |
| Density | |

Character Area 10: Old Milton



Buildings surrounding the old village green

Overview of character and distinctiveness

- 4.10.1** The old village centre includes the conservation area of Old Milton, the tiny village that lent its name to the overall settlement. In its centre are a pair of triangular spaces at junctions, the village green at the Southern Lane/Christchurch Road junction, and at the Old Milton Road/Christchurch Road junction lies a space that was once the former site for a school, but the space now left has allowed the highway to swell beyond its needs creating a confusing mass of concrete and tarmac. The area includes the road corridor up to and including either side of its junction with Barton Court Avenue – all combined to make up a local commercial centre providing a range of shops and services.
- 4.10.2** Initial impressions are of a poor environment with the remnants of the old village green dominated by traffic. Car parking, service access, street lighting and white lining have shown no sensitivity over the years to the preserved layout or historic and green amenity that this area has to offer.
- 4.10.3** The village green space is contained by several older buildings on two sides, infilled with a few modern interpretations of the forest cottage on the east side. The richly decorative George Inn, on the north side of the green, contrasts with the rural scale and mass of many of the other buildings and spaces. It is something inherently urban in a rustic place. No such architectural quality has been repeated in the area since its construction (1909), instead buildings of similarly incongruous scale, without the quality and delight offered by the George Inn have hybridised this place – part village part urban road corridor. Thus the centre of the old village is now neither well conserved rustic settlement nor the quality urban village that its status might deserve.

- 4.10.4** To the west, the space is poorly defined by buildings and a terrace of flat roofed flats over shops lies back from the street with more tarmac adding to the sea of grey and white lining. Opposite this, the approach to the church is lost - also in a sea of car parking and service areas without much in the way of frontage definition or greenery, so that the delightful church and the amenity of its quiet green setting is secreted away from the village.
- 4.10.5** To the east, some recent replacement building south of the road is of a far more sensitive scale and quality containing a pleasant green. Oak trees and a cedar together with other well laid out greenery are a welcome relief from the dust and traffic but this appears as an ensemble separate from the overriding characteristic of excessive hardness, lost flower beds and ordinariness. The setting for most of the buildings as seen from the public realm and the public realm itself is not only excessively hard but is traffic dominated with roads and streetscape of such an undistinguished nature that the whole impression is of a poor and uninviting environment.
- 4.10.6** Commercial premises or flatted development within broad or bulky buildings extend along the south side of the corridor beyond the old village until they meet the cross road of Barton Court Avenue. Once intended as a gated driveway lined with large villas, the plot divisions here were set in Victorian time and included the four corners of this junction. Proportion and scale offered by the two contrasting building forms to the north of the junction therefore work comfortably with the underlying pattern of the area. Until recently the garage facade on the south east corner also offered a remnant of that scale of building but over the years, land assembly for a garage there and the demolition of further houses in the avenue now threaten this character.
- 4.10.7** Larger buildings tend to intrude upon a rural landscape that for all other areas has matured into pleasant green suburban settlement. Block-like and bland urban building forms and domination by traffic and roads has been diminishing the character of Old Milton for many years.
- 4.10.8** The Old Milton area has the potential to be a jewel, with its green spaces and older buildings. There are opportunities to improve the quality and character of the area through highway redesign, and through redevelopment as and when offered. The key defining elements shown below are those that must now be embraced by all new development if it is not to perpetuate the underlying problem that has so eroded the character of this place.

(See also Appendix 3: New Milton Town Design Statement Section 2.2)

Key defining elements that can positively inform new development proposals

- Presence of older buildings both for their craft and quality detailing and their positioning in the street, often defining the street boundaries, land-marking a corner or defining a key space.
- Domestic scale footprint and massing of buildings.
- Simple uncomplicated roof forms
- Varied set-backs succeed only where they define space for people and amenity rather than invite car parking.
- Two 'village green' triangles

Main elements of Green Infrastructure

- Central village green
- Publicly visible gardens/greenspace
- Views to trees and greenery across the school lands north of the corridor.
- Large trees.

Character Area 10 - Old Milton



Richly decorative George Inn



Highway swollen beyond its needs creating a confusing mass of concrete and tarmac. Landmark tower of glass is highly visible but fails to herald the underlying character of the village centre.



Proportion and scale offered by these two contrasting building forms works comfortably with the underlying pattern of the area.



Opportunity to restore the distinctive quality of this crossroads with a more proportionate building that cements the sense of arrival. Proportion and scale offered by the two contrasting building forms on the north of the junction; property addressing the space created by the buildings around the junction; and respecting the scale suburban rhythms and garden setting of the avenue will be the key elements to lead any design of this site.

Recent higher density residential infill and expansion of the village theme at a domestic scale of footprint or articulation. All accessed off Park Road which retains a sense of its rural origins.

Poor quality street frontage: opportunity for trees or hedge.



Opportunity to improve views to church and green environs.



Urban terrace of flat-roofed flats over shops.



Domestic and rural scale dwellings define the east side of the old village green.

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |
| | Car dominated space - poor pedestrian environment |

The Old Milton Character Area Guidance

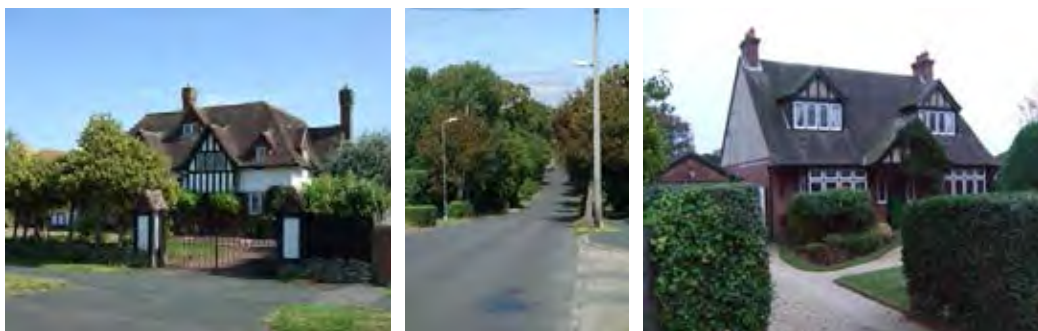
4.10.9 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the Old Milton area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Old Milton guidance and comments |
|--|--|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | Buildings should respond to the typical plot widths and where they cross notional boundaries should be articulated to break down their mass. |
| Building line | Should define the space for people and not be set back for car parking. |
| Build up of building line | Should usually be 90-100% only allowing for gaps to access rear courtyards and routes. |
| Set back | Should vary to offer room for personalisation or street displays only. |
| Front boundary | Low in front of building facades. Green buffer needed where existing spaces are highly visible. High good quality walls where rear yards need security and street needs definition. |
| Building format | Identify and respond to typical vernacular building formats |
| LANDSCAPE | |
| Topography | |
| Ground water availability | Reduce the overall area of hard surface wherever possible. |
| Green Infrastructure | Keep it simple and large scale. Trees, hedges, shrubs, bulbs and grass. Pursue links between the village green and the church. Introduce trees, hedges and grass verge wherever possible along the corridor to create a connected softer character. |
| Access points | Pursue hard landscape removal or improvements to surface materials and details in all areas of the road corridor. |
| Trees | Add to trees stock close to carriageway where possible. |
| Green setting for built | The corridor and the main spaces are the setting. |

| Elements of character and identity | Old Milton guidance and comments |
|--|--|
| development | |
| Gardens | Small areas for personalisation only on fronts. |
| SCALE (proportion) | |
| Massing | Here massing is inconsistent but taking a cue from the older domestic dwellings in the village area which form the underlying character will underpin an already vulnerable distinctiveness. Towards the Avenue Road, refer to those buildings on the north of the junction. |
| Key dimensions | Again use the buildings referred to above and marked on the plan to inform design decisions. |
| Spatial setting | The street or village green spaces are the setting that will help suggest a scale. |
| APPEARANCE | |
| Rhythm, patterns and consistency in features and detail | Features should be small scale and not detract from the overall simplicity of form |
| Locally significant buildings and structures | As marked on key map. Every opportunity should be taken to underpin the status of the area as a village centre. |
| Materials | Red brick should be the dominant facing material. |
| DENSITY | |
| Site coverage (intensity of built form) | Innovative design will enable best use of land. Intense building around the street and spaces is expected. Car parking should be concealed in rear courtyards or an undercroft. |
| Density | |

Character Area 11: Barton Court Avenue



Typical features of Barton Court Avenue

Overview of character and distinctiveness

- 4.11.1 Barton Court Avenue links Barton on Sea with New Milton not just in terms of physical connection but taking its characteristics right through from immediately south of the main shopping street at Station Road to what was once the Victorian sea front at Marine Drive. Its name change to the north of Lymington Road is incidental to its identity as a single character area. Already dotted onto the 1898 map, this street was built around the turn of last century to take Victorian tourists from the new railway station down to the fossil filled cliffs and beach at Barton.
- 4.11.2 This is an avenue street made up of individual dwellings, either large bungalows or more typically suburban villas set back from the pavement which is itself separated from the carriageway by a green verge. The verge is punctuated along its entire length by shrub groups and, more importantly, avenue trees. Some of the villas have been converted or replaced by flatted versions of the same and occasional infill of small house groups has started to erode the distinct and homogenous character of this avenue.
- 4.11.3 It is a green and pleasant walk to the sea. It feels comfortable and safe for pedestrians, cyclists and cars.
- 4.11.4 This area has suffered particular pressures that have started to erode its character including:
- Replacement of individual dwellings proportionate to their settings with oversized flatted blocks which relegate the gardens and settings to mere parking areas and planting only as a means to soften the intrusion.
 - Replacement of individual dwellings and their garden settings with intense groups of houses that no longer offer frontage to the street and the driveways of which intrude upon the pedestrian realm.

- Loss of front garden space to hard surface, such that potential for larger shrubs and trees that would contribute to the streetscape is lost and existing landscape is impoverished.

The following guidance seeks to prevent further deterioration.

(See also Appendix 3: New Milton Town Design Statement Section 2. 5)

Key defining elements that can positively inform new development proposals

- Consistent set back of built form
- Individually designed buildings set within proportionate spatial settings
- Consistent heights in proportion to width of street space
- Rhythms along the street set up by consistent heights of typical buildings, regular gaps and consistent build-up of the building line.
- Avenue trees and verges with limited vehicular cross over points
- Attractively planted front, side and rear gardens

Main elements of Green Infrastructure

- Tree lines
- Garden hedgerows
- Deep front garden margin with trees and taller shrubs
- Verges (including occasional shrubberies).

Character Area 11 - Barton Court Avenue

Flatted blocks are more town centre than characteristic of this avenue. They have respected set back however, and each sits as an individual in a wide green setting so that the domestic scale and green character of the street is retained.

To New Milton town centre



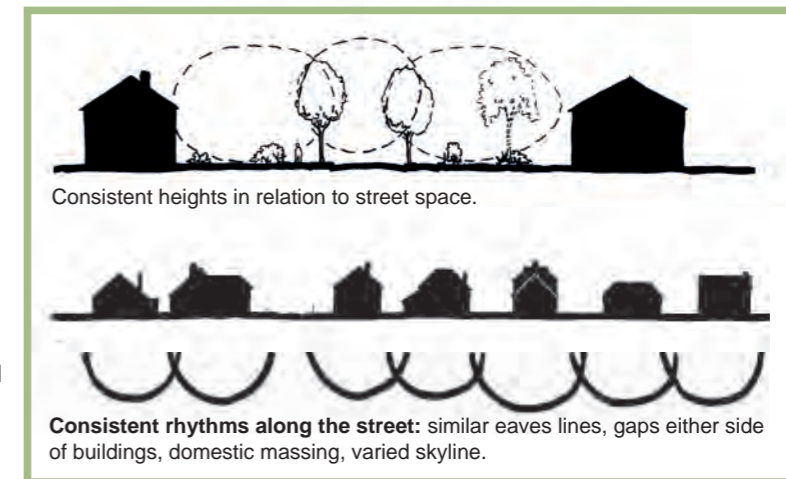
Barton Court Avenue and Barton Court Road have the identity of a single character area. This is an avenue street made up of individual dwellings, either large bungalows or more typically suburban villas set back from the pavement which is itself separated from the carriageway by a green verge. The verge is punctuated along its entire length by shrub groups and, more importantly, avenue trees.

Group of hipped bungalows link the area with that of the South and East New Milton Character Area where bungalows are laid out along avenues behind Barton Court Road.

Mixed dwellings of varied style create a regular rhythm behind a garden margin to the street and each within a green setting.

Coast road to Old Milton village green and Christchurch

Coast road to Lymington



Typical run of varied building forms and designs within a fairly consistent set of elements of scale and proportion, and especially special setting.

Strong sense of design through the proportion and detail of this bungalow which subtly addresses the corner without pretensions to landmark status.



Recent houses and flats (while pleasant enough in themselves) break with the character by backing onto Highlands Road rather than facing it, and by over-intensification of building in proportion to spatial setting.

Typical run of distinctive dwellings: including bungalow, chalet and two-storey dwelling house. These exhibit ideal proportion of building footprint and massing as against green setting. These can inform a keen understanding of the distinctive quality of this avenue.



Proportion and setting allows this house to continue the characteristics of the avenue while addressing the corner. There are no inappropriate pretensions to 'landmark' status.



Stylized 'arts and crafts' type inter-war house exhibits rich detail carried through gate piers, garage and many elements of the dwelling and its roof form. One of many examples of individually designed houses from early C20th to 1970s modern to simple but stylish bungalows, that all offer a sense of interest and delight along the whole avenue.



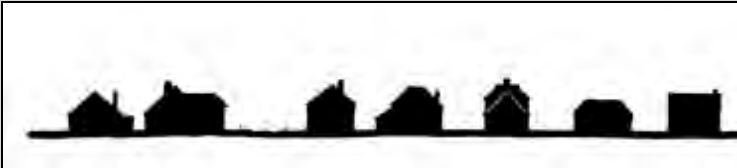
The sea front: what was once the Victorian sea front at Marine Drive

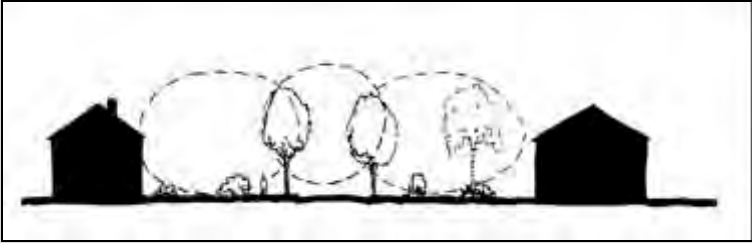
| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The Barton Court Avenue Character Area Guidance

4.11.5 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the Barton Court Avenue area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | Barton Court Avenue guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | These are fairly regular and boundaries which have the potential to allow taller trees and landscape feature to define the plots widths should be retained. |
| Building line | Development should not step forward of that of nearby older buildings. |
| Build up of building line | <p>The gaps between buildings are particularly important here.</p>  <p>Consistent rhythms along this street.</p> |
| Set back | This is fairly consistent and should not be reduced. |
| Front boundary | Many of these are low fences backed by taller hedges, shrubberies. Fences and walls should still not exceed waist height but can be augmented by taller planting. Size and design of gateways should reflect the importance of the building within the streetscape and the materials of the building to which it belongs. |
| Building format | Varied formats will be acceptable provided a green setting dominates. The area should continue as a showpiece for high quality architecture. |
| LANDSCAPE | |
| Topography | |
| Ground water availability | |
| Green Infrastructure | |
| Access points | Loss of street trees and verges including shrub groups, for access or street and traffic management will irrevocably deplete the distinctiveness of this avenue and should be avoided. |

| Elements of character and identity | Barton Court Avenue guidance and comments |
|---|--|
| Trees | Garden trees are important. |
| Green setting for built development | Detached buildings each have a green setting here which together creates a characteristic scale and park like quality. The space into which replacement buildings or extended buildings are set should retain at least 2/3 of its open area for soft landscape. |
| Gardens | |
| SCALE (proportion) | |
| Massing | |
| Key dimensions | Eaves heights are fairly consistent here. New development, infill or extension should match as closely as possible the typical eaves lines of the section of the street into which it is set. |
| Spatial setting | <p>No building should dominate its plot. Reflect site coverage of older buildings typical in the area.</p>  <p>Buildings enclose the street space</p> |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | Rhythms and patterns in the skyline are important along this key approach to the coast. Oversized roof shapes or loss of comfortable proportion and clean simple roof forms, through inappropriate dormer additions are both likely to spoil the skyline. Designs should respect the existing skyline in terms of roof designs, chimney proportions and dormers. |
| Locally significant buildings and structures | This is a showpiece avenue. The key link from town to seaside. Buildings along this route should aspire to be well designed individual pieces of quality architecture within the parameters set. A number of the existing buildings are just this and should retain their integrity. |
| Materials | |
| DENSITY | |
| Site coverage (intensity of built form) | Greater intensity of built form and hard landscape can spoil the balance of soft greenery and spaciousness (see spatial setting above) and as a detriment to one of the key defining elements of the street would be discouraged. |
| Density | Pressure for car parking space can have a detrimental impact here. |

Character Area 12: West Garden (The Pinetum)



Houses in cul-de-sacs set against a back-drop of pine trees

Overview of character and distinctiveness

4.12.1 The West Garden area consists of two distinct halves. The west is a simple row of mobile units laid out as though it were a street of bungalows, each one personalised with small garden space and off street parking space. Gables face the street in uniform regularity, with a strong building line.

4.12.2 The more extensive area is quite distinct from the rest of West Barton. Probably part of the Chewton Glen grounds until earlier last century, the edges have been planted out with pine trees for around sixty to eighty years. This neighbourhood has a variety of bungalows and two storey houses laid out at various angles around a cul-de-sac road network, offering various sizes and shapes of dwelling, front garden and small verge remnants. Built in various small groups of similar type, while there are clearly some repeated elements in the forms there is variety in abundance. Without the distinctive backdrop of mature Monterey Pines and the green spaces and pathways under and around them, this variety could have created an anonymity and uncomfortable boundlessness. However, the result is a pleasant cluster of dwellings offering variety of views but enclosed and nestled into a grander and older landscape setting.

(See also Appendix 3: New Milton Town Design Statement Section 2. 5)

Key defining elements that can positively inform new development proposals

- Pine trees
- Shared or public green spaces
- Encircling footpath link

- Variety in built form
- Cumulative effect of front gardens on the streetscapes
- Uniformity and low rise avenue in mobile home section.

Main element of Green Infrastructure

- Pine trees
- Other public green space
- Front gardens

Character Area 12 - West Garden (The Pinetum)



Simple row of mobile units laid out as a street of bungalows, each one personalised with small garden space and off-street parking space. Gables face the street in uniform regularity - a strong building line



Small groups of similar type bungalows or houses laid out around a cul-de-sac road network.



To Old Milton, the town centre and Lymington

To Christchurch

Green road corridor as the coast road starts to wind down into the river valley to the west. Trees peter out to the east, which is hedge and verge lined with open green spaces - fields and school ground to the north side and older dwellings along the south side giving way to a hedge lined built up area of Barton before approaching the old village.



| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The West Garden (Pinetum) Character Area Guidance

4.12.3 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the West Garden (Pinetum) area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | West Garden (The Pinetum) guidance and comments |
|--|--|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | This is varied. The mobile dwellings have regular plot widths that should be retained unless the whole of that area was to be redeveloped. |
| Building line | This only applies to the mobile dwellings. Building should not be permitted forward of this line. |
| Build up of building line | With the exception of the mobile dwellings there is not really a building line. However, across the whole area the gaps are vital. It is these that allow the pines and a varied skyline to act as a backdrop, giving the area its distinctiveness. There is a danger that infill or side extension could reduce or even remove these gaps. Side extensions should be designed as subservient forms to the main building and avoid obscuring the gaps between buildings. |
| Set back | Within the Pinetum neighbourhood this is important since building lines are not strongly evident. Look at building heights in proportion to whatever the space contained by building frontages is. |
| Front boundary | The area is either open plan or utilizes low picket fences or hedges. Boundary walls and fences should not normally be introduced. Where they are needed, they should not exceed 1m in height. |
| Building format | Comfortable proportion can be reduced if clean simple roof forms are ignored in introducing dormer additions. |
| LANDSCAPE | |
| Topography | |
| Ground water availability | Alteration of ground water availability through hardening of surfaces would reduce or cause to fail, existing or potential planting including the mature pines. |
| Green Infrastructure | The path and linked space around the south and east of the area are fundamental. Care should be taken with boundaries to ensure that it remains a pleasant and inviting route and a green amenity. |

| Elements of character and identity | West Garden (The Pinetum) guidance and comments |
|---|---|
| Access points | |
| Trees | The identity of the area would be significantly impoverished if loss of tree groups, lines or individuals through age, management failure or development was allowed. Retain and manage forest species trees for their health and longevity. Where losses occur, replace with similar species (pine where possible or native New Forest species). |
| Green setting for built development | |
| Gardens | |
| SCALE (proportion) | |
| Massing | |
| Key dimensions | |
| Spatial setting | |
| APPEARANCE | |
| Rhythms, patterns and consistency in features and detail | Extensions or additional features should not seek to add undue variety but reflect regular or repeated elements. |
| Locally significant buildings and structures | As marked on key map |
| Materials | In such areas as these cul-de-sac dwelling groups, where excessive variety threatens the character, a replacement of materials or an element of new build in yet another different material will further erode the clarity of character. Designs should add to the integrity of clusters of dwellings through matching colour and texture choices in materials. |
| DENSITY | |
| Site coverage (intensity of built form) | Greater intensity of built form and hard landscape would spoil the balance of soft greenery and spaciousness and as a detriment to one of the key defining elements of the street would be discouraged. |
| Density | |

Character Area 13: West Town



Landmark buildings within the 'West Town' area

Overview of character and distinctiveness

- 4.13.1** The West Town area is an area of suburban expansion to the west of the town centre. It is a residential area almost entirely of detached or semi-detached houses, developed in the early part of last century. Hobart and Compton Roads for instance were laid out as uniform plots of 27' or 30' width with a given building line in 1907. Unlike Whitefield Road, relatively few of these plots have been redeveloped. The building lines are still largely evident as are most of the plot divisions. These give the streets a rhythm, the buildings a setting and a comfortable human scale space between built lines. Rear garden 'islands' of greenery together with some incidental street spaces and front gardens, contain several large mature trees. Of particular note are the big pines which form a strong backdrop and mini landmarks to find one's way about. Underlying the typical plot layout is a footpath route which connected up the old Gore Farm, which still nestles amongst the trees on Gore Road, with the station. The route is somewhat deflected now but gives Albert Road its shape and perhaps accounts for the delightful juxtaposition of built forms which create a pinch point and landmark at the corner, with a variety in form and richness of detail adding to the effect.
- 4.13.2** There are three areas where distinct sets of similar dwellings create their own identity within the wider neighbourhood. The first to have been built is the cul-de-sac at Peckham Avenue. The buildings are all of similar rendered finish with characteristic gables under steeply pitched roofs, and are varied only by colour which gives a hint of the seaside. Beautifully proportioned, these simple forms rely upon gardens to offer up variety and further decoration. Milton Meads has a similar off the peg code but these

are somewhat more ubiquitous. Further from the town there are areas which feel at once less urban and with wide streets, verges and deep gardens which offer opportunity for a very verdant sylvan setting – one which has not really been taken advantage of over the years leaving rather sterile road verges.

(See also Appendix 3: New Milton Town Design Statement Section 2. 2)

Key defining elements that can positively inform new development proposals

- Presence of older buildings sometimes built with craftsmanship and quality detailing and their positioning in the street, occasionally land-marking a corner.
- Strong building lines
- Strong garden setting for most buildings
- Rhythms along most streets created by plot divisions and an articulated skyline
- Large pine trees
- Gore Farm

Main elements of Green Infrastructure

- Large garden trees (especially the larger pines and oaks) amongst the older suburban streets.
- Hedges
- School green space and churchyard

Character Area 13 - West Town



Built forms create a pinchpoint and landmark at the corner where variety in form and richness of detail add to the effect.

Big pines which form a strong backdrop and provide landmarks to find one's way around.

Little Gore Farm: house nestled amongst the trees on Gore Road.

Gore Farm: preserved but partially hidden as part of newer residence.



Distinctive set of similar dwellings create identity within the wider neighbourhood at Milton Meads. Wide verges, deep front gardens offer opportunity for tree planting and greater green setting for the buildings.

The street picks up a path at its southern end leading down through the church lane to the old village centre.



Remnant of the rural past. A single older forest cottage, its cat-slide roof form, retained window proportions and its position against the street is significant in the street scene.



Individually sold plots hold a variety of similar massed dwellings within proportionate settings. Some designs are repeated but mostly there is variety in form and style with a consistency in mass, set back and front boundaries. Shaded plots display typical characteristics that can inform an understanding of the distinctiveness of the area.



Cul-de-sac at Peckham Avenue where distinct sets of similar dwellings create their own identity within the wider neighbourhood. All of similarly rendered finish with characteristic gables under steeply pitched roofs. They vary only by colour. Beautifully proportioned, these simple forms with modest detailing rely upon gardens to offer up variety and further decoration. The original pairs are marked, later bungalow infill picks up some of their character.

To New Milton town centre

Courtyard group of 21st century dwellings.



Hobart and Compton Roads originally sold as uniform plots 27' or 30' wide with a given building line in 1907. Building line and rhythms of plot divisions are distinct and together with fairly consistent building scale and setting are generally defining elements here.

Rhythms along streets created by plot divisions and an articulated skyline.

| | |
|--|---|
| | Conservation area boundary |
| | Larger garden spaces or groups of tranquil garden space |
| | Planned cul-de-sac groups of houses |
| | Planned connected type street layouts |
| | Listed buildings |
| | Important building groups and street frontages |
| | Older pre-car lanes and streets |
| | Avenues |
| | Important trees/tree groups |
| | Important open green space |
| | Key features or buildings (lamp; wall; bldg) |
| | Important views, vistas |
| | Pedestrian links |
| | Water |

The West Town Character Area Guidance

4.13.3 The following guidance illustrates how new development may be achieved in a way that maintains and enhances the character and distinctiveness of the West Town area of New Milton. It identifies how any new development should be designed to respond to its context and the key defining features of this area. In places, the right hand column is blank indicating that there is no additional area-specific guidance. The relevant headings in the left hand 'elements' column have been intentionally left in as a reminder to refer back to the earlier 'whole town' guidance.

This guidance supplements that already set out in Section 3.

| Elements of character and identity | West Town guidance and comments |
|--|---|
| LAYOUT – Pattern and arrangement of street blocks and plots (urban structure and urban grain) | |
| Plot width | Most streets here have regular plot widths |
| Building line | Most streets here have a clear building line |
| Build up of building line | This is important for the green setting of most building here and should not be increased. |
| Set back | On some roads this is great enough to allow tree planting to improve the character and quality of the area. |
| Front boundary | Raising boundary fences above waist height would be considerable detriment to most of these streets. |
| Building format | Format is varied with mostly hipped roofs with exceptions noted above. |
| LANDSCAPE | |
| Topography | Slight rise from south to north |
| Ground water availability | With gardens so important, incremental changes would deplete character. |
| Green Infrastructure | School and churchyard could ensure management for wildlife diversity. |
| Access points | |
| Trees | As noted on the plan |
| Green setting for built development | Each individual plot relies upon a green setting to contribute to the wider character of the area. |
| Gardens | Frontages are important in most street scenes here and back garden 'islands' are marked on the plan. |
| SCALE (proportion) | |
| Massing | This is varied but within fairly consistent limits. It would not be appropriate to repeat the changes in massing seen on Whitefield Road and the lower part of Station Road here. |

| Elements of character and identity | West Town guidance and comments |
|--|---|
| Key dimensions | Eaves heights will be particularly important |
| Spatial setting | A strong one of the key defining elements |
| APPEARANCE | |
| Rhythm, patterns and consistency in features and detail | Three areas above are noted as having such consistency. All areas benefit from rhythms in skyline as part of their distinctiveness. |
| Locally significant buildings and structures | Some particularly distinctive buildings are marked. There are two listed buildings as part of the old farm. |
| Materials | |
| DENSITY | |
| Site coverage (intensity of built form) | |
| Density | Any insertion between plots is likely to undermine characteristic setting and rhythm. Any simple conversion to flats will put pressure on the garden spaces which are so important to the area. |

Appendix 1: Townscape types

The 'townscape character' types of residential developments found within New Forest District's main settlements are described briefly below. These were used to inform the identification of the character areas within New Milton and should be read in association with the general design advice in Section 3 and the individual Character Area Guidance in Section 4.

Remnant of Early Settlement:

Historic settlement; vernacular buildings and street patterns exist as evidence of early organised settlement.

Isolated Farmstead:

Farm groups; farmhouse and related farm buildings dating from 17C or 18C. Probably associated with a country estate or Manor originally but often becoming independent following the fragmentation of manorial land.

The Farm group will vary in original pattern, subsequent evolution and then the survival of individual buildings with the present form resulting from a protracted process of piecemeal addition followed by absorption into the urban landscape.

18th Country Estate:

Principal house, home farm and other associated buildings together with a designed landscape.

The Classical, Urban House:

Mid-17th Century to mid-19th Century property in a variety of guises throughout the period but characteristically displaying symmetry, vertical windows and the use of classical details particularly mouldings but also in ironwork to boundary railings and balconies.

Dwellings in urban areas are evident in the form of repeated buildings of the same or similar form resulting typically in the "Georgian Terrace" marked by the typical characteristics identified above with brick or/and stucco façades. This type sets up a strong rhythm along a street and will dominate the immediate area. Buildings tend to be set just back from the pavement with a narrow frontage set behind railings or low walls with railings.

Individual buildings are found, typically as former "Merchants Houses" or early civic buildings in the commercial core of a historic urban settlement. The majority will now have a commercial use, at least at ground floor, with upper storeys being sub let as flats or having a less intensive, storage use or indeed in a number of cases being left empty. Buildings are with few exceptions set at the back edge of the pavement.

Mid-19th Century Victorian “Workers House”:

Usually terraces or semi-detached two-storey “redbrick” dwellings either at back edge of pavement or street or with small front gardens enclosed by strong boundary of low, brick wall or low, brick wall with cast iron railings on top.

The buildings themselves were often quite plain with simple facades and little decoration and almost always constructed in red brick in contrast to the earlier stucco and highly decorative brickwork of grander Victorian houses.

Late 19th Century Victorian/Edwardian/Arts and Crafts Suburban Speculative:

The first suburban development type of large, individual dwellings built in generous plots of land set out in a planned manner on a grid of generous roads often avenues with street trees. The buildings sit within their gardens, not specifically addressing the street, with pedestrian gate and often the later addition of vehicular access, manoeuvring space and 20C garage. Architecturally these houses exhibit characteristics to the “High Victorian” with enriched detail and asymmetry of form both in the overall shape of the house and in the smaller parts of them. Bay windows in varying form are a distinctive feature with corner bays topped with a steeple roof being a common feature that is evident in the translation of the style into the urban terraced housing of this period where it is found at street corners for emphasis. Rooflines are broken by gables and have steep roof pitches, 60° being normal in the larger, more prosperous houses.

Forest Cottage:

A small, rural dwelling linked to a smallholding or commoning rights. These span a number of periods and vary in appearance according to the period in which they were built. Older surviving examples being of timber frame construction, two or three bays, single storey or single storey plus attic and with commonly thatch to the roof. Subsequent construction sees the introduction of cob walls with a timber roof construction and thatch, tile or slate roofs. The most recent guise and most evident today is the double fronted, central entrance door, two-storey, brick built dwelling with shallow slate roof. Characteristically the dwelling will be surrounded by a collection of simply constructed outbuildings, basic timber frames with tin roofs. These buildings were once isolated smallholdings supporting traditional activity in the Forest but have since the mid 20C become subsumed into the expanding townscape of the settlement.

20th Century - Mass Inter-war/Post-war Suburban:

Housing developed following the example of the “Garden City” movement, and evolving into the “traditional suburban housing” of the interwar and immediately post war years. Detached or semi-detached dwellings, with ample front gardens, set back from but addressing the street rather than the earlier suburban type

which was larger and set into its plot. In the municipal housing boundaries tend to be utilitarian, in the private housing there is more sense of enclosure and privacy to frontages.

Bungalow Estates:

Post war single-storey, mostly pyramidal roofed, dwellings. Consistency and repetition of scale and building materials with frequent use of “new materials” e.g. profiled concrete roof tiles, unifying large areas of development. Strong building line with generous front “gardens” set behind low front boundaries, often walls with shrub planting/ornamental hedge planting immediately behind the front boundary. Straight or semi-curved street patterns in a loose interconnected grid. Grass verge to front of pavement sometimes with ornamental street trees at regular intervals. Verges expanding into larger green areas at some road junctions.

Post-Second World War Flat developments:

The demand for seaside properties and the increase in retirement flat market precipitated this movement. Large blocks of flats of individual design filling plots with little or no private amenity space.

1960s/1970s Open Plan Estates:

The influence of architects like Corbusier and the introduction of new technologies resulted in the appearance of system built housing particularly seen in public housing developments of this period. Mixed developments of flats and houses (if the car is catered for this is in garage courts). Buildings set in generous “parkland” landscape. Surrounded by public open space and parking areas that are both often underused.

1980s and 1990s Development

Cul-de- sac developments with a hierarchy of residential roads encouraging low traffic speeds. Mass ‘family’ housing, often built by national or regional ‘volume’ house-building companies. In the 1990s pressure to maximise the use of development land increased resulting in smaller plots to building ratios. Development often mimicked historic styles, for example neo-classical. A variety of styles often found in one development.

Turn of the 20th/21st Century

Increasing amounts of new residential development on ‘infill’ sites, with pressure to increase housing densities on previously developed sites within established residential areas. Flatted developments replace large family houses. Space around buildings reduced. Less off road parking provided.

Appendix 2: Planning Policies supporting Local Distinctiveness

National Planning Policy

Planning Policy Statement 1 (PPS1): Delivery Sustainable Development states that one of its key principles is:

“(iv) Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.”

It states that:

“Planning should seek to maintain and improve the local environment and help to mitigate the effects of declining environmental quality through positive policies on issues such as design, conservation and the provision of public space.”

A key objective of PPS1 (set out in paragraph 36) is that new developments “respond to their local context and create or reinforce local distinctiveness”.

Regional Planning Policy

The South East Plan sets out the regional planning policies for the area. Policy BE1v states that opportunities should be taken to “promote and support design solutions relevant to context and which build upon local character and distinctiveness and sense of place”.

www.gos.gov.uk/gose/planning/regionalPlanning/815640/



Planning policy in New Forest District (outside the National Park)

A new Local Development Framework for New Forest District (outside the National Park) is being prepared and will eventually supersede all policies in the New Forest District Local Plan First Alteration.

The key document in the Local Development Framework is the Core Strategy. The Core Strategy for New Forest District (outside the National Park) was adopted on 26 October 2009. The Core Strategy sets the overall planning strategy for the area up to 2026. An objective of the Core Strategy is:



“1. Special qualities, local distinctiveness and a high quality living environment - To provide for a high quality, safe and attractive living environment for communities in both urban and rural areas in a way that respects and safeguards the special qualities, character and local distinctiveness of the Plan Area and the adjoining New Forest National Park.”

Core Strategy policy CS2 addresses design quality and states:

“Policy CS2 Design quality

New development will be required to be well designed to respect the character, identity, and context of the area’s towns, villages and countryside.

All new development will be required to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities.....”

Policy CS3 is concerned with protecting and enhancing our special environment and states:

“Policy CS3 Protecting and enhancing our special environment (Heritage and Nature Conservation)

.....

Working with local communities, features of local heritage value which contribute to local distinctiveness will be identified. New development proposals should maintain local distinctiveness and where possible enhance the character of identified features.

.....

The special characteristics of the Plan Area’s natural and built environment will be protected and enhanced through:

- (a) applying relevant national and regional policies;
- (b) ensuring that new development protects and enhances local distinctiveness (see Policy CS2);
- (c) a review of Areas of Special Character and landscape features through subsequent Local Development Framework Documents;
- (d) using the development management process to positively bring about development which enhances local character and identity and which retains, protects and enhances features of biological or geological interest, and provides for the appropriate management of these features;

.....”

www.newforest.gov.uk/index.cfm?articleid=9696

The District Council is preparing a Sites and Development Management Development Plan Document which will contain further policies which will be part of the statutory development plan for the area. Policies in the Sites and Development Management Development Plan Document will also need to be taken into account by development proposals as the policies in that document emerge.

Appendix 3: New Milton Town Design Statement



NEW MILTON

(including Ashley, Bashley and Barton)



Town Design Statement

Table of Contents

| | |
|--|----|
| Introduction | 3 |
| 1.0 The History of New Milton and its Parishes | 5 |
| 2.0 The Character of New Milton | 8 |
| 2.1 The Town Centre | 8 |
| 2.2 Milton | 12 |
| 2.3 Fernhill | 14 |
| 2.4 North Milton | 15 |
| 2.5 Barton | 18 |
| 2.6 Becton | 22 |
| 2.7 Bashley | 24 |
| 3.0 General Notes | 26 |
| 3.1 Public Amenity Spaces | 26 |
| 3.2 Housing | 31 |
| 4.0 Guidelines | 32 |
| 5.0 Design Guidance | 35 |
| 6.0 References | 37 |
| Appendix 1 | 38 |
| Appendix 2 | 39 |

Adopted by New Milton Town Council - 23rd November 2009.

Introduction

This Town Design Statement has been prepared by the New Milton Town Partnership as representatives of the community of New Milton, supported and guided by New Milton Town Council, primarily members of the Planning Committee, New Forest District Council and the Countryside Agency.

The Town Design Statement aims to ensure that any future development and change in New Milton is based on an understanding of the area's historic past as well as its present and future needs. It provides a source of information that respects the character of New Milton, raises awareness of what is special about the town – its buildings, open spaces and the travel links that connect the town, both internally and externally – and gives the community a voice in the future development of the town.

The Planning Policy Framework

New Forest District Council (NFDC) is the local planning authority for New Milton.¹ The current Local Plan, the New Forest District Local Plan (First Alteration) adopted in August 2005, will gradually be replaced by the Local Development Framework, a suite of planning documents which will include the Core Strategy Development Plan Document (DPD) (2009) and the Sites and Development Management DPD. These documents will be supplemented by 'Supplementary Planning Documents' (SPDs) which provide additional detailed guidance about the implementation of planning policies.

It was originally intended that the District Council endorse the Town Design Statement as equivalent to a SPD. However, as the production of the document has become concurrent with the production of the District Council's SPD on Local Distinctiveness in New Milton, it is now proposed to feed the findings from the Town Design Statement into the District Council's Local Distinctiveness work, and include the Town Design Statement as an Annex to the SPD. The Local Distinctiveness Document as a whole, including the Town Design Statement Annex, will be adopted as SPD and will be taken into account when making future planning decisions.

In order to be included as an Annex to the Local Distinctiveness SPD, the Town Design Statement has met the requirements in Planning Policy Statement (PPS)12 for public consultation and has ensured that the guidance it contains is consistent with national, regional and development plan policies. Details on how the requirements for public consultation have been met can be found in Appendices 1 and 2.

What the Town Design Statement will mean for the Town

New Milton continues to suffer from severe development pressures. The Town Council and New Forest District Council are striving to maintain a balance between the need for additional housing and retaining the character of the Town.

Development pressures have changed, and continue to change, the character of the Town and this warrants detailed guidance being drafted to help ensure its protection and enhancement. The broad principles for this are set out in the Local Plan and in the emerging Local Development Framework (Core Strategy).

¹ A small part of the Parish (Bashley) is within the National Park, where New Forest National Park Authority is the local planning authority.

It would be unrealistic and not in the best interest of the local community to expect New Milton to remain unchanged and every effort should be made to ensure that the community continues to thrive while protecting those aspects of the town considered to be worthy of retention.

This Town Design Statement is intended to assist with the management of such change through the use of design guidance, which aims to ensure that new development is compatible with and beneficial to the local environment.

Prepared by the New Milton Town Partnership, taking into consideration the views expressed by local people in response to questionnaires circulated by the Town Project Partnership and with advice from New Forest District Council, the Statement aims to set out briefly:

- The distinctive character of the Town, by area.
- What people appreciate or would like to see improved in the local environment to meet community needs.
- Guidelines, to be endorsed by New Forest District Council
- Recommendations (which are not to be endorsed by New Forest District Council) which the Partnership and New Milton Town Council would like to be taken into account in future decision-making by other bodies, including NFDC.
- How the Town Design Statement will be of use to the Town Council, working in partnership with residents, developers and the New Forest District Council.



Figure 1 - Market day on Station Road

1.0 The History of New Milton and its Parishes

New Milton is situated on the south coast of England almost equidistant between Bournemouth and Southampton. To the north New Milton is bounded by the New Forest National Park which provides an additional buffer against development on the perimeter of the Forest. The western boundary of New Milton is the county boundary between Hampshire and Dorset.

Milton and the seven other manors within the parish boundaries were first detailed in Domesday (1086). "Middletune" (meaning "middle farm" of other-tons) and the other six manors were outside the Forest although their woods were under Forest Law. Barton, one of the other six, is world-famous, as a result of the fossils in the coastal cliffs being the subject of the first book on British fossils, published in 1766. Hundreds of Stone Age hand axes have also been found near the coast since the mid-19th century.

The area is amazingly rich in medieval documents, Bashley having been owned by Christchurch Priory and most land to the south by Winchester College. In this area, the medieval Church, except for the Stuart Tower, was pulled down in 1832 and rebuilt and now forms part of the Conservation Area which also includes the church rectory and gardens and other buildings around Old Milton Green, including the Green itself.

Parish records begin in 1654, a Poor House being established in the 1790s and in 1836 a National (C of E) School was erected just east of "The George" at Old Milton Green. The first Secondary School was at Ashley (1939), which amalgamated with Gore Secondary in 1970 to form Arnewood Comprehensive.

Milton changed dramatically after the railway station was built in 1886 (the railway line opening in March 1888) when the lands belonging to Winchester College and the Barton Court Estate were sold for housing and the beach was opened to the public.

A sub-post office was opened close to the railway station in 1895 and the Post Office and the Civil Parish agreed to the sub-post office's name, New Milton, becoming the name of the town. The railway company re-named the station "New Milton" in April 1897.



Figure 2 - New Milton Railway Station



Figure 3 - The Water Tower

The Water Tower, a well-known listed local landmark, was built in 1900, the year when England's first reinforced concrete bridge was also built at Chewton on the boundary between New Milton and Highcliffe (which is also the county boundary between Hampshire and Dorset).

From 1926 to 1932 New Milton was an Urban District Council becoming part of the Borough of Lymington between 1932 and 1974. In April 1974 the Borough of Lymington ceased to exist and New Milton became part of the newly created New Forest District Council when a Neighbourhood Council was set up. In 1979 as a result of the reorganisation of Local Government New Milton Town Council was formed.

The present population of the parishes of New Milton and Barton-on-Sea is 23,753 (18,697 excluding Barton), of which 95.8% comprises an urban population. (The total population of the New Forest is 172,735). This total is made up as follows:

| | |
|--------------|---------------|
| Barton | 5,056 |
| Bashley | 2,740 |
| Becton | 4,751 |
| Fernhill | 5,746 |
| Milton | 5,460 |
| Total | 23,753 |

Population figures from the 2001 census

The town's population has been increasing by between 1.5% and 2% per year for the last 10 years and has grown by approximately 4000.

The town's population has a high proportion of older people compared to the national and district average; the percentage of the population of retirement age (over age 60) in New Milton is 39%, which is higher than the average for the New Forest which is 27.2% and significantly higher than the national average. This contrasts sharply with the population of New Milton below the age of 16 which represents just over 13.5% of the total population in

the town. This figure is below the average for both the New Forest and the national average.

The town is a mixture of rural and urban environments with the villages of Milton, Ashley and Barton having expanded, over the years, to create the town of New Milton. Bashley village situated on the town's northern boundary and within the New Forest Heritage Area has escaped many of the development pressures that have affected other parts of the town and still remains a relatively quiet rural village. Ashley has been combined with eastern Barton to produce the political ward of Becton.



Figure 4 - Map showing town and ward boundaries.

2.0 The Character of New Milton

2.1 The Town Centre

The town centre is built around the axis of Station Road and Old Milton Road. It is linear in lay out and has wide roads and pavements (almost boulevard-like). It is quite different to more “traditional” shopping centres such as Lymington and Christchurch.

There are two distinctive parts to the Town Centre: Station Road with key high street stores, banks etc; and Old Milton Road with a more eclectic mix of shops, takeaways and specialist outlets.

One key feature is the number of independently run retail businesses. New Milton has not yet become dominated by chain stores and ‘typical town centre’ outlets.

Appearance

90% of people in our survey said that the Town Centre needed to be made a more attractive environment.

There is currently no cohesive appearance to development in the Town Centre. The eastern side of Station Road is characterised by 1970s flat roofed 3 - 4 storey buildings with retailing on the ground floor with a mixture of commercial or residential units above. The western side is characterised by older 2 – 3 storey pitched roofed buildings with retailing on the ground floor with a mixture of commercial or residential units above. Buildings display a variety of styles and design appearance, with possibly the only cohesive development of note being at the lower or southern end. In addition there are examples of ad hoc design styles, with, for example, a recent high street development featuring wrought iron Victorian balustrade.

The general impression of New Milton town centre was that it is rather tired with few features of any great interest and in need of some major investment and refurbishment with a substantial injection of civic pride. The new pavements and street fittings have gone some way towards improving the appearance, but overall the town centre would still benefit from refurbishment / renovation / improvement of the buildings and additional features to improve the environment.



Figure 5 - The weekly Market at the south end of Station Road

The Town Action Plan, produced by a working group representing the Town, District and County Councils, the Town Partnership and various consultants, identified the need for a streetscape design plan, taking a long-term view of the redevelopment of the Town Centre, providing a blueprint which all landowners and developers can work to and avoid the current hotchpotch of styles. As a result the work to upgrade the footpaths and street furniture was carried out utilizing SEEDA grant aid raised by the Town Partnership as well as monies provided by the local District and County Councils.

Of the built landscape, the eastern side of the southern end of Station Road is the least cohesive in appearance of the whole street and could benefit from redevelopment, perhaps as a shopping mall extending over the car park behind, but with roof top parking.

The streetscape north of the railway bridge is much less attractive than Station Road and it too could benefit from a major redevelopment. Currently a mix of garages and small shops in a variety of building styles the area has poor parking facilities, a problem which is compounded by the new health practise buildings opposite which attracts a heavy throughput of patients looking for parking space.

See guideline 2.1.1 concerning streetscape development

Shops and Amenities

It is generally understood that in a small market town it is desirable to ensure a diverse mix of shops and amenities and it is therefore appropriate to limit the number of any same type of business locating in close proximity.

64% of people in our survey did most of their shopping in New Milton but only 45% thought there was a wide range of shops in town. One of the most common comments made in the major issues section of the survey was '*there are too many charity shops and estate agents in New Milton*'. Additional public toilets to the southern end of the Town Centre were also mentioned by some residents.

It was felt by many that the town centre lacked vibrancy or a unique identity, perhaps something also reflected by the difficulty in establishing a Chamber of Commerce of any

duration. Anecdotal evidence suggests that rents are unrealistically high and unduly long (some up to 25 years) for local or small businesses. Another deficiency is considered to be the lack of places to eat in the evenings and later.

Parking is felt to be an issue by some residents and little increase in parking has been made available since the 1950's. In fact recent developments have been calculated to have removed some 75 places from the town centre as a whole. At present it seems that the only possibility of increasing parking places is by developing the existing car parks.



Figure 6 - Station Road

See guideline 2.1.2 concerning town centre shops

There are some Town Centre buildings which provide a substantial number of amenity activities for the residents of the town. Adjacent to the Recreation Ground is the Memorial Hall and indoor and outdoor bowls clubs, each with a substantial number of members. The popular Community Association is sited on Osborne Road.

Our survey identified the need for a Community Centre open to all groups. In particular there was a need identified for more facilities for young people and improved access to key services such as job centre web-sites as more offices are being subjected to closure and not everyone has access to a computer yet.

There are limited sites in the Town Centre which could house these assets although the Old Post Office, an existing prominent building holds out some prospect for future community use and should be protected from unsympathetic reuse.



Figure 7 - The old Post Office in Station Road

Recommendations

Potential sites for community use, such as the Old Post Office, Telephone exchange, Water Tower and associated car park, areas adjacent to the recreation ground etc. and development of these should ensure that such community use is included as a primary redevelopment option.

The proportion of absentee landlords should be reduced whenever the opportunity arises.

The opportunity should be taken to provide additional public amenities, such as toilets and car parks whenever possible.

Town Centre Transportation

A Traffic management study was carried out in 1996 looking at vehicle movement around the Town Centre.

Currently traffic is directed through the town and detracts from the visitor and shopper experience. The central traffic lights pose a particular delay for both pedestrians and drivers having been introduced as part of an overall plan, the rest of which has not been implemented.

The lay out of the town could lend itself to a one-way traffic flow system. As traffic increases and current intersections struggle to cope with the amount of traffic, serious consideration needs to be given to introducing a one-way system.

In conjunction with traffic flow, pedestrian movements in town could be improved. In the Town Partnership survey 57% of people were in favour of pedestrianising the southern part of Station Road.

The introduction of the weekly street market has demonstrated that partial closure seems to have few negative affects on the traffic circulation.

Recommendation

Any development that prevented the possible future introduction of a one-way traffic flow and pedestrianisation scheme for Station Road south should be refused, unless the benefits of acceptance are overwhelmingly favourable.

2.2 MILTON



Figure 8 – Map of Milton ward.

This area generally covers the centre of the town, from south of the Bashley Cross Road / Sway Road to north of Lymington Road / Christchurch Road, the boundary with Barton, and from Caird Avenue in the east to the County boundary in the west.

It includes the main town shopping centre and the out-of-centre superstore, the railway station, the Recreation Ground and part of the Conservation Area around Old Milton Green, the Arnewood School, an 11 to 18 technology college and the town's main secondary school, the NFDC run New Milton Health and Leisure Centre and small industrial estates along Gore Road. It also includes two of the town's three doctors' practises, the other being in Barton, and the majority of the private and national health dentists' practises.

To the south side of Gore Road, past the Arnewood School, is to be found a mixture of council built housing stock, an area of green belt and a large green house complex, all bordering on the sports facilities to their south at Fawcetts Field.



Figure 9 - New Milton Town Hall and Council Offices

The housing stock in this area is very varied, consisting of houses, bungalows and flats ranging in age from early last century to new build, some so new that they are still awaiting occupation. The vast majority of the dwellings in this area are privately owned, a small number are for rent, both privately and through housing associations and the District Council.

The buildings of significant architectural value in the area include the Water Tower, a listed building, and St Mary Magdalene Church, in the Conservation Area.

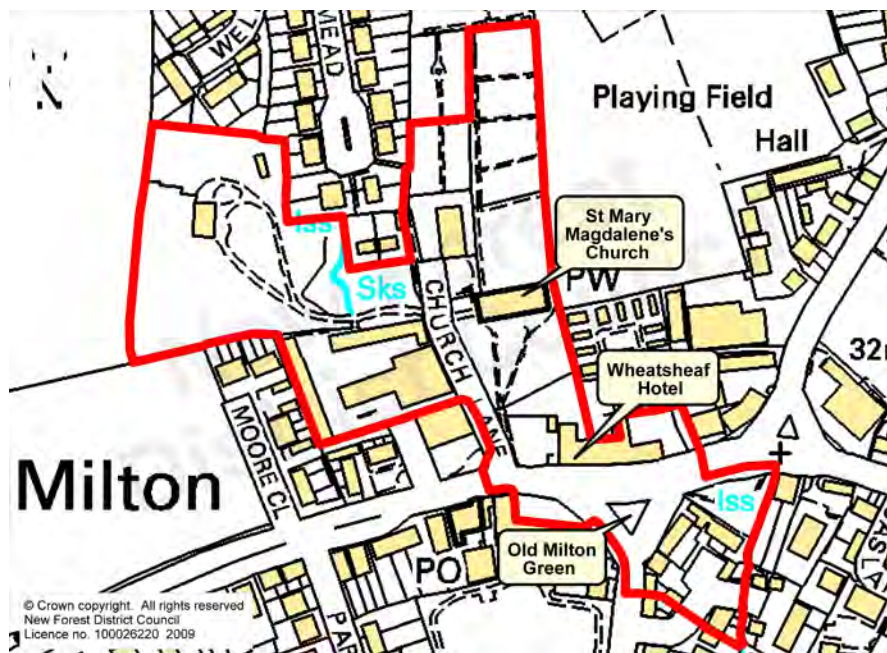


Figure 10 – Map of Old Milton Conservation Area

Although well protected by its Conservation Area designation, the area around St Mary Magdalene illustrates well both good and bad planning decisions. The Almansa development diagonally opposite the church to the south east fits in well with the character of the area, whilst the sixties-style concrete and brick shopping parade to the south is completely at odds with its surroundings. The planning constraints of the conservation area should be extended over time to contiguous areas and more sympathetic development encouraged in this general area.

In recent times government policy has encouraged denser housing development which on completion can be seen to be at odds with the original streetscape of the area. Whilst it is not possible to undo that development further spread will result in the total loss of the remaining character of the centre.

See guideline 2.2.1 & 2.4.1 on development restrictions and parking provision

2.3 FERNHILL

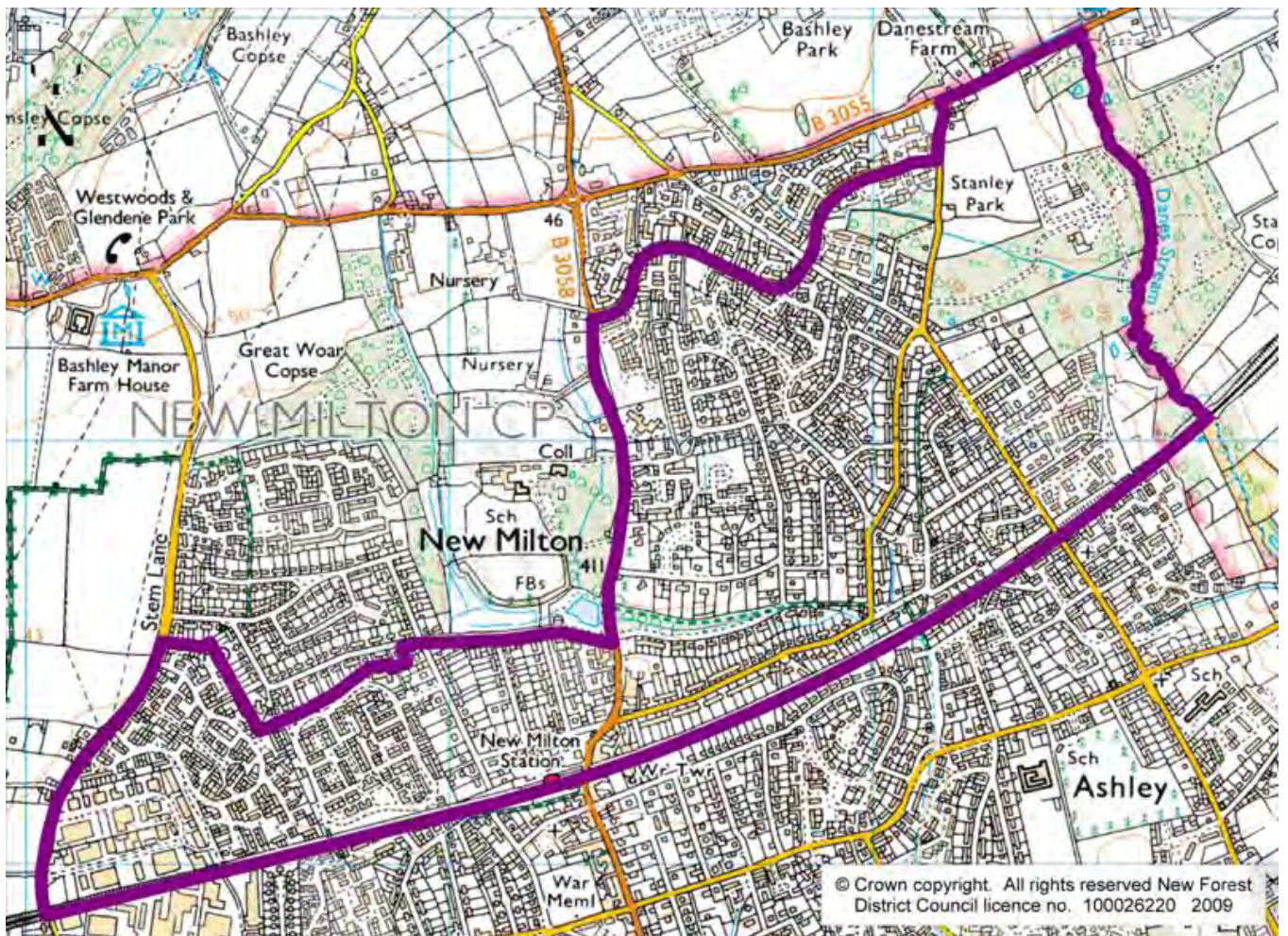


Figure 11 – Map of Fernhill ward.

Fernhill covers the area from Manor Road in the south to Sway Road in the north, Fernhill Lane in the west to Oakwood Avenue / Brockhills Lane in the east.

The area to the north of the railway line includes the Ballard Lake water meadows and Ballard School, a private school for 5 to 16 year olds. Further north is the newly completed Fernhill Sports Ground, home of the New Milton Cricket Club.

The whole area is covered by owner-occupied dwellings of varying size and age, mainly laid out in generous tree-lined roads with grass verges, giving the appearance of prosperity. There are roads of large executive houses with expansive gardens along Brook Avenue, Fernhill Lane, Barrs Avenue and Sway Road. Estates of bungalows were built in the 1940's in Oakwood Avenue and Brook Avenue North with private front and rear gardens.

Terrace houses and more modern family homes built in the 1960's with open-plan front gardens have in-filled the spaces between the older developments. In addition there is a regrettable current trend to attempt higher density development whenever a large garden plot becomes available. This has had the effect of nullifying the general open nature of the area.

See guideline 2.3.1 on in fill development

There is a parade of shops in Ferndale Road with flats above them. The shops consist of a Mace convenience shop, which also houses a post office, and a hairdresser. On the Sway Road to the north of the area there is a farm shop.

The Hollands Wood Estate at the north of the area was built in the 1970's and consists of comfortable family houses and bungalows, with an open-grass play area. A new estate of 2 and 4 bedroom houses has recently been built at Forest Oak Drive. There are few flats in the Fernhill area – “The Lakes” on the corner of Barrs Avenue and Fernhill Lane and “Forest Pines” off Violet Lane. The Fernmount Centre – a day centre for adults with learning disabilities is also situated off Violet Lane.

The lack of amenities in the Fernhill area mean that everyone has to travel to New Milton or beyond for all their needs.

There is a bus service along Manor Road (121, 122 Lymington to Bournemouth) and (118 Lymington to Ringwood) along Fernhill Lane.

See guidelines 2.2.1 and 2.3.2 on local development

2.4 NORTH MILTON

North Milton is that part of New Milton bounded by the railway line to the South and Fernhill Lane to the East, sometimes referred to locally as “the other side of the railway”. It is bounded to the West and North by Stem Lane and the green belt.

It is a more modern residential part of the town so far as the majority of the property is concerned, with the exception of the original properties in the South East quadrant. Two main estates were built in the early 1980's, Chatsworth Park and North Milton Estate. The first stage of Chatsworth, known as Stevenscroft, consisted of 2 and 3 bedroom bungalows and 3 and 4 bedroom houses for owner occupiers. Unfortunately the estate

was built with no public or amenity buildings whatsoever. The second stage was given over to smaller town houses, one, two or three bedrooms, as well as small blocks of flats. Despite the lack of amenity buildings, the whole area was well laid out with many open green spaces.

The North Milton Estate on the other hand, was built as a council estate, with rows of terraced houses and several blocks of flats. The estate contains the only public building in this area, the Nedderman Centre, named after Mrs Iris Nedderman, a local councillor, and used for various groups including mothers and toddlers. Unfortunately this immediate area figures highly as one of the most deprived areas within the NFDC's statistical coverage and will need the attention of all local authorities to improve its status.



Figure 12 – The Nedderman Centre.

There are no services available in the area; residents have to make the journey to New Milton centre for Doctors, Dentists and schools. There is however, a general store and post office on Beechwood Road. Recent research by the District Council has highlighted the lack of facilities in the area and the poor bus service and high fares make it difficult for many to get to the shops, especially Tesco which is on the opposite side of Town

The whole area is within reasonable walking distance of the town centre, a bus serves Chatsworth Park on a purely local service to the town.

To the North, further along Stem lane lies the latest residential development, a modern estate built during the late 1990's consisting exclusively of so-called executive houses in a range of sizes, in a relatively high-density layout, with only a small children's play area as amenity space.

This whole area has no space left for further development, save the green belt, which will come under increasing pressure as the impact of the National Park status for the New Forest makes itself felt.

See guideline 2.4.1 on local development and recreational provision

In an area bounded in the South by Gore Road and in the North by the Chatsworth estate lies the bulk of New Milton's industrial space. Several nationally-known firms had their start in life in these estates, companies like McCarthy and Stone and Parker Baths. Until relatively recently there were also some internationally-known firms represented, but with the departure of Johnson & Johnson artificial hip manufacture the best known have gone.

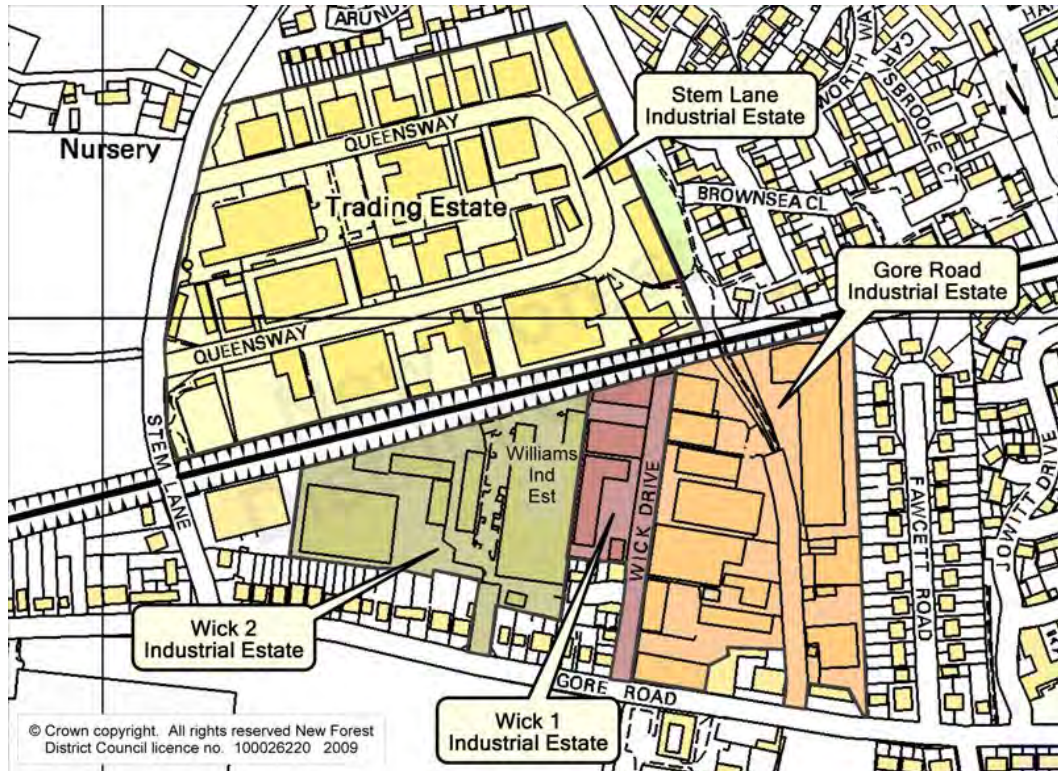


Figure 13 –Industrial Estates as indicated.

The various industrial estates in this area house the usual mix of wholesalers, small businesses and retail outlets that generally seem in demand, with little in the way of empty buildings available for newcomers. Recent development has been limited to an extension into the green belt south of Gore Road and the greenhouses that have been established in this area for a number of years. It is of interest to note that each expansion is several times greater than its predecessor, but produces fewer jobs per hectare as automation improves.

The estates have little to commend them aesthetically, being of the generic frame and cladding or redbrick, depending on age, so often found in such areas. Nonetheless they provide employment for the Town, which despite its demographic bias to the retired has a significant younger population in need of work.

See guideline 2.4.2 on future industrial and commercial development

Recommendation

It is important that the green belt is retained as the last remaining buffer between the Town and any future development in Dorset.

2.5 BARTON



Figure 14 – Map of Barton ward.

Barton-on-Sea lies to the south of the Christchurch and Lymington Roads, and from Chewton Bunny in the west (the County Boundary) to Taddiford Gap in the east.

This area consists mainly of housing, bounded at the west end by one of the Hoburne caravan and holiday home sites, Naish Holiday Village, and at the east end by green belt. Other than the seafront and the associated cliffs, which have been identified as a SSSI (Site of Special Scientific Interest) due to the many fossils and Bronze Age artefacts discovered there, there are few amenities for residents or visitors in comparison with other parts of the town.

Barton Common, Long Meadow and Barton Golf Club form a large open space to the east of Barton (although forming part of the Becton ward, see section 2.6) where it is possible to walk, via public footpaths, along the entire length of the cliff top from Milford-on-Sea in the east to Highcliffe in the west. The Durlston Court School, the other private school in New Milton, is located close to Becton Lane and provides some green area, although this has diminished of late as the school has found it necessary to sell off some of its land to developers.

Barton Common Road, which links Barton sea front and the common to Ashley, is a road of substantial houses which, although in a variety of styles, share similar spacious surroundings enabling them to form a homogeneous whole and is protected in the Local Plan as an Area of Special Character.



Figure 15 - Westcliffe Buildings, Barton on Sea

Housing stock is quite varied in nature, but tends to be in distinctive groupings. For example, a large part of Barton is given over to mainly pre-war and immediately post war bungalows, giving a very distinctive feel to their surroundings. Other areas are populated by large family homes in large, often wooded gardens, giving another distinctive area its own feel. Both these areas are in danger of losing this distinctive character as higher density developments take over the larger gardens and bungalows are altered into houses.



Figure 16 - Memorial to the WWI Indian Army

Nearer the coast the housing consists mainly of detached houses and bungalows, the majority having been built fairly recently, with a substantial number of flats and apartments throughout the area, a significant number of these being on or near the cliff top.

Recent developments have reduced the number of shops and social amenities available to the residents of Barton as public houses and shops have been turned into flats or rest homes. This loss is likely to cause severe problems to the elderly who are still being encouraged to move into the area by developers.



Figure 17 - Barton Sea Front

Further towards the cliff top, Barton has some areas of character housing, along such places as Dilly Lane and around the north side of the common. Several of these dwellings can be traced back to the original village cottages, some thatched, or coastguard cottages that give considerable character to the area.

See guideline 2.5.1 on local character buildings

The cliff face at the west end of Barton, in front of the Naish Holiday Village which contains a significant number of residential caravans and log cabins, has been left unprotected under a policy of managed retreat, as this is a Site of Special Scientific Interest (SSSI) because of the fossils and has to be open for examination and inspection.

There have been several instances of cliff erosion along the front and from time to time substantial sections have succumbed. Most of the seafront has now been protected by the installation of groynes or large rocks to try and delay further erosion. However there are some parts of the cliff face and cliff top both built on and open space, which are particularly vulnerable.



Figure 18 - Barton Cliffs looking east

There are a considerable number of multiple occupancy buildings along the cliff top itself, some of which are greater than three storeys. Current policy prevents any new development greater than two storeys, excluding appropriately designed accommodation in the roof space, except where an existing development is being replaced.

See guideline 2.5.2 on protection of the cliff top

Recommendation

The value to the population as a whole of the green spaces derived from some of the larger gardens should be recognised.

2.6 BECTON

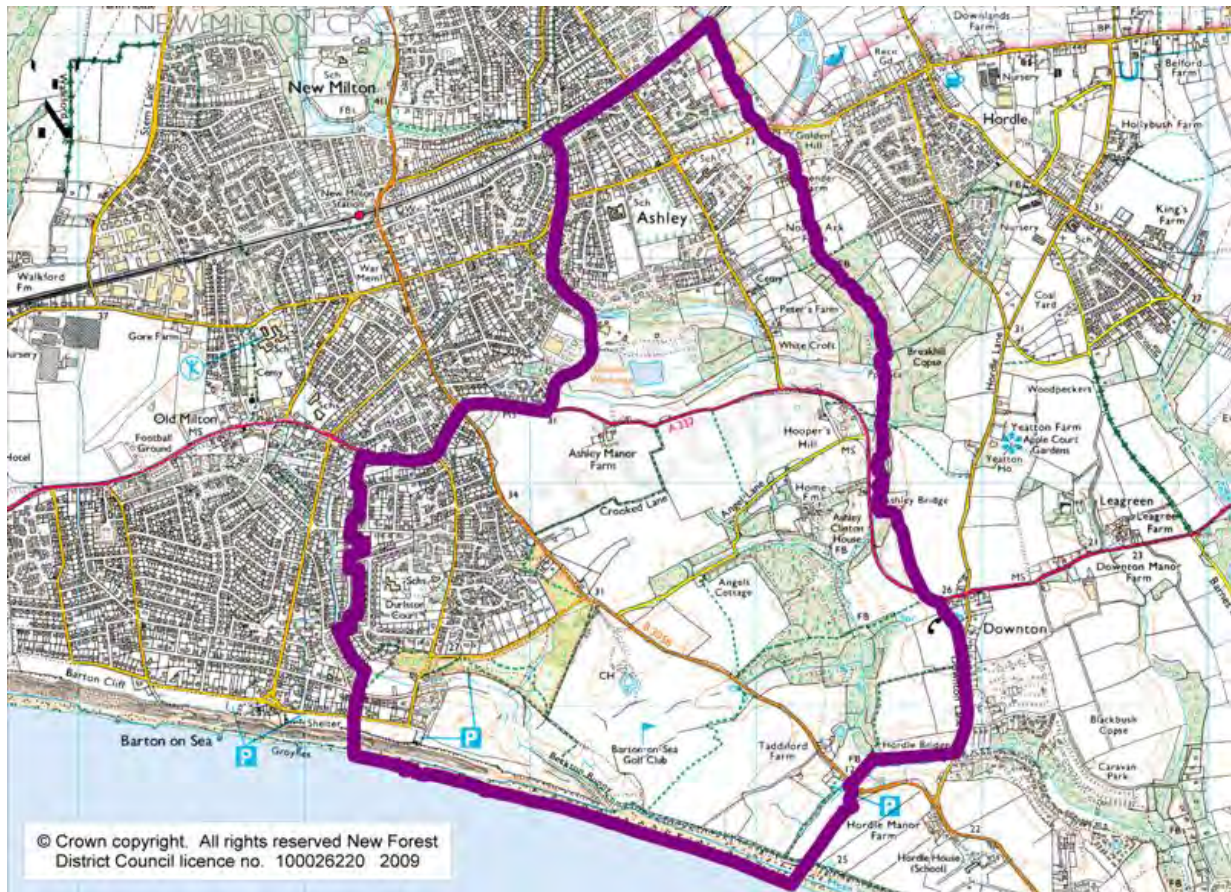


Figure 19 – Map of Becton ward, including Ashley.

The political ward of Becton joins the eastern part of Barton with the original village of Ashley. The Barton end has been retained within that section (2.5 above) to give a more complete picture of the sea front area.

On the northern edge of Barton, effectively the boundary between the original settlements of Barton and Ashley, lies Ashley Manor Farm, a large area of green belt that borders on the grounds of the golf club to the south and the gravel extraction plant north of the A337. At its north western corner is the new town cemetery with its combination of traditional and woodland burials. This whole area is a valuable green lung for the town against whose use for anything else has so far been successfully defended by the townsfolk.

North of the gravel extraction plant is the major supermarket in New Milton with its own large parking area. Bordering this to the north is Ashley proper.

Around Ashley crossroads, one can still find some secluded groups of older houses, one or two thatched cottages surviving at the extremities of the original village. The area is bounded by Milton in the West, the railway line to the North and by natural boundaries of valleys to the East and South.

Heading in a North Easterly direction from the crossroads, this part of Ashley is mainly modern estates, a mix of social housing and owner-occupied dwellings. There are

properties ranging from retirement bungalows to flats, executive houses to housing association properties, with some distinctive dwellings around the margins.

The South East quadrant probably contains the majority of the oldest and most character buildings. However, it too has been developed with two social housing estates and some smaller private estates. It is also the home of Ashley Infant School and a large and thriving Baptist Church. Like the NE quadrant, it is bounded by valleys and intermittent natural woodland.

The Western quadrants merge into New Milton proper, although the boundary of the Southern part is a stream and woodland. The hinterland of this part of Ashley is almost totally given over to private housing spread around the open spaces of the Junior School and the Town's Rugby Ground.



Figure 20 - The Rugby Pavillion, Ashley

A small shopping centre is to be found immediately to the West of the crossroads, with a range of shops that can supply the immediate needs of the local population. It also includes the popular and imposing Ashley Hotel one of very few such establishments in the town as a whole. The area also includes three of the Town Council's five allotment sites, which are very popular with a long waiting list of prospective gardeners. New sites in this area are currently being considered.

In common with the rest of the town, Ashley feels the pressure of the developer. Much of the Infant School's original grounds have, at various stages in the past, been lost to housing and areas of marginally suitable land have been stabilised and then built on. The Infant School has recently received new classrooms to cope with the latest development.

Ashley is without many basic services such as a doctor or dentist. Its one pharmacy seems to suffer from being some distance from the surgeries. It is moderately well served with shops but has recently lost its own Post Office. It has few other community facilities. Such community facilities as exist are mainly school halls available only after school hours.

See guidelines 2.2.1 and 2.6.1 on local development

Recommendation

It is important that the green belt is retained as the last remaining buffer between the Town and any future development in Hordle.

2.7 BASHLEY

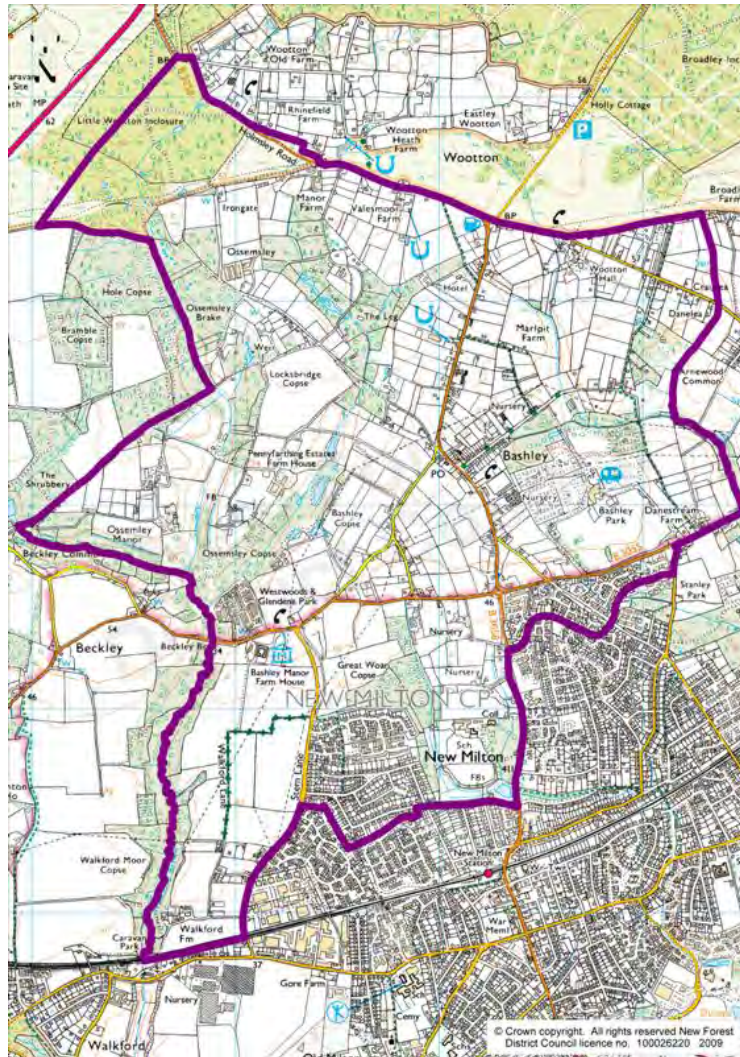


Figure 21 – Map of Bashley ward.

To the north of the Town beyond Bashley Cross Road is the village of Bashley, a small rural community stretching from the County boundary in the west to the Parish boundary with Hordle in the east, on the edge of the New Forest and, for the most part, included in the National Park.

Bashley stretches from Sway Road and Bashley Cross Road, northwards to the New Forest boundary, to Tiptoe in the east, and to Beckley in the west. The area is rural in nature, being generally quite sparsely populated, although there is Bashley Park holiday village and caravan park on the western boundary. Bashley contains 6 of the New Milton's 12 Sites of Importance for Nature Conservation, emphasising its rural nature.

The B3058 road runs through the middle of the village, giving it very much a "strip development" feel, whilst narrow-hedged lanes run off to the sides. The housing varies from old small cottages to modern executive homes, together with the mobile homes mentioned above. The village also incorporates the extensive Ossemsley Estate, with its fine old manor house.

The village centre revolves round the Post Office and local garage in Bashley Common Road. Close to these is the village Recreation Ground, which is leased to the Bashley Football Club as its home ground, the Village Hall and across the road the local Bashley Cricket Club grounds.

Community facilities include the Church, the Village Hall and Bashley Cricket Club. At the northern end of the village are the local pub, the Rising Sun, and the Bashley House Hotel. Along the Sway Road / Bashley Cross Road southern border lie two farm shops and Sammy Miller's Motorcycle Museum – an internationally famous collection, and in the opposite direction Hoburne Bashley Park holiday village and caravan park, one of the major tourist destinations within the town.

Close to the village centre is an equestrian establishment, Burley Villa Riding School, which has developed into a substantial activity with a significant number of horses and riders progressing along the road through the village to get to the Forest.

Unfortunately this road is also the main route into New Milton from the A35 and the Forest carrying a substantial volume of traffic which is sometimes in conflict with the riders and horses.

See guideline 2.7.1 on the National Park's planning guidelines.



Figure 22 - St John's Church, Bashley

3.0 General Notes

3.1 Public Amenity Spaces

There are a substantial number of amenity areas in the town although they are not evenly distributed throughout the town. They can be classified into one of two categories:

- Public Open Space
- Sports Areas

Public Open Space

Five large areas fall into this category: The Recreation Ground, Barton Cliff Top, Barton Common, Long Meadow and Ballard Water Meadows. They all have open access, general amenity use and all are owned or managed by the Town or District Council.

See guideline 3.1.1 on biodiversity obligations

Recommendations

Public Open Spaces should form an integral part of the town and not be boxed in or hidden away. Any new developments should seek to retain views onto Public Open Spaces. In some cases physical environmental improvement schemes are needed to enhance the areas and improve access like the linking footpath between the Recreation Ground and Station Road.

Every opportunity should be taken to improve the local information and signage.

The Recreation Ground

The War Memorial Recreation Ground, in the town centre, was bought in 1920 by public subscription with the rough land to the north, donated by a local benefactor, being used to create Bowling Greens and Tennis Courts. It now has additional facilities for younger residents which include a play area, skate-park and basketball area.



Figure 23 - The Skate Board Park within the Recreation Ground.

See guideline 3.1.2 on the Recreation Ground

Barton Common and Long Meadow

Long Meadow is mainly grassland with a small wooded area to the north. A stream runs from west to east, with a footbridge at each end of the meadow. There is a small car park with approx. 6 spaces. There are access points on all four sides, as well as dog bins and litter bins. To the north east, alongside the car park, there is Barton Sea Scout's hut and a temporary building housing the Friendly Dog Club. It is a popular area for the local public, not just for dog walking.



Figure 24 - Barton Cliffs looking west.

Barton Common, stretching roughly from Barton Common Road to the cliff tops, was purchased by the Borough of Lymington in 1935 in order to retain it as an open space for air and recreation. It is currently managed by New Milton Town Council in conjunction with the Hampshire Heathland project. The area is alive with wildlife. There is a wide range of habitats, from heathland to farmland, from cliff-top to sandy beaches, and these support a variety of plants and animals. As noted above, the cliffs themselves are a significant feature, having been designated a 'Site of Special Scientific Interest'.

Barton Golf Club occupies a large stretch of land adjacent to the common and provides a similar large expanse of open space.

See guideline 3.1.3 on local protection

Barton Cliff Top

Barton cliff top is an area of open space which is protected from development by the unstable nature of the cliffs themselves. The NFDC has established a danger area from the cliff edge back to 60 feet inland in which no development is permitted.

Due to the underlying geology (inter-bedded sand and clay overlaid by gravel) Barton-on-Sea is subjected to erosion. Over the years, extensive coastal protection work has been carried out, including new revetment, rock groynes and cliff drainage work. This coastline forms part of a Shoreline Management Plan (SMP) currently being reviewed.



Figure 25 - The Cliffs from the beach.

Recommendations

Any development inland from the cliffs must take into account the internal water flows toward the cliffs. Experience has shown that major interference with the local aquifers can result in locally increased water flows that can seriously damage the cliffs. Developments that can be predicted to increase local flows must therefore be avoided.

A site for a properly staffed visitor centre should be found in any major nearby development to enhance the understanding of the importance of the Barton Levels.

Ballard Water Meadows

Ballard Water Meadow is positioned to the North of New Milton, its boundary being Lake Grove Road to the South and Kennard Road to the West. It is an L-shaped tract of land stretching towards Ballard Lake at the southern part bordering the grounds of Ballard School and merging into Great Woar Copse at the northern boundary. It is a significant proportion of the small amount of water meadow left within Hampshire (7%).



Figure 26 - Ballard Lake

An ancient, small woodland on the western side of the meadow which has two ditches, one running north/south and the other running parallel to Lake Grove Road. A small stream divides Ballard School from the meadow and this eventually feeds Ballard Lake. The land is unimproved natural grassland with some boggy areas, and a survey conducted in June 1968 undertaken by Hampshire County Council concluded that the site should be a site of importance to nature conservation (SINC) which it now is.

There is a management plan in place and volunteers are working to ensure that the meadow and woodland is preserved for nature whilst providing an important amenity area for the Town.

See guideline 3.1.4 on bio diversity

Recommendation

Great Woar Copse naturally adjoins this area and is also important to nature and if the opportunity arises should also be taken into the stewardship of the Town.

Sports and Play Areas

There is a large sports ground on the east side of the town at Ashley (primarily used for rugby), another on the west side at Fawcetts Field (football) and one on the north side at Fernhill (cricket).

New Milton Health & Leisure Centre are centrally located, and offer a wide range of leisure activities for all age groups, and services include a creche and school holiday activities.

The Parish has very few designated play areas, and over the years play areas have been reduced from six to just two;

See guideline 3.1.5 on sports and play areas

Recommendation

Additional facilities are to be encouraged, with particular emphasis on all-weather facilities to attract back to the town those teams, in particular hockey, who have had to relocate outside of the town. Sports teams using indoor facilities, such as table-tennis, should also be encouraged to return to the town.

Public Allotments

There are five areas given over to allotments and there is a considerable waiting list. The provision of more space for public allotments is urgently needed.



Figure 27 - Typical allotments

Recommendation

Further space for allotments should be obtained whenever it becomes available.

3.2 Housing

As has been described above, there is a range of housing types across the town, which under normal circumstances would be sufficient to satisfy the population. However, New Milton is put under great pressure from its very desirability and up to 400 houses, particularly in Barton, are in fact second homes (2002 figures)². In addition to this, the rail links with London attract a large commuting population who can afford to pay for “executive” style housing, a major driving factor in the minds of local developers.

Thus the town frequently sees developments which turn large garden plots into 14 or so “executive” homes. Developments rarely exceed this figure, ensuring that the policy to provide affordable housing never comes into play. This has the inevitable result that the town has a severe shortage of first time and affordable housing stock with new developments almost universally beyond the reach of the first time buyer.

Recommendation

Any additional housing should be matched with increases in the local social and service infrastructures to provide adequately for the population. In particular doctors, dentists and schools can be seen to be under some pressure to keep up with the growing needs of the community. Other less obvious services are, however, under equal pressure, with water and sewage systems in particular reaching the limits of the current installed infrastructure.

² An Action Plan for New Milton and Barton-on-Sea, New Milton Town Council 2005 – 2015

4.0 Guidelines

Note: The following guidelines are numbered to correspond with the appropriate section which should be consulted for amplification.

Guidance 2.1.1

It is essential that any future development does not compromise the best of the streetscene design.

Any development should take in the streetscene as a whole and further piecemeal development is to be discouraged in line with current local plan policies.

Guidance 2.1.2

The Town should continue to maintain as wide a range of vibrant shops as possible within the Town Centre and should endeavour to develop a brand image for the town.

Late night opening should not be discouraged purely as the result of previous planning decisions to allow retirement flats to be built on the main street.

Guidance 2.2.1

New developments should be of a density which is in keeping with the character of the area.

Guidance 2.3.1

Backland development and infill schemes should only be allowed where it will not have a detrimental effect on local character and amenity to help retain the overall green and open nature of this area. (Refers to Fernhill ward).

Guidance 2.3.2

Any development proposed must match in spirit and realisation the green and open nature of the majority of this area. (Refers to Fernhill ward)

Guidance 2.4.1

Any further residential development should be limited in its extent in this already intensively developed area. (Refers to North Milton area)

All new development should be provided with adequate parking, as defined in the District Councils Supplementary Planning Document 'The provision of car

parking space in residential development' and should realistically reflect the current facts, not some future aspiration.

It is important that the green belt is retained as the last remaining buffer between the Town and any future development in Dorset.

Further recreational areas should be provided as the opportunity arises.

Guidance 2.4.2

This area is important for the Town's economic and employment prospects and should not be developed for housing. (Refers to industrial area in Milton ward)

Future developments should be encouraged to include aesthetic improvements including for example landscaping proposals.

Guidance 2.5.1

Wherever possible, notwithstanding any recent developments, the remaining character buildings such as thatched or cob cottages should be protected from development which is not in keeping with surrounding properties.

Guidance 2.5.2

The protection of the cliff top from uncharacteristically high buildings should be continued and strictly applied.

Guidance 2.6.1

Any further residential development should be in keeping with its immediate neighbourhood.

Guidance 2.7.1

This area is covered by the National Park's planning guidelines. (refers to Bashley ward)

Guidance 3.1.1

The Town Council should receive all the support necessary to meet its obligation under the Natural Environment & Rural Communities Act 2006 current biodiversity guidelines within these open spaces as summarised by DEFRA in

their document “Guidance for Local Authorities on Implementing the Biodiversity Duty”³

Guidance 3.1.2

This area is governed by the original deed of covenant which limits its use to that of a public open space. It should be protected from further encroachment of development which might adversely affect the openness of the space. (Refers to New Milton Recreation Ground).

Guidance 3.1.3

These areas should be protected from the encroachment of development which might adversely affect their openness. (Refers to Barton Common and Long Meadow).

Guidance 3.1.4

The natural diversity of this area should be preserved and encouraged. (Refers to Ballard Water Meadows)

Guidance 3.1.5

All existing sports and play areas must be protected from developments that are likely to deprive the town of these facilities, or discourage their introduction. Access to these areas must be taken into account when considering any contiguous development proposal.

Additional play areas are to be incorporated into any future major housing developments.

³ PB12584 May 2007 Published by the Department for Environment, Food and Rural Affairs. © Crown Copyright 2007. available from www.defra.gov.uk

5.0 Design Guidance

5.1 General principles and their application within the Town

The foregoing commentary on the character of the Town, the views of residents, the policy context set by planning documents and the programme of projects are an essential introduction to the design guidance and a means of providing ideas on new projects in this Statement.

The design guidance takes account of these and is built up from studies of individual parts of the Town undertaken by the various parties who have participated in the creation of the Design Statement. However, the general principles relating to the scale, form, detailing, materials and colour which might help new buildings or modernise old ones to fit in satisfactorily throughout the area are important elements in achieving a cohesive environment.

5.2 Scale

The first consideration is the scale of a building. The scale, massing and height of proposed development should be considered in relation to that of adjoining buildings; the topography; the general pattern of heights in an area; and views, vistas and landmarks. For instance, in a large development of traditional bungalows dwellings should be of a similar size. A house would look completely at odds with the surrounding properties, as would a large block of flats amongst a row of conventional houses.

Barton Common Road is a road of substantial houses which, although in a variety of styles, share similar spacious surroundings enabling them to form a homogeneous whole. It would be incongruous to demolish one of these large properties and replace it with a dense development of terraced starter homes or a large block of flats (and extremely unlikely as this area is protected in the Local Plan, quite rightly, as an Area of Special Character).

Across New Milton and Barton there are a wide variety of styles and sizes of property and scale is as equally important whether buildings are large or small, widely or densely spaced.

Scale is also relevant to extensions to buildings as it would be inappropriate if the original building was dwarfed by the new extension.

5.3 Form

The form of a new building is essentially to do with its shape and is closely related to its mass. Certain areas have buildings of similar form; narrow or wide frontages, flat fronts or bay windows, steep or shallow pitched roofs, tall or ornamental chimneys, etc. If a new building or extension echoes these forms, even if the design is modern, the building can be in harmony with its neighbours. This is particularly important where houses are close together or terraced; for example, a flat roofed extension will look out of place in an area of pitched roofs.

5.4 Detailing

Detailing is as important as form with the style and proportion of windows, the relationship of their height to width and the size and shape of the panes giving scale to a building. Details are particularly important when modernising an old building and while not wishing to live in a cold, draughty house with inadequate facilities it is important, whenever possible, to preserve the existing features of a building in order to retain its character.

Inappropriate additions and alterations, especially to the front of a building, detract from its appearance. Original brickwork, decorative panels, porches, front doors and windows (including window glass) are part of the patina of age. This does not mean that windows and doors cannot be overhauled and proper draught-proofing incorporated. A matching window or door can be made for one found to be beyond repair and a porch can be enclosed with windows and a door to match the existing.

5.5 Materials and colours

Materials and colours for a new building or an extension must also be taken into consideration as part of the overall scheme and if the form and colours harmonise with adjoining buildings, modern materials should be acceptable. The materials used in an extension should normally match the original; bricks or rendering of the same colour or texture, slated roofs of the same profile or pitch, windows and doors of the same profile and sizes. When choosing a new exterior colour, or redecorating an existing building, the colours of the other properties in the vicinity need to be considered. Replacement windows, particularly in PVCu may not always be an automatic choice as they may not complement the original appearance or construction.

5.6 Landscape

Sensitive landscape design and its maintenance are essential; the retention of natural features can give context to a site. A new development that is reasonably satisfactory in terms of the guidance set out above can all too easily be spoilt by unsuitable boundary fencing or gates, by harsh alignment, levels and surface treatment of driveways or a fussy garden layout. Previous developments have often been too close to trees, with consequent demands for felling.

5.7 Density

Apart from its adverse effect on scale and setting, increased density can create traffic problems on existing roads and put pressure on existing services and infrastructure. While accepting that, where possible, the best use of land should be encouraged and higher densities can be justified near to town centres if there are good public transport links, this should not be the sole justification for allowing high density development to take place.

The character of the surrounding area and the impact of any such development should also be taken into consideration and should be considered sympathetically.

6.0 References

- An Action Plan for New Milton and Barton-on-Sea New Milton Town Council 2005 – 2015
- New Forest District Local Plan First Alteration, February 2005
- NFDC Housing Design, Density and Character, April 2006
- New Forest District Local Development Framework, Core Strategy Development Plan Document, Preferred Options, October 2007
- Hampshire Minerals Plan – Regulation 26 Consultation
- New Forest District – Supplementary Planning Document – The provision of car parking space in residential development, February 2008
- Guidance for Local Authorities on Implementing the Biodiversity Duty - PB12584 May 2007. Published by the Department for Environment, Food and Rural Affairs

Our thanks go to David Poole Photography for use of the following photographs for this publication – Figures 2, 16, 17, 22 and 26.

Appendix 1

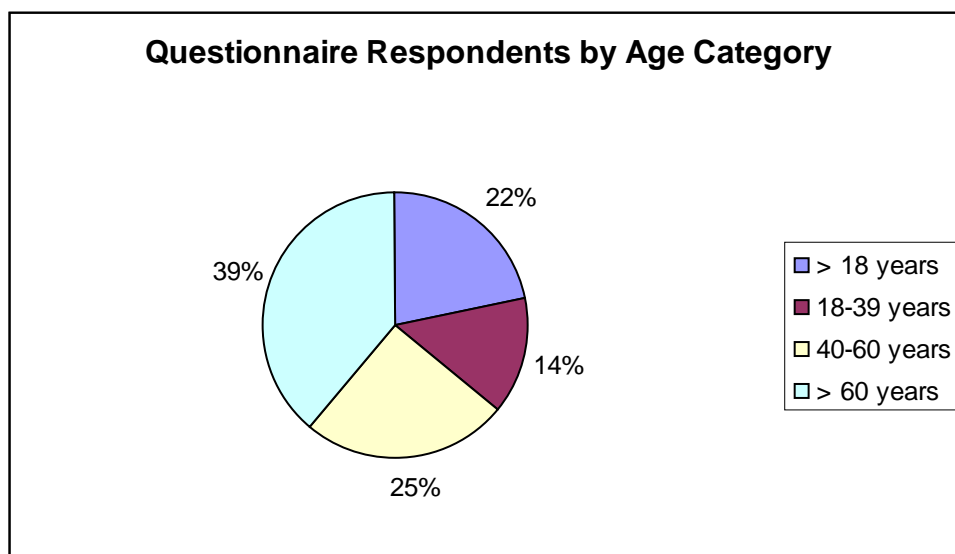
Town Design Statement Consultation 2001 – 2004

The consultation and preparation of the 'New Milton Town Design Statement' has taken over three years to produce. During that time, there was extensive consultation with residents, local retailers, shopkeepers, other traders and groups and associations in the town. All were invited to participate in the production of the information and data.

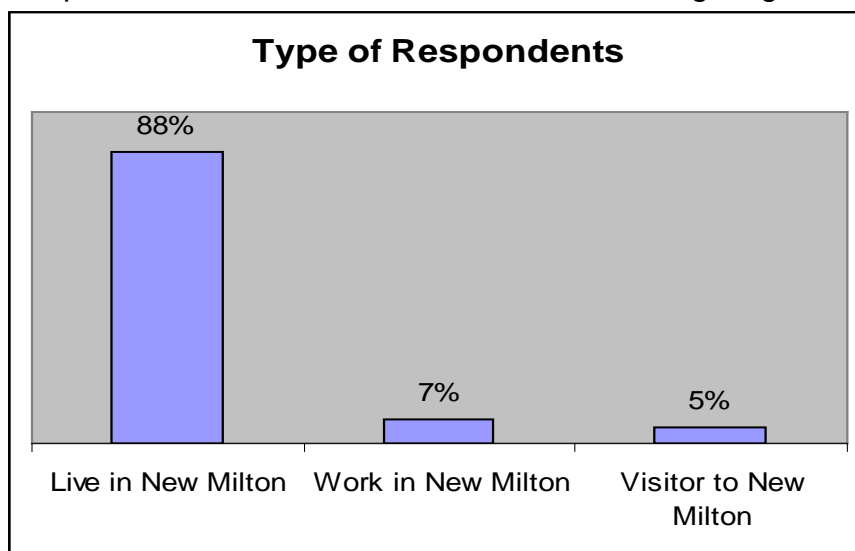
Questionnaires

During the period March – December 2002, the Town Project Group carried out a Healthcheck of New Milton which brought together information on the Economy, Environment, Transport and Social & Community issues in the town.

The questionnaire was entitled "Your Town, Your Say" and over 900 people responded to the survey providing a cross section of age groups. The combined responses provided a snapshot of their likes and dislikes about New Milton.



The majority of respondents lived in New Milton, as the following diagram illustrates.



Additional press and publicity

A considerable amount of publicity was given to the project through the local press and roadshow events, with additional publicity posters and questionnaires placed in strategic places, such as Safeways, throughout the town.

The questionnaire was also promoted via the web site with an email option through which we had 22 (3%) responses.

Appendix 2

Statement of Community Involvement

The consultation process started in 2001 with residents and various local organisations, followed by a 'Healthcheck' in 2002 which promoted 900 responses. Details of this can be found on Appendix 1 of the Design Statement.

Following extensive discussion with NFDC Policy Officers, a final draft was formed and was subjected to a six week public consultation process, which started at the New Milton Town Partnerships' Annual General Meeting on 20th May 2009. An advertisement was placed in the local press, and copies of the document sent to the following organisations – New Milton, Barton on Sea and District Residents Association, local development companies Parkcrest and Pennyfarthing, the newly formed New Milton Chamber of Trade and New Forest National Park Authority.

It was also available to members of the public through the information desk at New Milton Town Hall, having further highlighted the documents availability through the Planning Committee minutes of 7 May 2009.

Several responses were received, and the main issues raised along with subsequent response, are shown overleaf.

| Issue raised | Response |
|---|--|
| Late night town centre opening should be discouraged due to residential units being nearby and the associated problems with noise, litter etc. | The vitality of the town centre could be increased with select premises having late night opening, which would benefit both residents and visitors to the town. Those premises would be expected to adhere to Environmental Health restrictions on external noise etc. |
| The document does not reflect National, Regional or Development Plan policies. | The document has been prepared in line with comments made by Planning Policy Officers at New Forest District Council.(referring to Planning Policy Statement 3 paras.16-18 in particular) |
| Affordable and low cost market family housing provision is not addressed | This issue was within an earlier draft, but was removed as requested by the District Council, as policies regarding new affordable housing thresholds were being proposed within the District Councils' Core Strategy document. |
| The document does not deal with issues surrounding the proportion of Older People in the area, such as housing under-occupation and access to facilities. | This has been addressed within the District Councils' Sustainable Community Strategy which feeds into the Core Strategy document. |
| Various suggestions for textual changes | After consideration, some have been added as suggested. |

New Milton Local Distinctiveness Supplementary Planning Document

Adoption Statement

June 2010

On 2nd June 2010 New Forest District Council adopted a Supplementary Planning Document titled: New Milton Local Distinctiveness Supplementary Planning Document.

Any person aggrieved by the SPD may apply to the High Court for permission to apply for judicial review of the decision to adopt the SPD.

Any such application for leave must be made promptly and in any event not later than 3 months after the date on which the SPD was adopted.



NEW FOREST DISTRICT LOCAL DEVELOPMENT FRAMEWORK

DRAFT SUPPLEMENTARY PLANNING DOCUMENT: NEW MILTON LOCAL DISTINCTIVENESS SUPPLEMENTARY PLANNING DOCUMENT

STATEMENT OF SPD MATTERS

This Statement of Proposals Matters is produced in accordance with Regulation 17 of the Town & Country Planning (Local Development) (England) Regulations 2004. It sets out basic information about the New Milton Local Distinctiveness Supplementary Planning Document.

Document Title

The Supplementary Planning Document is titled:
New Milton Local Distinctiveness Supplementary Planning Document.

Subject Matter

- This guidance is supplementary to the adopted New Forest District (outside the National Park) Core Strategy. The guidance supplements policies CS2 and CS3 of the Core Strategy.
- The Supplementary Planning Document (SPD) is intended as a guide to householders, businesses landowners and developers on how new development should be designed to ensure it contributes positively to local distinctiveness and complies with policies CS2 and CS3 of the Core Strategy. The local planning authority will refer to this guidance when considering whether planning applications for new development comply with policies CS2 and CS3.

Area covered

The guidance applies within the defined built-up area of New Milton.

Consultation period

The draft document is published for a period of 6 weeks public consultation. **The consultation period will begin on 18th January 2010 and will end on 1st March 2010.**

Address for comments

A representations form has been supplied with the draft document.

Comments should be sent to the following address:
Policy and Plans Team, New Forest District Council, Appletree Court, Lyndhurst, Hampshire,
SO43 7PA

Or e-mailed to:
policyandplans@nfdc.gov.uk

Further notification

Any representations may be accompanied by a request to be notified that the SPD has been adopted.

Copies of the consultation draft New Milton Local Distinctiveness SPD can be viewed on the Council's website at: www.newforest.gov.uk or at the following Council offices: New Milton Town Hall, 2 Ashley, Road New Milton (8.45 am - 4.30 pm Monday to Friday); Town Hall, Avenue Road, Lymington and Appletree Court, Lyndhurst (8.45 am - 5.15 pm Monday to Thursday 8.45 am - 4.45 pm Friday). Copies may also be purchased on request from the Policy and Plans Team (Tel. 023 80285352) for £5 each (+ £1.50 p&p).

