



New Forest District
Local Plan
First Alteration

Adopted August 2005

New Forest District Council
Appletree Court
Lyndhurst
Hampshire
SO43 7PA

Contents

	Page
Indexes	
Subject index	5
Policy index	13
Part A	Introduction 23
A1	How to use this plan 25
A2	General information on this plan 27
A3	New Forest District 29
Part B	Strategy 33
B1	The strategy of this plan 35
B2	The objectives of this plan 39
B3	Housing provision and Structure Plan requirements 43
B4	Housing needs and the provision of affordable housing 47
B5	Employment provision and Structure Plan requirements 53
Part C	District-wide policies 55
C1	Design, layout and landscape 57
C2	History and archaeology 67
C3	Special rural designations 75
C4	Nature conservation 79
C5	Agricultural land 83
C6	Pollution and public safety 85
C7	Flooding and drainage 89
C8	Environmental Assessment 91
C9	Transport 93
C10	Recreation 109
C11	Utilities 113
C12	Gypsies and travelling showpeople 119
C13	The coast 121
C14	Developers' obligations 129
Part D	The New Forest 131
D1	The New Forest 133
D2	Landscape and design in the New Forest 139
D3	Housing in the New Forest 143
D4	Employment and business development in the New Forest 151
D5	Tourism in the New Forest 155
D6	Shopping in the New Forest 161
D7	Food and drink uses in the New Forest 165
D8	Transport in the New Forest 167
D9	Recreation in the New Forest 169
D10	Community facilities and services in the New Forest 173
D11	Utilities in the New Forest 177
D12	Re-use of buildings in the New Forest 179
D13	Specific site or settlement policies in the New Forest 181

Part E	Countryside outside the New Forest	187
E1	Countryside outside the New Forest	189
E2	Housing in the countryside outside the New Forest	191
E3	Employment and business development in the countryside outside the New Forest	197
E4	Tourism in the countryside outside the New Forest	201
E5	Shopping in the countryside outside the New Forest	205
E6	Food and drink uses in the countryside outside the New Forest	207
E7	Recreation in the countryside outside the New Forest	209
E8	Community facilities and services in the countryside outside the New Forest	213
E9	Utilities in the countryside outside the New Forest	217
E10	Re-use of buildings in the countryside outside the New Forest	219
E11	Site specific policies in the countryside outside the New Forest	221
Part F	Built-up areas outside the New Forest	225
F1	Built-up areas	227
F2	Town centres	229
F3	Housing in built-up areas outside town centres	237
F4	Commercial and employment development in built-up areas outside town centres	239
F5	Leisure and community uses in built-up areas outside town centres	243
F6	Utilities in built-up areas	247
F7	Ashford	249
F8	Blackfield and Langley	251
F9	Bransgore	253
F10	Everton	255
F11	Fawley	257
F12	Fordingbridge	259
F13	Hardley and Holbury	267
F14	Hordle	269
F15	Hythe and Dibden	271
F16	Lymington and Pennington	281
F17	Marchwood	293
F18	Milford-on-Sea	299
F19	New Milton and Barton-on-Sea	301
F20	Ringwood	311
F21	Sandleheath	321
F22	Totton and Eling	323

Part G	Appendices	337
	G1 Other plans and policies	339
	G2 Industrial and business sites	343
	G3 Conservation Areas and historic landscapes	345
	G4 Designated sites of nature conservation value	349
	G5 Housing sites	367
	G6 Open space requirements arising from new development	369
	G7 Parking limits and standards	377
	G8 Public Safety and Safeguarding Consultation Zones in New Forest District - Information Note	387
	G9 Sustainability Appraisal	409

Proposals Maps

	Proposals Map East
	Proposals Map West
	Inset 1 Totton and Ashurst
	Inset 1A Totton Town Centre
	Inset 2 Hythe and Marchwood
	Inset 2A Hythe centre
	Inset 3 Hardley, Holbury, Blackfield, Langley and Fawley
	Inset 4 Lymington and Pennington
	Inset 4A Lymington town centre
	Inset 5 New Milton, Barton-on-Sea, Milford, Hordle and Everton
	Inset 5A New Milton town centre
	Inset 6 Ringwood
	Inset 6A Ringwood town centre
	Inset 7 Fordingbridge
	Inset 7A Fordingbridge town centre
	Inset 7B Sandleheath
	Inset 8 Lyndhurst
	Inset 9 Brockenhurst
	Inset 10 Sway
	Inset 11 Bransgore

Proposals Map 12: Public Safety and Safeguarding Consultation Zones

Subject index

Subject	Section	Page
A		
Access for impaired mobility	C1	64
Access requirements	C9	100
Access to coast	C13	126
Advertisements - general	C1	65
Advertisements – Conservation Areas	C2	72
Advertisements – New Forest	D2	141
Affordable housing – built-up areas	F3	237
Affordable housing – District-wide	B4	47
Affordable housing – countryside outside the New Forest	E2	195
Affordable housing - New Forest	D3	147
Agricultural development – countryside outside the New Forest	E3	198
Agricultural development – New Forest	D4	152
Agricultural land	C5	83
Agricultural workers’ dwellings – countryside outside New Forest	E2	193
Agricultural workers’ dwellings – New Forest	D3	146
Aims	B1	35
Airports – see Safeguarding consultation zones		
Allotments – see community facilities		
Amusement centres – town centres	F2	232
Amusement centres – countryside outside New Forest	E5	206
Amusement centres – New Forest	D6	163
Ancient monuments	C2	73
Archaeology	C2	73
Area of Outstanding Natural Beauty	C3	77
Area of Special Character	C1	63
Ashford	F7	249
Ashurst	D13	181
Avon Valley Lakes	E11	221
B		
Banks – see Shopping		
Barton-on-Sea	F19	301
Barton clifftop	F19	307
Beach huts	C13	127
Beaulieu	D13	181
Blackfield	F8	251
Blashford Lakes – see Avon Valley Lakes		
Bransgore	F9	253
Bridleways	C9	103
Brockenhurst	D13	181
Built-up areas	F1-F22	227
Buses	C9	98
Business development – built-up areas outside town centres	F4	239
Business development – countryside outside New Forest	E3	197
Business development – New Forest	D4	151
Business development – town centres	F2	234
C		
Cafes – see Food and Drink uses		
Calshot Activities Centre	D13	182
Camp sites – countryside outside New Forest	E4	202
Camp sites – New Forest	D5	157

6 | Subject index

Car parking – see Parking		
Car parks, coastal	C13	126
Caravans (holiday) see Camp sites and Holiday parks		
Caravans (residential) – countryside outside New Forest	E2	196
Caravans (residential) – New Forest	D3	149
Care homes – countryside outside the New Forest	E8	214
Care homes – New Forest	D10	174
Care homes – town centres	F2	234
Cemeteries: see Community facilities		
Churches: see Community facilities		
Coast	C13	121
Coast protection	C13	124
Coastal development	C13	122
Coastal erosion	C13	125
Coastal flooding	C7	124
Coastal land reclamation	C13	125
Coastal recreation and tourism	C13	126
Commoners’ housing	D3	148
Commoning	D1	133
Community facilities – built-up areas outside town centres	F5	245
Community facilities – countryside outside New Forest	E8	213
Community facilities – New Forest	D10	173
Community facilities – town centres	F2	233
Conservation Areas	C2	70
Contaminated land	C6	87
Contributions	C14	129
Country Recreation Areas	E7	210
Countryside outside New Forest	E1-E11	189
Cranborne Chase and West Wiltshire Downs AONB	C3	77
Crime prevention	C1	64
Crime prevention – footpaths etc.	C9	108
Crime prevention – landscape requirements	C1	59
Cycleways	C9	103

D

Defined New Forest villages	D1	136
Dentist surgeries: see Health facilities		
Design of new development	C1	57
Developers’ obligations	C14	129
Dibden	F15	271
Doctors’ surgeries: see Health facilities		
Drainage – surface water	C7	90

E

Education facilities – built-up areas	F5	245
Education facilities – countryside outside the New Forest	E8	213
Education facilities – New Forest	D10	173
Education facilities – town centres	F2	233
Electricity	C11	114
Eling	F22	323
Employment: see Business development		
Employment provision and Structure Plan requirements	B5	53
Energy conservation	C1	58
Entertainment – see Leisure		
Environmental Assessment	C8	91
Environmental improvements	C1	62
Everton	F10	255
Extensions to dwellings: see Housing		

F

Farm shops – countryside outside New Forest	E5	206
Farm shops – New Forest	D6	162
Farming: see Agricultural development		
Fawley	F11	257
Fawley – hazardous substances consultation zone	C6	87
Fawley – hazardous substances consultation zone	G8	394
Fawley oil refinery	F11	257
Fawley power station	D13	182
Ferries	C9	99
Field shelters – countryside outside New Forest	E7	212
Field shelters – New Forest	D9	172
Flood defence	C13	124
Flooding – river and coastal	C7	189
Food and drink uses – built-up areas outside town centres	F5	243
Food and drink uses – countryside outside New Forest	E6	207
Food and drink uses – New Forest	D7	165
Food and drink uses – town centres	F2	231
Footpaths	C9	103
Fordingbridge	F12	259
Fordingbridge town centre	F12	259
Freight	C9	99

G

Garden centres: see shopping		
Gas	C11	114
General development criteria	C1	57
Gas pipelines	Appendix G8	398
Golf courses	E7	210
Green Belt	C3	75
Guest houses: see hotels		
Gypsy sites	C12	119

H

Hardley	F13	267
Hazard zone	C6	86
Hazard zone	Appendix G8	393
Hazardous substances	C6	86
Health facilities – built-up areas outside town centres	F5	245
Health facilities – countryside outside New Forest	E8	214
Health facilities – New Forest	D10	173
Health facilities – town centres	F2	233
Hedgerows	C1	61
Highway contributions – off-site	C9	100
Highways: see Road network and Road improvements		
Hinton	D13	183
Historic landscapes	C2	74
Historic street and footpath patterns	C1	63
Holbury	F13	267
Holiday parks – countryside outside New Forest	E4	202
Holiday parks – New Forest	D5	157
Hordle	F14	269
Horse keeping – countryside outside the New Forest	E7	212
Horse keeping – New Forest	D9	171
Horse riding – countryside outside New Forest	E7	211
Horse riding – New Forest	D9	171
Hospitals: see Health facilities		
Hotels – built-up areas outside town centres	F5	244
Hotels – countryside outside New Forest	E4	201
Hotels – New Forest	D5	155

8 | Subject index

Hotels – town centres	F2	232
Housing – affordable housing	B4	47
Housing – built-up areas outside town centres	F3	237
Housing – countryside outside New Forest	E2	191
Housing – New Forest	D3	143
Housing sites	Appendix G5	367
Housing – Structure Plan requirements	B3	43
Housing – town centres	F2	234
Hythe	F15	271
Hythe centre	F15	271

I

Industry: see Business development		
Industrial sites	Appendix G2	343
Infrastructure	C1	58

L

Landscape	C1	59
Landscape – contents of scheme	C1	59
Landscape features	C1	63
Landscapes – historic	C2	74
Langley	F8	251
Leisure uses – built-up areas outside town centres	F5	243
Leisure uses – town centres	F2	231
Libraries: see Community facilities		
Listed Buildings	C2	67
Local Gaps	C3	77
Local Nature Reserves (LNRs)	C4	79
Local Nature Reserves (LNRs)	Appendix G4	351
Lymington	F16	281
Lymington town centre	F16	281
Lyndhurst	D13	183

M

Major hazard zone: see Hazard zone		
Maneges – countryside outside New Forest	E7	212
Maneges – New Forest	D9	172
Marchwood	F17	293
Marinas	C13	127
Milford-on-Sea	F18	299
Mobile homes: see Caravans (residential)		
Moorings	C13	127

N

National Nature Reserves (NNRs)	C4	79
National Nature Reserves (NNRs)	Appendix G4	351
National Park – see New Forest National Park		
Nature conservation	C4	79
New Forest	D1-D13	133
New Forest District – description	A3	29
New Forest Highway Strategy	D8	167
New Forest villages	D1	136
New Forest National Park	D1–D13	133
New Milton	F19	301
New Milton town centre	F19	301
Notifiable installations	C6	86
Nursing homes – see Care Homes		

O

Objectives	B2	39
Office development - built up areas outside town centres	F4	239
Office development town centres	F2	234
Open space (see also specific proposals)	C10	109
Open space – private	C10	110
Open space, private in residential development	C1	62
Open space with new development	Appendix G6	369

P

Parking (see also individual town centre proposals)	C9	101
Parking limits and standards	Appendix G7	377
Paultons Park	D13	184
Pennington	F16	281
Pipelines: see Gas pipelines and Appendix G8		
Playing fields: see Open space		
Pollution	C6	85
Pollution – coastal	C13	128
Power generation – countryside outside New Forest	E9	217
Power generation – New Forest	D11	177
Power lines: see Utilities		
Power stations	C11	114
Public art	C1	63
Public houses – built-up areas outside town centres	F5	243
Public houses – town centres	F2	232
Public houses – countryside outside New Forest	E6	207
Public houses – New Forest	D7	166
Public open space: see Open space		
Public safety zone	C6	87
Public safety zone	Appendix G8	405
Public transport	C9	98

R

Rail	C9	98
Ramsar sites	C4	79
Ramsar sites	Appendix G4	350
Re-use of buildings – countryside outside New Forest	E10	219
Re-use of buildings – New Forest	D12	179
Recreation – built-up areas outside town centres	F5	245
Recreation – countryside outside New Forest	E7	209
Recreation – New Forest	D9	169
Recycling	C1	59
Renewable Energy	C11	115
Replacement dwellings - see housing		
Rest homes – see Care homes		
Restaurants: see Food and drink uses		
Retail development: see Shopping		
Ringwood	F20	311
Ringwood town centre	F20	311
River flooding	C7	89
Road improvements	C9	94
Road network	C9	93
Road safety	C9	100
Roadside facilities	C9	97

S

Safeguarding consultation zone	C6	87
Safeguarding consultation zone	Appendix G8	393
Sandleheath	F21	321

Schools – see Education facilities		
Shopfronts	C1	65
Shopfronts – Conservation area	C2	67
Shopping – built-up areas outside town centres	F4	241
Shopping – countryside outside New Forest	E5	205
Shopping – New Forest	D6	161
Shopping – town centres	F2	230
Signs: see Advertisements		
Sites of Special Scientific Interest (SSSIs)	C4	79
Sites of Special Scientific Interest (SSSIs)	Appendix G4	349
Sites of Importance for Nature Conservation (SINCs)	C4	79
Sites of Importance for Nature Conservation(SINCs)	Appendix G4	351
Sopley Camp	E11	224
Special Areas of Conservation (SACs)	C4	79
Special Areas of Conservation (SACs)	Appendix G4	350
Special Protection Areas (SPAs)	C4	79
Special Protection Areas (SPAs)	Appendix G4	350
Stables – countryside outside New Forest	E7	212
Stables – New Forest	D9	172
Storage and distribution	F4	241
Strategic Gaps	C3	76
Sustainability appraisal	Appendix G9	409
Sway	D13	185

T

Tatchbury Mount	D13	186
Telecommunications – built-up areas	F6	247
Telecommunications – countryside outside New Forest	E9	217
Telecommunications – New Forest	D11	177
Testwood Lakes	E7	211
Totton	F22	323
Totton town centre	F22	323
Tourism – built-up areas outside town centres	F5	244
Tourism – countryside outside New Forest	E4	201
Tourism – New Forest	D5	155
Tourism – town centres	F2	232
Town centres: see individual towns		
Traffic management	C9	97
Travelling showpeople	C12	120
Trees	C1	60

U

Utilities	C11	113
Utilities - built-up areas	F6	247
Utilities – countryside outside the New Forest	E9	217
Utilities – New Forest	D11	177

V

Visitor attractions – built-up areas outside town centres	F5	244
Visitor attractions – countryside outside New Forest	E4	203
Visitor attractions – New Forest	D5	159
Visitor attractions – town centres	F2	233

W

Warehousing - see storage and distribution		
Waste water treatment	C11	113
Water services	C11	113
Water storage	C11	113
Water storage – Avon Valley lakes	E11	222
Wildlife - see Nature conservation		
Wind turbines – see Renewable Energy		

Policy Index

Policy	Policy title	Section	Page
Affordable Housing			
AH-1	Affordable Housing in defined built-up areas and settlements with populations of more than 3000 (excluding Bransgore) and on allocated and reserve sites	B4	49
AH-2	Affordable Housing in rural areas and small settlements (including Bransgore)	B4	50
Avon Valley Lakes			
AV-1	Avon Valley Lakes - nature conservation	E11	222
AV-2	Avon Valley Lakes - water storage	E11	222
AV-3	Avon Valley Lakes - water storage plant	E11	222
AV-4	Avon Valley Lakes - recreational uses	E11	222
AV-5	Avon Valley Lakes - recreation facilities	E11	223
AV-6	Avon Valley Lakes: country recreation area	E11	223
Beaulieu			
BE-1	Beaulieu village	D13	181
Bransgore			
BG-1	Open space in Bransgore	F9	253
Built-up areas:			
BU-1	Assessment of development proposals	F1	227
- Commercial and employment development			
BU-CE1	Industrial/ office/ business development in built-up areas outside town centres	F4	239
BU-CE2	Retention of employment sites in built-up areas outside town centres	F4	240
BU-CE3	Office development in local centres	F4	240
BU-CE4	Extensions to offices in built-up areas outside	F4	241
BU-CE5	Storage and distribution in built-up areas outside of town centres	F4	241
BU-CE6	Local shopping frontages outside town centres	F4	241
BU-CE7	New shopping developments outside town centres and local shopping frontages	F4	242
BU-CE8	Loss of shops in built-up areas outside town centres and local shopping frontages	F4	242
- Housing			
BU-H1	Residential infilling, redevelopment, or extensions outside town centres	F3	237
- Leisure and community uses			
BU-LC1	Food and drink uses in built-up areas outside town centres	F5	243
BU-LC2	Loss of Public Houses in built-up areas outside town centres	F5	243
BU-LC3	Leisure and entertainment facilities in built-up areas outside town centres	F5	243
BU-LC4	Hotels and guest houses in built-up areas outside town centres	F5	244
BU-LC5	Visitor attractions in built-up areas outside town centres	F5	244
BU-LC6	Recreational facilities to meet local needs in built-up areas outside town centres	F5	245

BU-LC7	Community facilities and services in built up areas outside town centres	F5	245
BU-LC8	Developer contributions for community and education facilities in built up areas	F5	246
BU-LC9	Loss of community facilities in built up areas outside town centres	F5	246

- Utilities

BU-P1	Utilities in built up areas	F6	247
------------------	--	---------------	----------------

- Town centres

BU-TC1	Primary shopping areas	F2	230
BU-TC2	Shopping frontages outside the primary shopping area within defined town centres	F2	230
BU-TC3	New shopping development outside primary shopping areas and other shopping frontages in town centres	F2	231
BU-TC4	Leisure and entertainment facilities in town centres	F2	231
BU-TC5	Retention of leisure and entertainment uses in town centres	F2	232
BU-TC6	Amusement centres in town centres	F2	232
BU-TC7	Hotels and guest houses in town centres	F2	232
BU-TC8	Visitor attractions in town centres	F2	233
BU-TC9	Community facilities and services in town centres	F2	233
BU-TC10	Loss of community facilities in town centres	F2	233
BU-TC11	Developer contributions from town centre development towards community and education facilities	F2	233
BU-TC12	Residential uses and care homes in town centres	F2	2234
BU-TC13	Town centre office development	F2	234
BU-TC14	Retention of employment sites in defined town centres	F2	234

Calshot

CA-1	Calshot Activities Centre	D13	182
------	---------------------------	-----	-----

COUNTRYSIDE OUTSIDE THE NEW FOREST:

- Employment and business development

CO-B1	Agricultural development in the countryside outside the New Forest	E3	198
CO-B2	New employment uses in the countryside outside the New Forest	E3	198
CO-B3	Redevelopment of established employment sites in the countryside outside the New Forest	E3	199
CO-B4	Extensions to employment premises in the countryside outside the New Forest	E3	199
CO-B5	Retention of existing employment sites in the countryside outside the New Forest	E3	199

- Countryside

CO-E1	The countryside outside the New Forest	E1	189
------------------	---	---------------	----------------

- Food and drink uses

CO-F1	Food and drink premises in the countryside outside the New Forest	E6	207
CO-F2	Loss of public houses in the countryside outside the New Forest	E6	207

- Housing

CO-H1	New residential development in the countryside (outside the New Forest)	E2	191
CO-H2	Extensions to dwellings in the countryside outside the New Forest	E2	191

CO-H3	Replacement dwellings in the countryside outside the New Forest	E2	191
CO-H4	Outbuildings in the countryside outside the New Forest	E2	193
CO-H5	Dwellings for agricultural or forestry workers in the countryside outside the New Forest	E2	193
CO-H6	Removal of agricultural occupancy conditions in the countryside outside the New Forest	E2	194
CO-H7	Affordable housing for local needs in the countryside outside the New Forest	E2	195
CO-H8	Caravans in the countryside outside the New Forest	E2	196
CO-H9	Replacement of residential caravans or mobile homes in the countryside outside the New Forest	E2	196
- Community facilities and services			
CO-P1	New schools and extensions in the countryside outside the New Forest	E8	213
CO-P2	Redundant schools in the countryside outside the New Forest	E8	213
CO-P3	Health and social services facilities in the countryside outside the New Forest	E8	214
CO-P4	Care homes in the countryside outside the New Forest	E8	214
CO-P5	Extensions to care homes in the countryside outside the New Forest	E8	214
CO-P6	Community facilities in the countryside outside the New Forest	E8	214
CO-P7	Loss of community facilities and care homes in the countryside outside the New Forest	E8	215
- Utilities			
CO-P8	New utilities in the countryside outside the New Forest	E9	217
CO-P9	Telecommunications in the countryside outside the New Forest	E9	217
- Recreation			
CO-R1	Outdoor recreation in the countryside outside the New Forest	E7	209
CO-R2	Development ancillary to recreation uses in the countryside outside the New Forest	E7	209
CO-R3	Golf courses in the countryside outside the New Forest	E7	210
CO-R4	Country recreation areas in the countryside outside the New Forest	E7	210
CO-R5	Outdoor recreation facilities for local needs in the countryside outside the New Forest	E7	211
CO-R6	Indoor recreation facilities for local needs in the countryside outside the New Forest	E7	211
CO-R7	Commercial riding establishments in the countryside outside the New Forest	E7	211
CO-R8	Recreational horse-keeping in the countryside outside the New Forest	E7	212
CO-R9	Stables and field shelters in the countryside outside the New Forest	E7	212
CO-R10	Maneges in the countryside outside the New Forest	E7	212
- Re-use of buildings			
CO-RB1	Re-use of buildings in the countryside outside the New Forest	E10	219

- Shopping

CO-S1	Shops in villages in the countryside outside the New Forest	E5	205
CO-S2	Loss of rural shops in the countryside outside the New Forest	E5	205
CO-S3	Shops outside villages in the countryside outside the New Forest	E5	205
CO-S4	Amusement centres in the countryside outside the New Forest	E5	206

- Tourism

CO-TM1	New hotels in the countryside outside the New Forest	E4	201
CO-TM2	Retention of existing hotel accommodation	E4	201
CO-TM3	Extensions to hotels in the countryside outside the New Forest	E4	201
CO-TM4	Holiday parks and camp sites in the countryside outside the New Forest	E4	202
CO-TM5	Extensions to holiday parks and camp sites in the countryside outside the New Forest	E4	202
CO-TM6	Up-grading of holiday parks and touring caravan sites in the countryside outside the New Forest	E4	203
CO-TM7	Upgrading of camp (tenting) sites in the countryside outside the New Forest	E4	203
CO-TM8	Visitor attractions in the countryside outside the New Forest	E4	203
CO-TM9	Extensions to visitor attractions in the countryside outside the New Forest	E4	204

DISTRICT WIDE:**- Coast**

DW-C1	Coastal development	C13	122
DW-C2	Restricted uses on coastal sites	C13	123
DW-C3	Port development at Dibden Bay	C13	124
DW-C4	Coastal protection works	C13	124
DW-C5	Development requiring coastal works	C13	125
DW-C6	Coastal erosion	C13	125
DW-C7	Coastal land reclamation	C13	125
DW-C8	Pedestrian and vehicular coastal access	C13	126
DW-C9	Coastal car parks	C13	126
DW-C10	Beach huts	C13	127
DW-C11	Marinas and moorings	C13	127

- Design, layout and landscape

DW-E1	General development criteria	C1	57
DW-E2	Density and mix of housing development	C1	57
DW-E3	Infrastructure	C1	58
DW-E4	Energy conservation	C1	58
DW-E5	Recycling	C1	59
DW-E6	Requirement for landscape scheme	C1	59
DW-E7	Content of landscape scheme	C1	59
DW-E8	Trees	C1	60
DW-E9	Hedgerows	C1	61
DW-E10	Private open space	C1	62
DW-E11	Areas of Special Character	C1	63
DW-E12	Protection of landscape features	C1	63
DW-E13	Protection of historic street and footpath patterns	C1	63
DW-E14	Crime prevention	C1	64
DW-E15	Access for impaired or restricted mobility	C1	64
DW-E16	Shopfronts	C1	65
DW-E17	Advertisements	C1	66

- History and Archaeology

DW-E18	Alterations, extensions and repairs to listed buildings	C2	67
DW-E19	Demolition of listed buildings	C2	68
DW-E20	Setting of listed buildings	C2	69
DW-E21	Change of use of listed buildings or other important buildings	C2	69
DW-E22	Exceptional development to retain listed buildings or other important buildings	C2	69
DW-E23	New development in Conservation Areas	C2	70
DW-E24	Demolition in Conservation Areas	C2	71
DW-E25	Shopfronts in Conservation Areas	C2	72
DW-E26	Advertisements in Conservation Areas	C2	72
DW-E27	Development affecting archaeological sites	C2	73
DW-E28	Archaeological field assessment	C2	73
DW-E29	Historic landscapes	C2	74

- Special rural designations

DW-E30	Green Belt	C3	75
DW-E31	Land between Green Belt and built-up areas	C3	75
DW-E32	Strategic Gaps	C3	76
DW-E33	Local Gaps	C3	77
DW-E34	Development in AONBs	C3	77
DW-E35	River valleys	C3	77

- Nature conservation

DW-E36	Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites	C4	79
DW-E37	Sites of Special Scientific Interest (SSSIs)	C4	79
DW-E38	Locally designated sites	C4	79
DW-E39	Nature conservation interest	C4	81
DW-E40	New sites of nature conservation value and enhancement of existing	C4	81
DW-E41	Protected species	C4	81

- Agricultural land

DW-E42	Protection of agricultural land	C5	83
-------------------	--	---------------	---------------

- Pollution

DW-E43	Control of pollution	C6	85
DW-E44	Minimising conflicts with polluting sources	C6	86
DW-E45	Developments involving hazardous substances	C6	86
DW-E46	Development near notifiable installations	C6	86
DW-E47	Development in other safeguarding consultation zones	C6	87
DW-E48	Contaminated land	C6	87

- Flooding and drainage

DW-E49	River and coastal flooding	C7	89
DW-E50	Drainage	C7	90
DW-E51	Off-site improvements to surface water drainage	C7	90

- Developers' obligations

DW-F1	Developers' obligations	C14	129
------------------	------------------------------------	----------------	----------------

- Gypsies

DW-G1	Gypsy sites	C12	119
-------	-------------	-----	-----

- Utilities

DW-P1	Water and waste water infrastructure	C11	113
DW-P2	Power stations	C11	114
DW-P3	Renewable Energy	C11	116

- Recreation

DW-R1	Protection of public open space	C10	109
------------------	--	----------------	----------------

DW-R2	Protection of private or education authority recreational facilities	C10	110
DW-R3	Open space contributions	C10	111
DW-R4	Retention of recreational buildings	C10	111
- Transport			
DW-T1	A326 improvements	C9	95
DW-T2	A35 Totton/ Redbridge	C9	96
DW-T3	Totton western bypass	C9	96
DW-T4	Roadside facilities	C9	97
DW-T5	Public transport infrastructure	C9	98
DW-T6	Freight sites and routes	C9	99
DW-T7	Location of new development	C9	100
DW-T8	Access, safety and traffic management requirements	C9	100
DW-T9	New car parking provision on development sites and elsewhere	C9	102
DW-T10	New and improved footpaths and cycleways	C9	103
DW-T11	Safeguarding proposed footpaths and cycleways	C9	105
DW-T12	Protection of existing and proposed public rights of way	C9	106
DW-T13	Contributions to footpaths, cycleways and bridleways	C9	106
DW-T14	Improvements to footpaths, cycleways and bridleways	C9	106
Efford Horticultural Research Station			
EH-1	Efford Horticultural Research Station	E11	223
Everton			
EV-1	Land off Everton Road	F10	255
EV-2	Land at Everton Recreation Ground	F10	255
Fawley			
FA-1	Fawley Oil Refinery	F11	257
FA-2	Land at Church Lane	F11	257
Fordingbridge			
FB-1	The Dairy/ Salvation Army site	F12	261
FB-2	New footpath	F12	261
FB-3	Rear of Nos. 2 to 14 Bridge Street and 1 to 9 High Street	F12	262
FB-4	Nos 5 to 11 Provost Street	F12	262
FB-5	South side of the High Street and Provost Street	F12	262
FB-6	Rear access to properties on the south side of the High Street	F12	262
FB-7	22 Provost Street	F12	263
FB-8	53 to 55 Shaftesbury Street and land east of Sweatfords Water	F12	263
FB-9	Land west of West Street	F12	263
FB-10	Sites in Fordingbridge Conservation Area	F12	264
FB-11	Car park extension	F12	264
FB-12	Public open space allocations	F12	265
FB-13	Land at Whitsbury Road/ Parsonage Park Drive	F12	265
Fawley Power Station			
FP-1	Fawley power station	D13	182
Housing sites			
H-1	Release of Sites for Housing Development	B3	45
Hythe and Dibden			
HD-1	The Pier Head	F15	274
HD-2	Ferry ticket office	F15	274
HD-3	Pedestrian link between the Pier Head and Promenade	F15	274
HD-4	Dreamland, Shore Road	F15	275
HD-5	Goods yard, Shore Road	F15	275

HD-6	Builder's yard adjoining St John's Street car park	F15	276
HD-7	St John's Street/ New Road/ Shore Road link road and road improvements	F15	276
HD-8	Marsh Parade	F15	277
HD-9	Marsh Parade street frontages	F15	277
HD-10	Pylewell Precinct	F15	277
HD-11	Premises fronting the New Road car park	F15	277
HD-12	Railway station, New Road car park	F15	277
HD-13	Community centre	F15	278
HD-14	The Orchard site	F15	279
HD-15	Land adjoining Jones Lane	F15	279
HD-16	Land south of Cedar Road	F15	279
HD-17	Land off Mullins Lane	F15	279
HD-18	Dibden Distributor Road	F15	280
HD-19	Primary school, Claypits Lane	F15	280
HD-20	Extension to Noadswood School playing fields	F15	280
HD-21	Dibden local centre	F15	280
HD-22	Allotments, Claypits Lane	F15	280
Hardley and Holbury			
HH-1	Land adjoining Hardley industrial estate	F13	267
HH-2	Land at Lime Kiln Lane/ Holbury Drove	F13	268
Lymington and Pennington			
LP-1	37 to 39 St Thomas' Street	F16	284
LP-2	77 to 90 High Street/ School Lane	F16	284
LP-3	Furniture repository, New Street/ Emsworth Road	F16	284
LP-4	Burgage plots	F16	284
LP-5	Earley Court	F16	285
LP-6	Land at Queen Katherine Road / Grove Road	F16	287
LP-7	Ampress Works	F16	287
LP-8	Lymington Infirmary	F16	288
LP-9	Lymington Hospital	F16	289
LP-10	Gurney Dixon Centre	F16	289
LP-11	Indoor recreation at Priestlands School	F16	289
LP-12	Land at Woodside	F16	290
LP-13	Vitre Gardens	F16	290
LP-14	Land off Bramble Walk	F16	290
LP-15	Seawater baths area	F16	290
LP-16	Land at Lymington Marina	F16	290
LP-17	Alexandra Road/ A337	F16	291
LP-18	Southern access route	F16	291
Marchwood			
MA-1	Royal Naval Armaments Depot (RNAD) 293	F17	
MA-2	Marchwood power station site	F17	294
MA-3	Husbands Shipyard	F17	295
MA-4	Marchwood Military Port	F17	294
MA-5	Land south of Hythe Road	F17	296
MA-6	Land between Cracknore Hard Lane and Normandy Way	F17	296
MA-7	Twiggs Lane junction	F17	297
MA-8	Railway station, Plantation Drive	F17	297
MA-9	New infant school	F17	297
Milford-on-Sea			
MS-1	Development on the seafront	F18	299
MS-2	Land at Lymington Road/ School Lane	F18	300
MS-3	Land adjacent to the White House	F18	300

NEW FOREST:**~~—Employment and business development~~**

NF-B1	Agricultural development in the New Forest	D4	152
NF-B2	New employment uses in the New Forest (including farm diversification)	D4	152
NF-B3	New employment development in defined New Forest villages	D4	153
NF-B4	Redevelopment of established employment sites in the New Forest	D4	153
NF-B5	Extensions to business premises in the New Forest	D4	153
NF-B6	Retention of existing employment sites in the New Forest	D4	154

~~—The New Forest~~

NF-E1	Control of development (in the New Forest)	D1	135
NF-E2	Defined New Forest villages	D1	136
NF-E3	Loss of grazing land	D1	136
NF-E4	Landscape character of the New Forest	D1	139
NF-E5	Design of new development in the New Forest	D1	140
NF-E6	Advertisements in the New Forest	D1	141

~~—Food and drink~~

NF-F1	Food and drink premises in defined New Forest villages	D7	165
NF-F2	Food and drink premises outside defined New Forest villages	D7	165
NF-F3	Loss of public houses in the New Forest	D7	166

~~—Housing~~

NF-H1	New residential development in the New Forest	D3	143
NF-H2	New housing within defined New Forest villages	D3	143
NF-H3	Extensions to dwellings in the New Forest	D3	144
NF-H4	Replacement dwellings in the New Forest	D3	144
NF-H5	Outbuildings in the New Forest	D3	145
NF-H6	Dwellings for agricultural or forestry workers in the New Forest	D3	146
NF-H7	Removal of agricultural occupancy conditions in the New Forest	D3	147
NF-H8	Affordable housing for local needs in the New Forest	D3	147
NF-H9	Caravans in the New Forest	D3	149
NF-H10	Replacement of residential caravans or mobile homes in the New Forest	D3	149

~~—Community facilities and services~~

NF-P1	Schools in the defined New Forest villages	D3	173
NF-P2	Schools outside the defined New Forest villages	D3	173
NF-P3	Redundant schools in the defined New Forest villages	D3	174
NF-P4	Health and social service facilities in the New Forest	D3	174
NF-P5	Care homes on the defined New Forest villages	D3	174
NF-P6	Care homes outside the defined New Forest villages	D3	176
NF-P7	Community facilities in the New Forest	D3	176
NF-P8	Loss of community facilities and care homes in the New Forest	D3	176

~~—Utilities~~

NF-P9	New utility infrastructure in the New Forest	D11	177
NF-P10	Telecommunications in the New Forest	D11	177

—Recreation

NF-R1	Recreational uses in the New Forest	D9	169
NF-R2	Development ancillary to recreation uses in the New Forest	D9	170
NF-R3	Outdoor recreation facilities for local needs in the New Forest	D9	170
NF-R4	Indoor recreation facilities for local needs in the New Forest	D9	170
NF-R5	Commercial riding establishments in the New Forest	D9	171
NF-R6	Recreational horse keeping in the New Forest	D9	171
NF-R7	Stables and field shelters in the New Forest	D9	172
NF-R8	Maneges in the New Forest	D9	172

—Re-use of buildings

NF-RB1	Re-use of buildings on the New Forest	D12	179
--------	--	-----	-----

—Shopping

NF-S1	Retail development in the defined New Forest villages	D6	161
NF-S2	Non-retail development in shop premises in the defined New Forest villages	D6	161
NF-S3	Retail development outside the defined New Forest villages	D6	162
NF-S4	Shop extensions outside the defined New Forest villages	D6	162
NF-S5	Loss of rural shops in the New Forest	D6	162
NF-S6	Amusement centres in the New Forest	D6	163

—Tourism

NF-TM1	New hotels in the New Forest	D5	155
NF-TM2	Retention of existing hotel accommodation in the New Forest	D5	155
NF-TM3	Bed and Breakfast accommodation in the New Forest	D5	156
NF-TM4	Extensions to hotels in the New Forest	D5	156
NF-TM5	Holiday parks and camp sites in the New Forest	D5	157
NF-TM6	Relocation of camp sites in the New Forest	D5	157
NF-TM7	Extensions to holiday parks and camp sites in the New Forest	D5	157
NF-TM8	Upgrading of holiday park facilities in the New Forest	D5	157
NF-TM9	Upgrading of touring caravan and camp site facilities in the New Forest	D5	158
NF-TM10	Visitor attractions in the New Forest	D5	159
NF-TM11	Farm diversification schemes	D5	159

New Milton

NM-1	36 to 46 Station Road	F19	303
NM-2	The post office, 22 to 24 Station Road	F19	303
NM-3	The Rydal Public House, Station Road	F19	303
NM-4	Improvements to rear service areas	F19	304
NM-5	Improvements to shopping frontages	F19	305
NM-6	Land at Durlston Court School	F19	306
NM-7	Land east of Ashley Common Road	F19	306
NM-8	Land east of Fernhill Lane	F19	307
NM-9	Land east of Caird Avenue/ south of Carrick Way	F19	307
NM-10	Development on the seafront, Barton-on-Sea	F19	307
NM-11	Land east of Caird Avenue (southern part)	F19	307
NM-12	Land west of Caird Avenue	F19	308
NM-13	Land west of Fernhill Lane	F19	308
NM-14	Land adjoining Ashley Sports Ground	F19	309
NM-15	Land north of Lake Grove Road	F19	309
NM-16	Land at Barton-on-Sea sewage works	F19	309
NM-17	Caird Avenue junctions	F19	309
NM-18	Allotments, Lower Ashley	F19	309

NM-19	Allotments, Moore Close	F19	309
NM-20	Naish Farm Holiday Park	F19	310
Paultons Park			
PP-1	Paultons Park	D13	184
Ringwood			
RW-1	Bus depot	F20	313
RW-2	Town centre development, the Furlong	F20	314
RW-3	Facilities in the lorry park	F20	314
RW-4	29 to 33a Southampton Road	F20	315
RW-5	Rear of the Crown Hotel	F20	315
RW-6	Bickerley Road	F20	316
RW-7	Sites in Ringwood Conservation Area needing enhancement	F20	317
RW-8	Rear service yards	F20	317
RW-9	Land south of Castleman Way	F20	318
RW-10	Land east of Christchurch Road	F20	318
RW-11	Land adjoining Headlands Business Park, Salisbury Road	F20	318
RW-12	Land west of Crow Lane	F20	319
RW-13	Land between Long Lane and Green Lane	F20	320
RW-14	Land at Hurst Ponds	F20	320
RW-15	Land east of Hightown Lake	F20	320
Sopley Camp			
SC-1	Sopley Camp	E11	224
Tatchbury Mount			
TA-1	Tatchbury Mount	D13	186
Totton			
TE-1	Traffic in the town centre	F22	325
TE-2	Ringwood Road – Salisbury Road link road	F22	326
TE-3	The Precinct	F22	326
TE-4	Library Road	F22	326
TE-5	Land between Ringwood Road and Water Lane	F22	327
TE-6	The civic building complex	F22	327
TE-7	Commercial Road (north side)	F22	328
TE-8	Rumbridge Street Local Shopping Area	F22	328
TE-9	21 to 23 Rumbridge Street	F22	329
TE-10	Brokenford Lane	F22	329
TE-11	Land at Hanger Farm	F22	330
TE-12	Land at Hazel Farm	F22	330
TE-13	Land at Testwoodhouse Farm	F22	330
TE-14	Land at Durley Farm, Hounsdown	F22	331
TE-15	Land at Eling Wharf/ Eling Quay	F22	332
TE-16	Land at Newmans Copse	F22	332
TE-17	Land at Bartley Park	F22	333
TE-18	Land at Hanger Farm	F22	333
TE-19	Land at Hazel Farm	F22	333
TE-20	Land at Testwoodhouse Farm	F22	333
TE-21	Land adjoining Little Testwood Farm	F22	333
TE-22	Totton "Greenroute"	F22	333
TE-23	Railway station, Bartley Park	F22	334
TE-24	Railway station, Hounsdown	F22	334
TE-25	Land at Jacob's Gutter Lane	F22	335

Part A

Introduction

- A1 How to use this plan
- A2 General information on this plan
- A3 New Forest District

A1 How to use this plan

How is this document structured?

Part A: General Information

Part B: Strategy

Part C: District-wide Policies

Additional policies for parts of the District:

Part D: The New Forest

Part E: Countryside Outside the New Forest

Part F: Built-up Areas Outside the New Forest

Part G: Appendices

What is the New Forest (Part D)?

The New Forest in this plan always refers to the New Forest National Park. This includes the defined New Forest villages of Ashurst, Brockenhurst, Lyndhurst and Sway.

What is the Countryside Outside the New Forest (Part E) ?

This covers those parts of the District which are outside both the New Forest and the defined built-up areas (listed below).

What are the Built-up Areas (Part F) ?

These are: Ashford, Blackfield and Langley, Bransgore, Everton, Fawley, Fordingbridge, Hardley and Holbury, Hordle, Hythe and Dibden, Lymington and Pennington, Marchwood, Milford-on-Sea, New Milton and Barton-on-Sea, Ringwood, Sandleheath, Totton and Eling. These are all outside the New Forest.

Part F contains:

- i general policies applying throughout these defined built-up areas; and
- ii additional policies for each individual built-up area, including detailed policies for the centres of Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton.

How do you find the parts of the plan dealing with a particular area or topic?

There are two indexes to the plan (by policies and subjects) at the end of the plan.

How are policies numbered?

The policies are numbered using a two-part code: (e.g **NF-R1**).

The first part (**NF**) gives the **Area** code and the second part (**R1**) gives the **Topic** code (except for the site-specific policies) and includes a **policy number**.

The Area codes are:

AV	Avon Valley
BE	Beaulieu
BG	Bransgore
BU	Built-up Areas Outside the New Forest (general policies applying to all defined built-up areas)
CO	Countryside Outside the New Forest (general policies)
DW	District-wide Policies

EV	Everton
FA	Fawley
FB	Fordingbridge
FP	Fawley Power Station
HD	Hythe and Dibden
HH	Hardley-Holbury
LP	Lymington and Pennington
MA	Marchwood
MS	Milford-on-Sea
NF	New Forest (general policies)
NM	New Milton and Barton-on-Sea
PP	Paultons Park
RW	Ringwood
SC	Sopley Camp
TE	Totton and Eling
TA	Tatchbury Mount

The Topic codes are:

AH	Affordable Housing
B	Industrial/ business/ office development
C	Coast
CE	Commercial and employment development
E	Environmental design, conservation and protection
F	Food and drink
G	Gypsies
H	Housing
LC	Leisure and community uses
P	Public utilities and community facilities
R	Recreation
RB	Re-use of buildings
S	Shopping
T	Transport
TC	Town centres
TM	Tourism

Supplementary Planning Guidance/ Supplementary Planning Documents

Supplementary Planning Guidance (SPG) / Supplementary Planning Documents (SPD) may be detailed guidance on aspects of development control, policy, design or site briefs adopted by the District Council to supplement policies of this plan. References to SPG/ SPD are made as appropriate in the text of this plan. SPG/ SPD is additional to, but not part of, the statutory development plan and is published separately from the Local Plan.

A2 General information on this plan

What is the Development Plan?

This local plan is part of the statutory Development Plan for New Forest District. The Development Plan for the District comprises:

- the Hampshire County Structure Plan 1996-2011 (Review) – adopted in 2000
- the New Forest District Local Plan (as amended by the First Alteration)
- the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan

The adopted Structure Plan Review provides the broad strategic framework for the area up to 2011. The District Local Plan provides detailed planning policies to guide and control the use of land, against which applications for planning permission will be determined. The District Local Plan must conform generally to the adopted Structure Plan.

Detailed policies for mineral and waste are in a separate local plan, the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan, prepared by the minerals and waste planning authorities, Hampshire County Council, Portsmouth City Council and Southampton City Council.

The policies of the Development Plan should reflect relevant Government policies, as expressed principally through Planning Policy Guidance Notes (PPGs), Planning Policy Statements and Circulars. This includes Regional Planning Guidance.

What is the status of this document?

This is the adopted New Forest District Local Plan First Alteration. It is part of the statutory development plan for New Forest District under the provisions of the 1990 Town and Country Planning Act.

How does this document fit into the whole process?

New Forest District Local Plan

Consultation Draft Plan	Published November 1994
Deposit Plan	Published November 1995
Inquiry	Public Local Inquiry was held September 1996 – April 1997 (Inspector's Report published September 1998)
Proposed Modifications	Published February 1999 and July 1999
Adopted Plan	Adopted November 1999

New Forest District Local Plan First Alteration

First Stage Deposit	July 2001 and November 2001
Revised Deposit	February 2003
Inquiry	September – December 2003 (Inspector's Report published October 2004)
Proposed modifications	February 2005
Adopted First Alteration	August 2005

What area is covered by the plan?

This local plan covers the whole of New Forest District. It does not cover the parts of the New Forest National Park outside the District.

What period is covered by this local plan ?

This plan (in line with the current Structure Plan) broadly covers the period up to 2011.

Many policies (which are not directly related to Structure Plan end-dated policies) will continue to be valid beyond this end-date; others may need to be reviewed well before then.

How has the community been involved in preparing this Alteration to the local plan?

In preparing this plan, the Council has encouraged the participation of local community interests (e.g. parish and town councils) and other affected parties (e.g. house-builders' representatives, conservation and amenity groups).

With regard to the First Alteration, comments were invited on a series of Issues Papers and meetings of invited Panels were held to discuss the issues, before the First Stage Deposit proposals were drawn up. The First Stage Deposit proposals were published for public consultation, and in response, some 870 people made over 1500 representations which were considered in amending the alterations for Revised Deposit. Outstanding objections from First Stage Deposit and further objections to Revised Deposit proposals were the subject of recommendations by a Local Plan Inquiry Inspector, all of whose recommendations have been considered by the District Council. Proposed Modifications in response to the Local Plan Inquiry Inspector's Report were published for public consultation before the plan was adopted.

How much importance is given to protecting the environment?

The District Council attaches great importance to protecting the environment. The impact on the environment of all policies and proposals of this plan has been carefully assessed. The Environmental Appraisal statement (Appendix G9) summarises this assessment.

Will the plan's performance be monitored?

New Forest District Council will:

- i review the objectives of the plan regularly;
- ii monitor carefully the performance of the policies in achieving the plan's objectives; and
- iii revise any part of the plan which needs to be updated as a result of changed circumstances or because experience shows that it could be improved; any such revisions will be subject to public consultation.

A3 New Forest District

A3.1 New Forest District lies in the south western corner of Hampshire, between the large urban areas of Southampton and Christchurch/ Bournemouth/ Poole. The District covers 75,100 hectares (290 sq.miles).

A3.2 The District has a high quality, diverse environment, including the New Forest (which covers some three-quarters of the District) and 64 kilometres of coast-line.

A3.3 Despite the District's largely rural character, it contains a substantial number of towns and villages, and its population of 171,000 currently ranks 2nd highest among all non-metropolitan districts in England.

A3.4 The paragraphs below briefly highlight some of the main characteristics and features of the District.

The New Forest

A3.5 The New Forest is a very diverse and complex landscape comprising unenclosed ancient woodland, Inclosures, open heaths and lawns, mires and ponds, back-up grazing land, and scattered dwellings and villages. The character of the landscape ranges from intimate woodland and pastoral scenes to exposed heathlands. The New Forest has been shaped over the centuries by a unique blend of natural forces and human activity.

A3.6 In March 2005 the Secretary of State confirmed the designation of the New Forest National Park. The South Hampshire Coast Area of Outstanding Natural Beauty is revoked, as it lies substantially within the area of the National Park. The New Forest National Park is the definition of the New Forest relevant to planning which is used in this Local Plan.

A3.7 The New Forest is subject to a number of other designations. Much of it is a Site of Special Scientific Interest (SSSI). Its importance for nature conservation is recognised internationally by designation of most of the SSSI as a Ramsar site (Wetlands of International Importance) and a Special Protection Area (SPA) under the EC Directive on the Conservation of Wild Birds, 1979. The SSSI is also a Special Area of Conservation (SAC) under the European Habitats Directive, 1992. The countryside adjoining it to the south and west is the only part of Hampshire designated as Green Belt.

The coast

A3.8 The District's coastline is one of contrasts. Along Southampton Water, much of the shoreline is influenced by urban and industrial development, although there are valuable remnants of a wooded farmland (Forest fringe) landscape. The petro-chemical complex at Fawley is visible in the landscape for miles around. Despite development, significant areas of this part of the coast remain important to wildlife and are Sites of Special Scientific Interest (SSSIs). The area is part of a Ramsar site and SPA, and part of it is included in a SAC.

A3.9 Some of the most untouched coastal landscape in south east England is to be found where the New Forest meets the sea along the north west Solent shores between Calshot and Lymington. The Beaulieu and Lymington Rivers are particularly attractive and popular sailing areas. Most of this coastline is in SSSIs and part is a National Nature Reserve. These are included in a Ramsar site, SPA and a SAC. Public access is largely confined to Calshot Spit and Lepe Country Park.

A3.10 Most of the coastline between Lymington and Barton-on-Sea is accessible to the public. Much of this coast is designated as SSSIs, parts of which are included in a Ramsar site and SPA and SACs. The soft fossil-bearing cliffs at Barton are of international geological importance. Coastal erosion in Christchurch Bay and the north west Solent shore is a major issue.

A3.11 None of the District's coastal settlements are seaside resorts, although Lymington has strong connections with the sea as a yachting and boat-building centre.

The Avon Valley

A3.12 In the west of the District the New Forest escarpment drops into the Avon Valley which separates the New Forest from the Dorset heathlands. Much of the valley floor is high grade agricultural land. To the north of Ringwood is a significant area of sand and gravel workings, most of which is gradually being transformed into lakes.

A3.13 The Avon Valley is of international importance to wildlife, particularly birds. Large sections of the valley are designated SSSIs and are included in a Ramsar site and SPA. The River Avon itself with some of its tributaries is a SSSI and a SAC. Part of the valley was designated an Environmentally Sensitive Area in 1993.

The western downlands

A3.14 The rolling open chalk downlands in the north west corner of the District are part of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. This area offers a marked contrast to the landscapes of the New Forest. It contains a number of nature conservation designations of national importance.

Towns and villages

A3.15 The District's main towns and villages include:

Town/Village	Population (parish)
Totton	28,200
New Milton and Barton-on-Sea	24,500
Hythe and Dibden	20,500
Lymington	14,500
Fawley, incl. Blackfield and Holbury	14,200
Ringwood	13,700
Fordingbridge	5,800
Marchwood	5,700
Milford on Sea	4,600
Bransgore	4,300
Brockenhurst	3,300
Sway	3,400
Lyndhurst	3,000
Ashurst	2,100

(All figures are 2004 estimates of total parish population).

A3.16 Many of these towns and villages are of historic interest - for example, Ringwood and Lymington have 13th century charters.

A3.17 All of the District's main towns and villages are close to, or in, the New Forest. Their affinity and historic links with the Forest are reflected in the fact that historic Forest grazing rights extend well beyond the Forest itself to encompass most of the towns and villages in the District.

A3.18 Nearly all of these settlements have grown substantially in recent decades. The very large population growth since the Second World War has been concentrated in the eastern parishes of the District (Totton and the Waterside) and to the south of the Forest in the coastal towns.

A3.19 Of the District's 171,000 residents, only about 34,000 live within the New Forest, concentrated in the larger Forest villages of Ashurst, Brockenhurst, Lyndhurst and Sway. Scattered across the New Forest is the traditional commoning community. Although now relatively small in number, the survival of this community and its way of life is vital to the Forest's ecology and landscape.

A3.20 Compared with national and county populations, the District has a relatively elderly population. Almost 28% are of pensionable age and only 17% are aged under 16. There are, however, wide variations within the District. The age structure in Totton and the Waterside parishes is younger and similar to that of Hampshire as a whole. In the coastal area including Lymington and New Milton, however, 38% of the population is of pensionable age.

A3.21 When New Forest District Council was established in 1974, the District had a population of 132,000. Since then the population has increased by around 30%. Despite the District's predominantly rural character, the District had the highest house-building rate in Hampshire in the 1980s. The housing and population growth that has taken place in the 1990s and 2000s has been considerably lower. It is estimated that by 2010 (the latest date for which population estimates are available) the population of the area will still be about 171,000 (Source: Hampshire County Council 2000-based Small Area Population Forecasts - provisional).

Part B

Strategy

- B1 The Strategy of this plan
- B2 The objectives of this plan
- B3 Housing provision and Structure Plan requirements
- B4 Housing needs and the provision of affordable housing
- B5 Employment provision and Structure Plan requirement

B1 The strategy of this plan

The broad aims of this plan

B1.1 The broad aims of this plan reflect the strategic policies of the Hampshire County Structure Plan(1996-2011) Review and the District Council's corporate strategy.

B1.2 This plan's basic strategy can be summarised as:

Taking an integrated approach to promoting a high quality and sustainable environment, which conserves and enhances the District's special environmental qualities, while also addressing the needs of the people who live and work in the District.

B1.3 This strategy has three main elements:

- i Development restraint
- ii Meeting local needs
- iii Conserving and enhancing the environment.

Aim 1: Development restraint

B1.4 The sensitive nature of the environment in New Forest District - the New Forest itself, the surrounding countryside, and the coast - requires a planning strategy which restrains development in the District.

B1.5 The New Forest is a particularly sensitive environment. The need to restrict development within the Forest itself has been accepted for many years. However, development pressures on the areas outside the New Forest are also great, and can themselves adversely affect the Forest - by increasing the use of the Forest, adding to traffic through the Forest, and adding to recreational pressures and demands for additional infrastructure in the Forest. The protection of the New Forest requires that development in and around it be limited to a level which is compatible with sustaining its special environmental qualities.

B1.6 Outside the New Forest, most of the rest of District is also of high environmental quality, with much being subject to special designations, including an Area of Outstanding Natural Beauty, Sites of Special Scientific Interest, Special Protection Areas and Ramsar Sites, Special Areas of Conservation, National and Local Nature Reserves, Green Belt, Strategic Gaps and Conservation Areas. These areas also need to be protected from harmful development.

B1.7 A strategy of restraint on further allocations of development land is compatible with meeting the development requirements of the County Structure Plan, given the amount of land already allocated for development in the District.

Aim 2: Meeting local needs

B1.8 Within a strategy which will restrain new development, it is important to ensure that such development opportunities as do occur are directed whenever possible towards meeting the needs of the District's local communities.

B1.9 Within this framework, this plan aims to:

- i support the local economy so as to provide opportunities for local businesses, including national and international businesses represented locally, to thrive and provide a good range of local job opportunities, without adding to growth pressures on the District;
- ii enable local people to find satisfactory housing within the District, with particular help being directed to those who cannot afford to buy on the open market;

- iii provide a good range of shopping, leisure and community facilities in the District's towns and villages, appropriate to their scale, and conveniently located to serve the local communities; and,
- iv provide for transport needs, reducing dependence on the car.

Aim 3: Conserving and enhancing the environment.

B1.10 The quality of the environment is the District's most valuable asset and the impact on the environment will be an important consideration in every planning decision.

B1.11 Development to meet the needs of the present should not compromise the ability of future generations to meet their own needs - in other words development should be sustainable.

B1.12 This plan seeks to reflect the commitment, expressed in the **New Forest District Environmental Charter** (1992), that:

"The New Forest District Council will seek to promote the conservation and sustainable use of natural resources and to minimise environmental pollution in all its own activities and through its influence over others. The Council will review all of its policies, programmes and services, and will take action wherever possible to contribute to the protection and enhancement of the New Forest and its surrounding areas."

B1.13 Under Aim 3 three parts of the District's environment have been identified for special attention in preparing this plan:

- i The New Forest
- ii The Coast
- iii Town centres.

The New Forest

B1.14 Sections A3 and D1 set out the importance of the New Forest within the District.

B1.15 The policies for the New Forest are being co-ordinated with the planning policies of the other district councils preparing local plans for parts of the New Forest (Salisbury District Council and Test Valley Borough Council) so that a consistent planning approach will be in force throughout.

B1.16 Tied in with the land-use planning policies set out in this Plan, management policies have been developed through a Strategy for the New Forest prepared by the New Forest Committee.

B1.17 The New Forest's unique environment attracts many visitors to the District each year. Visitors make an important contribution to the local economy and support many local jobs. However it is essential that visitor pressures are carefully controlled and managed to ensure that the unique landscapes and cultural heritage of the New Forest are protected. The District Council has prepared a tourism and visitor strategy which draws together the many issues that affect tourism and visitor management throughout New Forest District.

B1.18 The policies of this plan aim to:

- i protect the special qualities of the New Forest; and
- ii recognise the special needs of the communities that live in the New Forest, including those of Commoners.

The Coast

B1.19 In parallel with this local plan, the District Council has prepared a Coastal Management Plan. This draws together a wide range of environmental, economic, recreational and coastal protection issues. Its scope is wider than can be covered by statutory local plan policies. However, it is important that appropriate planning policies to complement the management plan are included in the local plan. Accordingly this plan gives special focus to coastal planning policies in Section C13.

- B1.20 The policies for the coast aim to:
- i maintain and enhance its natural beauty, and its nature conservation value;
 - ii conserve coastal features of historic, archaeological and geological value;
 - iii retain coastal sites for uses requiring coastal locations;
 - iv enable essential coast protection and flood defence works while minimising their environmental impact;
 - v provide for coast-related recreational activities, including public access, where this does not harm nature conservation interests.

Town centres

B1.21 The Council recognises the need to give particular attention to the District's town centres because of their importance to the economic, social and cultural life of the District. Their character and vitality could be improved, making them more attractive places to visit and enjoy.

B1.22 If they are to keep their vitality and viability, town centres will need to respond not only to increased competition (including from out-of-centre shopping developments) but also to increased public expectations. They must offer a good range of shops and community facilities and a safe and attractive environment.

B1.23 Many different things shape the way town centres function and look. Planning policies have a role to play in guiding development, but the general state of town centre environments depends on many other factors as well.

B1.24 In this plan the Council is seeking to do more than establish an appropriate set of planning policies for each town centre. It puts forward ideas on how each town centre could be improved. It hopes to provide a framework through which the local communities and businesses can take positive steps to help enhance their town centres and the way they are used to best effect, and to ensure they continue to play an important role in community life.

B1.25 The plan aims to make the District's town centres attractive and prosperous focal points for community life by:

- i guiding new development in scale, location and use to enable town centres to function more effectively and become safer, more convenient and more attractive places;
- ii encouraging more residential accommodation, and strengthening town centre community life and facilities;
- iii reducing the environmental impact of traffic and car parking, and making the centres more inviting for pedestrians and cyclists by giving them greater priority; and
- iv environmental improvement schemes.

B2 The objectives of this plan

Objective 1 New Forest

To give protection of the New Forest the highest priority, and to avoid development within or in proximity to the New Forest which will lead to harmful human or animal pressures on the New Forest, or have any adverse effect on its landscape, ecology or the supply of back-up grazing land.

Objective 2 Coast

To maintain and improve the environmental quality and character of the District's coast, recognising the need to undertake coast protection and flood defence works.

Objective 3 Town Centres

To enhance the attraction of town centres in the District.

Objectives 1 to 3 reflect the special focus which the plan will give to the New Forest, the coast, and town centres, although other objectives also are relevant to these areas. The reasons for this special focus are summarised in paragraphs B1.13 to B1.25.

The importance of protecting the New Forest is recognised in Government policy statements. Policies C5 and C6 in the Structure Plan highlight the special strategic planning considerations which apply in the New Forest.

The emphasis given to the Coast reflects government guidance in Planning Policy Guidance Note 20 (PPG 20), Coastal Planning.

Government planning guidance on town centres is given in Planning Policy Statement 6 (PPS6), Planning for Town Centres.

Objective 4 Countryside

To protect the character and appearance of the countryside for its own sake.

Objective 5 Landscape

To achieve and maintain a high quality landscape in rural and urban areas; and to protect and maintain trees and woodland of high amenity and landscape value.

Objective 6 Natural environment

To promote biodiversity and protect and enhance wildlife, sites of nature conservation importance, and special geographical and geological features; and to promote public education and understanding of the care and quiet enjoyment of the natural environment.

Objective 7 Built heritage

To protect and enhance the archaeological and historic built heritage of the District; ensure that the integrity of buildings and places is respected; and promote public education and understanding of the historic built environment.

Objective 8 Public access

To increase public access to, and enjoyment of, the countryside and coast, within environmental constraints.

Objective 9 Environmental design

To encourage the highest possible standards of design in new development and in environmental improvements; and to provide attractive, stimulating and safe places in which to live, work and play.

Objective 10 Special needs

To ensure that the special needs of people with impaired or restricted mobility are met.

Objective 11 Pollution

To protect air and water quality and to reduce the burden of pollution of air, land and water (including noise) by controlling potentially polluting development.

Objective 12 Safety

To minimise development which would put people or property at risk and encourage forms of development which would enhance community safety.

Objective 13 Energy conservation

To encourage energy conservation, including (in appropriate locations) the development of renewable energy sources, and design, layout and building construction which maximise energy efficiency.

Objectives 4 to 13 identify the environmental concerns which underlie policies throughout the plan. These objectives address the protection of the countryside for its own sake, the protection and enhancement of important local natural and historic features, and also wider environmental issues such as pollution and energy conservation. The objectives also reflect the interaction between people and the environment.

Government planning guidance covering these policy areas is given in PPG9, Nature Conservation, PPG15, Planning and the Historic Environment, PPG16, Archaeology and Planning, PPS22, Renewable Energy, PPS23, Planning and Pollution Control, PPG24, Planning and Noise, and Circular 5/94, Planning Out Crime.

Objective 14 Housing provision

To meet the Structure Plan requirement to provide for 5480 dwellings between April 1996 and March 2011, and to identify additional 'reserve' provision for 500 dwellings, while minimising the need to release greenfield sites for development.

Objective 15 Housing needs

To address the current imbalance in the housing stock in the District by increasing the supply of smaller one and two bedroom dwellings, and to make best use of available resources to maximise the provision of "affordable" housing to meet local needs.

Objectives 14 and 15 recognise the need to provide for the strategic requirements for the District, as set out in the adopted Hampshire County Structure Plan 1996 – 2011 (Review), and the particular need for affordable housing. Further explanation is given in Sections B3 and B4

Government planning guidance on housing policy is given in PPG3, Housing.

Objective 16 Employment

To provide for the employment needs of the District's resident population by encouraging economic activity and job opportunities, principally in the main towns.

Objective 17 Local businesses

To cater for the development needs of businesses already in the District and to encourage new small firms, where this does not result in unacceptable environmental consequences or add unacceptably to pressures on the New Forest.

Objective 18 Employment sites

To provide for a reasonable range of types and sizes of sites, in accordance with Structure Plan policies.

Objectives 16 and 17 recognise the importance of providing for the changing needs of the local economy and for adequate local job opportunities - but also the need to manage economic growth carefully if the general restraint aims are to be achieved.

The Structure Plan has no specific requirement for additional employment land (Objective 18) but rather sets own criteria which the land allocations made in the local plan should meet. There are some 55 hectares of land currently available for new industrial or commercial development in the District. However, the plan provides for some flexibility where the land available does not cater satisfactorily for the specific needs of smaller firms. (See Section B5). Consideration may need to be given to possible port development at Dibden Bay.

Government planning guidance is given in PPG4, Industrial and Commercial Development and Small Firms.

Objective 19 Rural economy

To assist in the maintenance of the economy in rural areas by providing for diversification of rural economic activities and alternative employment opportunities in the countryside, where not in conflict with environmental constraints.

The rural economy is in a state of change, and Objective 19 seeks to assist rural diversification within environmental constraints. Of great importance to the New Forest is the system of commoning, a particularly marginal part of the rural economy.

Government planning guidance is given in PPS7, Sustainable Development in Rural Areas.

Objective 20 Shopping

To support and initiate measures to improve the quality and, where appropriate, quantity of shopping and service facilities available in both town centres and local shops; and to resist proposals which would adversely affect the vitality and viability of existing centres.

The main emphasis of the Objective 20 for shopping is to support existing shopping centres and local shops in the District, and to ensure that their vitality and viability is sustained, particularly in the face of competition from out-of-town shopping developments.

Government planning guidance is given in PPS6, Planning for Town Centres.

Objective 21 Tourism

To support a viable and prosperous tourist industry, to the continued benefit of the local economy, while ensuring that the interests of the environment, in particular the New Forest and the undeveloped coast, are safeguarded and protected.

Objective 21 recognises that the tourist industry is an important part of the District's economy, providing about 6% of jobs and supporting many local businesses. However, tourism must be managed in a way which respects the District's sensitive environment, which after all is the reason for its popularity.

Government planning guidance is given in PPG21, Tourism.

Objective 22 Transport schemes

To provide for transport schemes in accordance with Structure Plan policies.

Objective 23 Reduce dependence on car

To reduce dependence on the car by maintaining and, where practicable, enhancing and encouraging the use of alternative transport modes, including public transport, walking and cycling; and through land use policies.

Objective 24 Transport impact

To minimise the environmental impact of transport, particularly in relation to major road schemes, traffic-generating land uses and car parks.

Objective 25 Road safety

To improve road safety, especially for vulnerable groups including pedestrians and cyclists.

Objectives 22 to 25 aim to provide for an integrated transport strategy with an emphasis on safety and protection of the environment. Environmental objectives, including reduction in carbon dioxide levels, can be assisted by policies which divert development to locations which minimise travel needs and dependence on the use of private cars. These objectives reflect government planning guidance given in PPG13 Transport and Structure Plan policies T1 to T23. Proposals for major road transport schemes are identified in Structure Plan Policies T16, T17 and T21.

Objective 26 Open space

To protect and enhance existing open space and increase provision in areas of need.

Objective 27 Community facilities

To enable and encourage the provision of local community and recreation facilities to meet the needs of communities within the District.

Objectives 26 and 27 recognise the need to provide public amenities and services for the District's population. Open space (Objective 26) is an amenity of particular concern in preparing a local plan. The objectives seek to provide recreational open space to meet the needs of local communities and also, if possible, to provide alternative opportunities which could take pressure off the New Forest.

Government planning guidance is given in PPG17, Sport and Recreation.

Objective 28 Utilities

To accommodate essential public utilities to serve the needs of the District's population, within environmental constraints.

Objective 28 recognises that, in view of the environmental constraints, the District does not generally have the capacity to accommodate public utility infrastructure that may be needed for wider national, regional, or sub-regional requirements.

B3 Housing provision and Structure Plan requirements

B3.1 The Hampshire County Structure Plan (Review) sets the housing requirement for New Forest District up to 2011. The Local Plan must provide for enough housing development to meet this requirement.

B3.2 Policy H2 of the Structure Plan requires the provision of 5,480 additional dwellings between 1996 and 2011. At around 360 new dwellings per annum, this provides for a lower rate of development compared with the previous two decades. Between 1981 and 1991 the gross annual average number of dwelling completions was over 1,100, while in the period 1991 to 2000 this fell to around 630 dwellings per annum.

B3.3 The supply of housing land has been reassessed in accordance with national guidance, and as part of an urban capacity study carried out for the District. This has included a review of development densities on sites without detailed planning permission; increasing densities to the minimum recommended 30 dwellings per hectare and higher where appropriate, for example on town centre sites; undertaking a review of non-housing allocations to see if any are no longer required for the proposed use and may be suitable for housing; reassessing the contribution from small and large windfall sites; and investigating the potential for accommodating new housing within the urban areas.

B3.4 This plan provides for the Structure Plan base-line housing requirement (Policy H2) as set out in Table 1.

Table 1: Summary of housing land supply to meet structure plan (Policy H2) baseline requirement

Requirement:		As at April 2004
(a)	Structure Plan housing requirement April 1996-March 2011 (Policy H2)	5480
(b)	Net completions April 1996- March 2004	3815
(c)	Residual requirement [(a)-(b)]	1665
Supply:		
(d)	(i) Net large site commitments at 1st April 2004	(1147)
(d)	(ii) Proposals ¹	(140)
(e)	(i) Discount commitments by 10%	1032
(e)	(ii) Discount proposals by 50%	70
(f)	Windfall allowances:	
	(i) Large brownfield windfalls @ 50 per annum (overall contribution discounted by 2 years) ²	250
	(ii) Small brownfield new development windfalls @ 40 per annum	280
	(iii) Small redevelopment windfalls @ 30 per annum	210
	(iv) Small change of use windfalls @ 20 per annum	140
	(v) Small sub-division windfalls @ 5 per annum	35
(g)	Total provision [(e)(i)+(e)(ii)+(f)(i)-(f)(v)]	2017
(h)	Surplus [(g)-(c)]	352

Notes:

1 'Proposals' refers to the following sites:

Eling Wharf, Eling Quay, Eling Lane, Totton

Land at Brokenford Lane, Totton

Travis Perkins Depot, Queen Katherine Road, Lymington

Bus Depot, West Street, Fordingbridge

2 The contribution from large windfalls is discounted by two years as windfall sites within the total for net commitments can be expected to contribute windfall completions for the discounted years. This will avoid double-counting of windfall contributions.

B3.5 The housing supply from identified sites is divided between "commitments" and "proposals". The majority of identified sites come under the term "commitments" and the overall dwelling capacity on these sites is discounted by 10% in recognition that some of this capacity may not be developed before the end of the plan period. Some of the identified sites are termed "proposals" and the capacity on these sites is discounted by the higher rate of 50%. This higher rate of discounting is designed to reflect the greater uncertainty surrounding the availability of these sites for housing development during the plan period. Proposals are listed in the note under Table 1. All other identified sites are commitments.

B3.6 In addition to the baseline requirement of 5,480 dwellings Structure Plan policy H4 requires a reserve housing provision of 500 dwellings to be made. The release of this reserve provision will be determined by the local and strategic planning authorities in the light of monitoring of the rates of development achieved throughout the plan period.

B3.7 Table 1 shows that the assessed supply provides for a surplus of some 352 dwellings over and above the Structure Plan base requirement of 5,480. This surplus should therefore contribute towards the additional 500 dwellings reserve as required by the Structure Plan. Table 2 sets out the identified reserve provision, while the release of this provision will be determined in accordance with Policy H-1.

Table 2: Identified reserve provision

Requirement:		Dwellings
(a)	Structure Plan Reserve Requirement (Policy H4)	500
(b)	Existing surplus over Structure Plan baseline requirement (see Table 1)	352
(c)	Residual reserve requirement [(a)-(b)]	148
	Supply:	
(d)	Identified reserve sites	
	(i) Durley Farm, Totton	100
	(ii) Land between Cracknorehard Lane & Normandy Way, Marchwood	18
	(iii) Land west of Crow Lane, Ringwood	150
(e)	Total identified reserve sites (i)+(ii)+(iii)	268
(f)	Total reserve provision (b)+(e)	620

Policy H-1

Release of Sites for Housing Development

Land is identified (as shown on the Proposals Map) to meet the further reserve requirements of Structure Plan Policy H4 at:

- i Durley Farm, Hounslowdown (Policy TE-14, Section F22)
- ii Land between Cracknorehard Lane and Normandy Way, Marchwood (Policy MA-6, Section F17)
- iii Land west of Crow Lane, Ringwood (Policy RW-12, Section F20)

The need for the release of this reserve provision will be determined by the local and strategic planning authorities in the light of the results of monitoring. Until the need for the release of reserve provision is established, proposals for housing development on the identified sites, or proposals which would prejudice their development for housing, will not be permitted.

Before a reserve site is released for development, the local planning authority will produce a Supplementary Planning Document including guidance on the phasing of development having regard to the overall land supply position. If a reserve site is required it may be necessary to release only part of the identified land during the Plan period.

B3.8 Planning Policy Guidance Note 3, Housing (PPG3) sets out the presumption that previously developed land should be developed before greenfield sites and that plans should provide for the phased release of sites for development accordingly. Within this context, Policy H4 of the Hampshire County Structure Plan Review seeks to ensure that sufficient land is provided to meet housing needs, whilst avoiding the unnecessary use of greenfield sites. It requires the district to identify a "reserve provision" of sites suitable for housing development to be released only if and when

the strategic and local planning authorities decide that it is needed. Policy H-1 identifies where the provision will be allocated if it is needed.

B3.9 The greenfield site allocated for development at Durley Farm, Hounslow is now instead included as reserve provision. Additional reserve provision sufficient for 18 dwellings is identified at Marchwood and a further 150 dwellings at Ringwood.

B3.10 Supplementary Planning Guidance: "Hampshire County Structure Plan 1996-2011 (Review) – Implementing Policy H4" has been adopted by the three strategic planning authorities. This sets out in detail how the reserve provision policy will be implemented.

B3.11 PPG3 requires the identification of sufficient sites to accommodate at least the first five years of housing development proposed in the Plan. Following adoption of the local plan in 2005 sufficient sites will need to be identified for 1080 dwellings (required building rate x 5 years). Taking the anticipated remaining commitments and proposals at 2005 (1014) together with identified reserve provision (268) there will be 5.94 years supply identified in the Plan.

B3.12 The Government has established a national target for 60% of new housing development to take place on previously developed land. Taking into account existing commitments and contributions from windfall sites, it is expected that over the plan period approximately 70% of new housing development within the District will take place on previously developed land.

~~B4 Housing needs and the provision of affordable housing~~

~~B4.1 This plan aims to provide for local needs, including housing which is affordable to the whole community, including those on low incomes.~~

~~B4.2 Although there has been significant housing development in the District over the past twenty years, most new dwellings built in the District have been for owner occupation. At the same time there has been a decline in social housing stock, with Council houses ceasing to be built, and existing stock sold off through 'Right to Buy' legislation. The only new 'social housing' has been provided by Housing Associations/Registered Social Landlords (RSLs), but the contribution they have made to the affordable housing stock in the District remains modest and is restricted by the level of funding available to them through the Housing Corporation and Local Authority Social Housing Grant, and the limited supply of land. High house prices throughout the District mean that a significant part of the District's population, in both the towns and the rural areas, cannot afford to purchase or rent a suitable dwelling on the open market.~~

~~B4.3 Government policy recognises that a community's need for affordable housing is a material planning consideration. Planning Policy Guidance Note 3 (PPG3): Housing (2000) and Circular 6/98: Planning and Affordable Housing, set out the Government's policy and guidance on how the planning system can contribute to the overall supply of affordable housing. Where there is a demonstrable lack of affordable housing to meet local needs, local plans should include policies seeking affordable housing.~~

~~B4.4 Within rural areas, PPG3 advises that local needs can be provided for by permitting new developments for affordable village housing as exceptions to normal policies. In addition, the Rural White Paper "Our Countryside: The Future", published in November 2000 suggested that in small villages if there is evidence of need, every new market house could be matched with an affordable home.~~

~~B4.5 The policies in this Plan are in line with the government advice referred to above.~~

~~Assessing Affordable Housing Needs~~

~~B4.6 In 2001 the number of households on the New Forest Housing Register had risen to over 2000 households, and in 2000/2001 there was a record number of homelessness acceptances in the District. In early 2001 the District Council commissioned a new Housing Needs and Market Assessment of the District. The new survey undertaken on behalf of the Council by David Couttie Associates (DCA) follows the methodology recommended by the Government Good Practice Guidance on Local Housing Needs Assessment.~~

~~B4.7 Some of the main findings of the survey (Housing Needs and Market Assessment 2001) are summarised below:~~

- ~~• 2660 households contain another 'concealed' household (only 170 of which are on the housing waiting list).~~
- ~~• 92% of concealed households are young people wishing to set up their own household who are the children of New Forest residents.~~
- ~~• First-time buyers need incomes of £30,000 p.a. to buy a property.~~
- ~~• 97% of these 'concealed' households are not able to afford to buy even the cheapest available housing in the District.~~
- ~~• Average house price is £169,000~~
- ~~• There is an imbalance in existing housing stock in the private sector – too many large, not enough small properties.~~

- New household demand is for smaller and affordable types of housing, particularly one or two bedroom flats and terraced houses.
- The population over 80 years old is projected to increase by over 9% between 2001-2011, growing to 13,100 people over 80 by 2011.
- 17.5% of households in New Forest contain somebody with a disability (suggesting 12,560 households). 71% of wheelchair user households do not live in accommodation suitably adapted.

Definition of affordable housing

B4.8 The Housing Needs and Market Assessment 2001 uses the following definition of 'affordable housing' and the same definition will be employed in the Plan:

"Affordable housing is that provided, with subsidy, for people who are unable to resolve their housing requirements in the local housing sector market because of the relationship between housing costs and incomes."

B4.9 The subsidy referred to in the definition could take many different forms including discounts on land prices. The local planning authority will produce a supplementary planning document setting out the main forms of subsidy. Affordability will be assessed by examining the relationship between incomes and house prices in the local area. A supplementary planning document will set out formulae for assessing 'affordability' in relation to local incomes and house prices.

B4.10 The types of affordable housing which comply with this definition will include units for rent, shared ownership with grant or shared equity where land value is retained to provide housing for sale at below market levels and where control of the equity discount can be retained for so long as there is a proven need for affordable housing in the area, and may include low cost houses for sale. This list is not exclusive and other appropriate mechanisms for delivering affordable housing may be acceptable. However, the acceptability of any mechanism adopted will always be judged on whether it would make dwellings available to people who cannot afford to rent or buy houses generally available on the open market.

Extent of Housing Need

B4.11 The Housing Needs and Market Assessment 2001 Final Report and Summary Report, give detailed information on housing needs within New Forest District. These documents are available from the District Council. This information provided by the survey and assessment has been used to inform the housing needs policies of this Local Plan.

B4.12 The main finding is that there is an annual requirement of around 730 affordable housing units additional to existing stock supply from re-lets and the current programme which provides around 140 new affordable dwellings a year. In view of the nature and extent of housing need, and the need to ensure that affordable dwellings are managed and maintained in perpetuity to meet that need, the predominant need is for rented accommodation provided by an affordable housing provider.

Addressing the Need

B4.13 As a Housing Authority, the District Council has a wide range of statutory housing duties. Each year the Council produces a Housing Strategy looking ahead five years. A key part of this strategy is the housing enabling role the Council pursues, working in partnership with a number of Registered Social Landlords. However, lack of financial resources and site availability severely restricts efforts to address affordable housing need in the District. The Housing Strategy will help to identify the type of housing that is required to meet the prevailing local need.

B4.14 As a Local Planning Authority, there are two principal ways that affordable housing needs can be addressed through the planning system:

- Within rural areas, by permitting small scale 'affordable' housing development which addresses a local need as an exception to normal policies – see Policy NF H8 (Section D3) and Policy CO H7 (Section E2);

- Within urban areas and villages, by seeking to negotiate with developers of housing sites, above a certain threshold, the inclusion of an element of 'affordable' housing in such schemes. These are often referred to as PPG3 sites.

B4.15 Government advice on the size of site on which a local planning authority may seek to negotiate an element of affordable housing is given in Circular 6/98: Planning and Affordable Housing. The Circular sets a site threshold of "25 or more dwellings or residential sites of 1 hectare or more, irrespective of the number of dwellings". However, in areas where this threshold would normally apply, the Circular also makes provision for local planning authorities to seek to adopt a lower threshold through policies in the Local Plan, if exceptional local constraints and need can be demonstrated. The Circular sets the minimum at which this discretionary threshold can be set as "15 or more dwellings, or residential sites of 0.5 of a hectare or more, irrespective of the number of dwellings". In settlements of 3000 or less, no threshold applies. The Council considers that the findings of the 2001 Housing Needs and Market Assessment demonstrate without any doubt that exceptional circumstances do exist in New Forest District in terms of the constraints on finding new sites and the extent of housing need.

Policy AH-1

Affordable Housing in defined built up areas and settlements with populations of more than 3000 (excluding Bransgore) and on allocated and reserve sites

In considering schemes for, or including, residential development in defined built up areas with a population of more than 3000 (excluding Bransgore) or on allocated or reserve sites, the local planning authority will seek to negotiate with developers the inclusion of an element of affordable housing on all suitable sites. Suitable sites will comprise those where:

- i 15 or more dwellings are proposed; or
- ii the site is 0.5 of a hectare or more, irrespective of the number of dwellings.

Negotiations will take account of the proximity of the site to local services and facilities, access to public transport, whether there will be particular costs associated with the development, whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site, and the need to achieve a successful housing development.

For the purposes of this policy, applications for planning permission for development which forms part of a more substantial proposed development, on the same land or adjoining land, should be treated as an application for planning permission for the more substantial development.

Where an element of affordable housing is to be sought, the District Council's target is to negotiate 35% of dwellings on the site to be affordable dwellings which will address an identified local housing need.

Provision of affordable housing to meet the requirements of this policy should be made entirely on-site.

In exceptional circumstances where it would allow priority housing needs to be better met or where it is more likely to widen housing choice and encourage better social mix, the local planning authority may accept off-site provision. In such situations the first preference would be for the developer to make an equivalent contribution of an agreed number, size and type of affordable dwellings on a different site (or sites). This site should itself meet the suitability criteria for sites set out in this Policy. Where the agreed number of dwellings to be provided 'off-site' is 15 or more dwellings, the local planning authority's target will be to negotiate 35% of the dwellings on the sites combined to be affordable dwellings which will address an identified local housing need. If provision on an alternative site (or sites) is not possible, then as a last resort the local planning authority may be prepared to accept as an alternative a financial contribution sufficient to enable an affordable housing provider to provide the agreed number, size and type of affordable dwellings on a different site which, in itself, should meet the suitability criteria for sites set out in this policy, by the construction of new buildings, or by other agreed means. The local

~~planning authority's target will be to negotiate a financial contribution sufficient to provide for affordable dwellings off-site equivalent to 35% of the dwellings on the sites combined to be affordable dwellings which will address an identified local housing need.~~

~~In circumstances where the affordable housing contribution is for under 15 dwellings and an equivalent contribution of dwellings or finance is to be made on an alternative site which does not meet the suitability criteria in terms of its size or capacity, the contribution shall be sufficient to provide for affordable dwellings equivalent to 35% of the dwellings on the original development site to be affordable dwellings which will address an identified local housing need.~~

~~A planning condition or legal agreement will ensure that the affordable housing provided will only be occupied by households in need of affordable housing in New Forest District.~~

Policy AH-2

~~Affordable Housing in rural areas and small settlements (including Bransgore)~~

~~In considering schemes for, or including, residential development (excluding single replacement dwellings) in the New Forest, in the countryside outside the New Forest, in Bransgore and in settlements with populations of less than 3000, the Local Planning Authority will seek to negotiate with developers the inclusion of an element of affordable housing on all suitable sites.~~

~~Assessment of site suitability will take into account the proximity of the site to local services and facilities, access to public transport, whether there will be particular costs associated with the development, whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site, and the need to achieve a successful housing development.~~

~~Where an element of affordable housing is to be sought, the District Council's target is to negotiate 35% of dwellings on the site to be affordable dwellings which will address an identified local housing need. In the case of one or two dwellings, an equivalent contribution will be sought.~~

~~Provision of affordable housing should be made entirely on site, unless the development is too small in scale to make this practical (e.g. if the development is for a single dwelling).~~

~~Where the proposed development is for less than 3 dwellings, or in other exceptional circumstances where it would allow priority housing needs to be better met or is more likely to widen housing choice and encourage better social mix, the local planning authority may accept off-site provision. In these circumstances the local planning authority may be prepared to accept either:-~~

- ~~a an equivalent contribution of an agreed number, size and type of affordable dwellings on a different site which, in itself, should meet the suitability criteria for sites set out in this Policy. In such cases, the local planning authority's target will be to negotiate 35% of the dwellings on both sites combined to be affordable dwellings which will address an identified local housing need; or,~~
- ~~b a financial contribution sufficient to enable an affordable housing provider to provide the agreed number, size and type of affordable dwellings on a different site by the construction of new buildings, by buying into the existing stock or by other agreed means. The local planning authority's target will be to negotiate a financial contribution sufficient to provide for affordable dwellings equivalent to 35% of the dwellings on both sites combined to be affordable dwellings which will address an identified local housing need.~~

~~A planning condition or legal agreement will ensure that the affordable housing provided will only be occupied by households in need of affordable housing in New Forest District.~~

~~B4.16 In view of the significant need for affordable housing throughout New Forest District, and taking account of the exceptional environmental constraints, it is~~

~~considered appropriate to maximise the number of opportunities in the District (as permitted under government advice), for the negotiation of an element of affordable housing on sites that come forward for residential development. Accordingly, in the defined built up areas the District Council adopts the minimum site threshold which is currently permitted under the advice in Circular 6/98: Planning and Affordable Housing. The Council will only accept off site provision in circumstances where the resulting affordable housing provided would more appropriately meet the local housing need than it would have done if it was provided on site, for example, by virtue of its location and the type of dwelling that can be provided.~~

~~B4.17 In settlements in rural areas with a population of 3000 or fewer (as defined by S.I.1997/625, The Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the South East) Order 1997), Circular 6/98 states that site thresholds for negotiation of an element of affordable housing should be based on assessments of local needs and the available supply of land for housing. This justifies the lower site thresholds proposed within the New Forest (including the defined settlements) and in the countryside outside the New Forest; and settlements with populations of less than 3000. The later includes the villages of Sandleheath, Everton, Ashford, and Fawley Village. To maximise opportunities to address local housing needs in Bransgore outside the National Park and within the settlement boundary, for the purposes of affordable housing policies, Bransgore will continue to be subject to the same policy (Policy AH 2) as the defined villages within the New Forest. The Rural White Paper "Our Countryside: The Future" published in November 2000 recognised the shortage of affordable housing in many rural areas. It stated, "Local authorities should negotiate an appropriate element of affordable housing and there is no reason why, in small villages if there is evidence of need and subject to financial viability, they should not seek to match every new market house with an affordable home."~~

~~B4.18 Opportunities for new housing development within the defined New Forest villages are limited by environmental constraints and the availability of land. In the rest of the New Forest, and the countryside outside the New Forest (including villages), planning policies do not normally permit new houses to be built. Where new dwellings may be permitted under the policies of this Local Plan, it is the Council's intention to negotiate an element of affordable housing on all sites which are capable of satisfactorily being developed to provide additional dwellings.~~

~~B4.19 While the District Council's target is to negotiate 35% of dwellings on sites to be affordable dwellings, schemes that propose a higher provision will be particularly welcomed and encouraged.~~

~~B4.20 The target of 35% of dwellings to be affordable dwellings on sites in built up areas is considered a realistic target that should be achievable through negotiation on all sites. The level of need throughout the District would justify a higher target. Housing Need and Market Assessment 2001 identified an annual need for around 730 additional affordable dwellings, in addition to the 140 currently provided each year in the District. This compares with an expected total house building rate of 288 dwellings per annum over the remainder of the local plan period (April 2004 March 2011). The targets given in Policies AH 1 and AH 2 reflect the level of social housing funding which is likely to be available to implement schemes within a reasonable timescale, rather than housing need. Advice on the availability of subsidy from social housing funding will be set out in a supplementary planning document.~~

~~B4.21 In addition to policies AH 1 and AH 2 above, policies NF H8 (Section D2) and CO H7 (Section E2) enable the provision of affordable housing as an exception to normal policies of this Plan. On exception sites all dwellings are required to be affordable dwellings that meet the needs of local people in housing need.~~

~~B4.22 The District Council will produce a supplementary planning document relating to the implementation of the affordable housing policies of this Plan, including the calculation of developer contributions, the exceptional circumstances which may justify off site provision and the detailed methodology for assessing adjoining sites.~~

B5 Employment provision and Structure Plan requirements

B5.1 Most of the District's population lives within the built-up areas and most employment opportunities are within or adjoining the built-up areas. This plan continues this approach as it protects the countryside, encourages use of land within the built-up areas, and enables the numbers and lengths of journey-to-work trips by car to be minimised. While most rural areas have reasonable accessibility to the main employment centres within and adjacent to the District, provision is made for the expansion of businesses located in rural areas.

B5.2 There are some 60,000 jobs in the District. Job opportunities are concentrated at Totton and in the Waterside parishes and to a lesser extent at New Milton, Lymington, Ringwood and Fordingbridge.

B5.3 Economic activity in the district is characterised by wide diversity with no undue reliance on any one specific sector. In common with much of the UK there has been considerable restructuring of the local economy with an overall loss of manufacturing employment and an increase, albeit at a lower level, of service jobs. There remains, however, a significant manufacturing presence in the district alongside major chemical and engineering plants. Although perceived as a largely rural district, only 3% of the workforce is actually engaged in agriculture. Conversely, because the district is an important tourist destination, 7% of the workforce is directly or indirectly engaged in tourism. An increasing proportion of the workforce is female and an increasing number of jobs are part-time.

B5.4 During the 1980s and early 1990s the number of jobs in the district remained relatively static, while the labour force increased by more than 20%. This resulted in more people commuting outside the district to work. Between 1996 and 2011 the number of jobs in the district is predicted to increase by around 8% from about 57,100 to 61,700. Over the same period, the total labour supply is expected to grow by the lower rate of 4.5%. This implies a reduction in out-commuting of 7.3% over the plan period.

B5.5 The provision of jobs in the district has been set back by the loss of a number of major manufacturing employers over that past decade. There has been a loss of 1,500 jobs along the Waterside at sites in Hythe and Marchwood, along with reductions in employment at the refinery complex at Fawley, and a further 450 jobs at the Ampress site in Lymington. More recently there have also been significant job losses at Ringwood. These job losses have not been replaced by new employers of a similar size. Unemployment in the district rose to a peak of 8.6% in 1993, but has declined in recent years. The average rate in 2004 was 0.9%. Although unemployment in the district is consistently lower than the county and national averages, there are pockets of higher unemployment (particularly among males) in parts of the coastal towns and along the Waterside.

B5.6 Set in the context of the above factors, the employment strategy of this Plan is, wherever possible, to concentrate provision for new employment opportunities in existing built-up areas where the need is greatest, where they are readily accessible to the majority of the population and to avoid areas of greatest ecological, conservation and landscape constraint. Although the majority of the district is rural in character, there is reasonable access to sufficient employment opportunities as few rural settlements are any great distance from one or more of the main towns in, or around, the district and the jobs which are located there. There is no available evidence that the workforce in rural areas is disadvantaged in terms of access to employment, nor do rural wards exhibit higher unemployment rates than the towns in the district. Thus, although policies exist within the Plan to address the needs of rural areas, the prime objective in terms of employment policy is to make provision within the main built-up areas.

B5.7 Those sites allocated and available for employment purposes are listed in Appendix G2. These are gross area estimates for sites of 0.5 hectares or greater which were available for general employment development i.e. not reserved for individual firms' own expansion requirements at November 2004. For the purposes of monitoring the take-up and availability of employment land the district is sub-divided into three areas; Totton & Waterside, Lymington & New Milton and Ringwood & Fordingbridge. Appendix G2 shows that there is about 37 hectares of land available for employment purposes, plus a possible further 3 hectares if land is allocated at Ringwood as provided for in Policy RW-12, Section F20.

Totton & Waterside	16.78 ha
Lymington & New Milton	10.40 ha
Ringwood & Fordingbridge	9.69 ha

(Possible additional 3 ha reserve provision at Ringwood: Policy RW-12)

TOTAL 39.87 ha

B5.7 As a matter of urgency the local planning authority will carry out a review of employment land requirements and supply. The review will assess the sufficiency of both the quantity and quality of available sites against the needs of the workforce in the district. It will examine the type, size and location of available employment sites and their suitability for uses which may reasonably be expected to locate in the area and their ability to accommodate the reasonable requirements of existing businesses within the district. Sites required to take advantage of, or to improve, particular business, industrial or locational opportunities will be assessed.

Structure plan employment policies

B5.8 The Hampshire County Structure Plan Review (see Policy EC2) requires local authorities to make provision for:

- i a reasonable range of types and sizes of sites in a variety of locations, suitable for uses which might reasonably be expected to locate within their area;
- ii sites to permit the known and reasonable requirements of existing businesses within their area to be accommodated;
- iii sites required to take advantage of particular business, industrial or locational opportunities within their area or to improve such opportunities; and
- iv sites required to provide job opportunities for the workforce in the area.

B5.9 All of the above are to be considered having regard to the individual and cumulative impact of proposals on overheating of the local economy, on housing land requirements, on the highway network or on other interests of acknowledged importance. The Structure Plan also stresses the importance of monitoring the supply and take-up of industrial, commercial and business floorspace, labour market trends and the needs of particular sectors of the economy.

B5.10 The objectives and policies of this plan are consistent with the Structure Plan requirements having regard to the environmental constraints affecting most of the District outside the defined built-up areas and the need to avoid generating growth pressures which could adversely impact on the District's special environmental qualities.

B5.11 Port development requiring access to deep water may be permitted at Dibden Bay as indicated diagrammatically on the Proposals Map provided that it complies with the requirements of Policy EC6 of the Structure Plan Review. This matter is dealt with in detail in Policy DW-C3, Section C13.

B5.12 Progress in developing the allocated sites, and the continued availability of sites, will be monitored regularly in order that choice does not become restricted.

Part C

District-wide policies

- C1 Design, layout and landscape
- C2 History and Archaeology
- C3 Special rural designations
- C4 Nature conservation
- C5 Agricultural land
- C6 Pollution and Public Safety
- C7 Flooding and drainage
- C8 Environmental Impact Assessment
- C9 Transport
- C10 Recreation
- C11 Utilities
- C12 Gypsies and travelling showpeople
- C13 The coast
- C14 Developers/ obligations

C1 Design, layout and landscape

General

~~Policy DW-E1~~

~~General development criteria~~

~~Development shall be appropriate and sympathetic in scale, appearance, materials, form, siting and layout, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading or other adverse impact on local amenities.~~

~~Developers shall have regard to:~~

- ~~a the scale and siting of the proposal in relation to adjoining development, spaces, the character of the area and the wider landscape. This will involve consideration of height, massing and density, relationship to adjoining buildings and land uses and landscape features on and off site, and other potential impacts of the proposal on local amenities e.g. noise, light or other forms of pollution, including those arising from traffic generated by the development (see also Policy DW-E43, Section C6); and~~
- ~~b materials and built form in relation to the character of adjoining development, local vernacular and any historic features (see also Policies DW-E18 to DW-E29, Section C2).~~

~~C1.1 In accordance with the Hampshire County Structure Plan Review Policy UB3, and government advice in Planning Policy Statement 1 (PPS 1) Delivering Sustainable Development, this policy seeks to achieve high standards of design. Written Design Statements will assist the local planning authority to understand the principles on which proposals are based, and the anticipated environmental impact of the scheme. The local planning authority will produce a supplementary planning document on the form and content of Design Statements in relation to the scale of development proposed and the sensitivity of the site. Proposals which enhance their surroundings will be encouraged, particularly within the many parts of this District which are of high environmental quality and sensitivity.~~

~~C1.2 Applicants for major schemes, and sites or proposals of particular environmental sensitivity, will be required to demonstrate by means of a written 'Design Statement including illustrative material the design principles that have informed their proposals, and their compliance with planning policies, supplementary planning guidance, supplementary planning documents and Government advice. Developers are advised to refer to "By Design – Urban design in the planning system: towards better practice", published by the Department of Environment, Transport and the Regions in 2000.~~

~~Policy DW-E2~~

~~Density and Mix of Housing Development~~

~~Within the defined built-up areas the average net density of residential development should be a minimum of 30 dwellings per hectare (dph). Higher net densities (40-50 dph and above) should be achieved at locations where good pedestrian and public transport access to local and town centre facilities exists, or can be created. Sites in or close to town centres as defined on the Proposals Map will be expected to provide for densities of at least 50 dph.~~

~~Development should:~~

- ~~i reflect the principles of good urban design as set out in Policy DW-E1, ensuring the creation of a high quality living environment with no unacceptable impact on the established character of the area (including Conservation Areas in accordance with Policy DW-E23, Section C2 and Areas of Special Character in accordance with Policy DW-E11 below); and~~
- ~~ii on sites of 15 or more dwellings provide a minimum of 50% 1 and 2 bedroom units; and~~

- ~~iii have regard to Policy DW-T9, Section C9 regarding parking standards; and~~
- ~~iv meet the open space requirements set out in Policies DW-R3, Section C10 and DW-E10 below.~~

~~C1.3 In applying this policy, the definition of “net housing density” as set out in Annex C to PPG3 will be used. PPG3 encourages more efficient use of land by increasing the density at which new housing is developed. Within the framework set out in the above policy, it will be necessary to consider the appropriate density for each particular site. Design statements shall be submitted as required by Policy DW-E1. On larger sites (over about 1 hectare), the principles of good urban design are likely to require a developer to achieve a variation of housing density across the site. Developers should follow the principles set out in “By Design: Better places to live—A companion guide to PPG3”, published by the Department of Transport, Local Government and the Regions in 2001.~~

~~C1.4 Sites considered to be “close to town centres” will be those within about 100 metres of the outer edges of the centres defined on the proposals maps having regard to the specific character of the area.~~

~~C1.5 The Housing Needs and Market Assessment Survey of New Forest District (2001) suggests that there is a shortfall particularly of smaller dwelling sizes within the district (which also tend to be the more affordable house types). There is a clear demand from both existing and newly forming households for smaller dwellings, especially in the main towns. The survey suggests that over 90% of newly forming households are looking to purchase one or two bedroom dwellings which currently represent only 33% of the housing stock. In order to address this problem, the Council will seek a high proportion of small dwellings on sites coming forward for development. Developers will be encouraged to provide dwellings which meet the standards of “lifetime homes”.~~

~~C1.6 The particular circumstances applying to Areas of Special Character are set out at paragraph C1.25 below.~~

~~Infrastructure~~

~~Policy DW-E3~~

~~Infrastructure~~

~~Lighting, gas, electrical and telecommunications service installations shall be sited unobtrusively, while respecting operational efficiency, and shall not detract unacceptably from the character or appearance of the locality.~~

~~C1.7 Lighting columns, gas regulators, transformers, cables, electricity and telegraph poles and lines, pumping stations and other such infrastructure can all detract from the appearance of new or existing development. Wherever possible, power lines and other cables should be put underground. Routing of infrastructure, whether above or below ground, should not damage trees or other landscape or historic features.~~

~~Energy conservation~~

~~Policy DW-E4~~

~~Energy conservation~~

~~In the design and layout of new development, developers will be encouraged to have regard to conserving energy by attention to:~~

- ~~a orientation and exposure to sun and prevailing wind; and~~
- ~~b the use of shelterbelts and ground modelling to provide shelter; and~~
- ~~c design and construction features which will reduce energy demand in particular the use of insulating construction materials; and~~
- ~~d the use of energy sources for heating and power such as Combined Heat and Power schemes and solar and photovoltaic technologies.~~

~~C1.8 In accordance with PPS22, Renewable Energy and Hampshire County Structure Plan Review Policy E4, this policy seeks to encourage development proposals to incorporate means to reduce energy consumption. To reduce demand for power from conventional sources, small scale Combined Heat and Power (CHP) schemes serving groups of existing or proposed dwellings or other developments will be encouraged where these can be fully integrated with the development they are intended to serve. The use of other technologies that generate heat and/or power from renewable sources for individual buildings will also be encouraged subject to normal environmental criteria. See also Policy DW-P3, Section C11.~~

Recycling

~~Policy DW-E5~~

~~Recycling~~

~~Within larger commercial and industrial/business developments, provision shall be made for collection points for waste material, including that intended for recycling.~~

~~C1.9 PPS22, Renewable Energy, recognises that combustion or digestion of certain waste materials is a source of renewable energy. The DoE Waste Management Paper No. 28, Recycling, (1991) provides guidance to local authorities on recycling. The District Council is committed to the recycling of waste materials, and has a Recycling Plan as required by the Environmental Protection Act 1990. The Council is also cooperating with other Hampshire district councils and the County Council in the formulation of an integrated strategy for the recycling of household waste. The above policy is intended to assist the District Council's waste collection procedures by seeking the provision of facilities which are not visually intrusive, for the disposal of separated waste as advised by the waste disposal authority.~~

Landscape

~~Policy DW-E6~~

~~Requirement for landscape scheme~~

~~Development proposals shall include a landscape scheme covering the design and layout of external space where the local planning authority considers that:~~

- ~~a due to the scale or nature of the development or sensitivity of the site, a landscape scheme is required to assist in mitigating the impact of development proposals on neighbours, or on the character of the area or on the setting of a settlement; and/or~~
- ~~b the site contains natural features which it is important to protect and retain; and/or~~
- ~~c a landscape scheme would contribute to the amenity of occupiers/users of the development and/or to public amenity; and/or~~
- ~~d a landscape scheme would assist in achieving environmental improvements to the site/neighbourhood including those identified in this local plan (paragraphs C1.19 to C1.23 below and Part F); and/or~~
- ~~e a landscape scheme would assist in achieving a sustainable surface water drainage system.~~

~~Policy DW-E7~~

~~Content of landscape schemes~~

~~Landscape schemes shall:~~

- ~~a incorporate any existing features of landscape and/or nature conservation value, having regard to the need to maintain and enhance the distinctive character of the landscape and townscape; and~~
- ~~b have regard to public safety and the need to create safe and accessible environments; and~~

- c include measures to ensure both routine maintenance and long-term management; and**
- d make provision for the planting of trees and hedgerows, including the replacement of those of amenity value which have to be removed for safety reasons (see also Policies DW-E8 and DW-E9 below); and**
- e where possible include improvements to existing habitats, and/or creation of new areas of wildlife value for example ponds etc. associated with sustainable drainage schemes; and**
- f ensure the integration of roads, parking and footpaths and lighting with the development and landscape framework; and**
- g incorporate as necessary measures to contribute to sustainable drainage systems.**

C1.10 These policies apply to detailed planning applications, and to outline planning applications where the local planning authority considers it necessary because, for example, siting and access are to be considered. Supplementary Planning Guidance "Landscape Requirements for New Development" explains the information which should normally be submitted and the procedures to be followed.

C1.11 The design of the external environment is an essential component of the character and appearance of a development, integral with its design and layout. It is also crucial to the quality of environmental improvements and countryside and coastal management proposals. Sensitive landscape design should be capable of producing environments which are not only attractive but safe, and minimise opportunities for criminal and antisocial behaviour.

C1.12 In accordance with PPS1, Delivering Sustainable Development, and Hampshire County Structure Plan Review Policies E6 and E13, these policies seek to achieve a high standard of landscape design. This should include maintenance and enhancement of local landscape and townscape character as set out in Supplementary Planning Guidance "New Forest District Landscape Character Assessment", and where possible enhancement of nature conservation interests. It should also ensure that these can be maintained in the long term. Developers and landowners will be encouraged to enter into management agreements to secure the long term future of landscaped areas, and of new and existing areas of nature conservation value created or affected by development proposals. The policies seek to promote tree and hedgerow planting through landscape schemes, including environmental improvements, and countryside and coastal management initiatives. This includes the replacement of trees of amenity value which have to be removed for safety reasons. (See also policies DW-E8 and DW-E9 below). The policies also seek to retain and protect features which are of value in their own right and/or contribute to the quality of the local environment. Landscape features include trees, woodlands, hedgerows, ponds and streams.

C1.13 In accordance with PPG25, Development and Flood Risk and PPS23, Planning and Pollution Control, the local planning authority will require developers to demonstrate that they have considered the use of sustainable drainage systems – see also Policy DW-E50, Section C7. Landscape schemes have an important role in achieving sustainable surface water drainage schemes. Vegetation including features such as filter strips, swales and tree/shrub planting can break the force of rainfall and assist in retaining moisture within the soil for slower release into natural drainage systems. The use of permeable surfacing materials for paths, car parks and driveways can also assist in this process. Balancing ponds within development schemes assist in modifying the rate at which water is released into drainage systems, and should be an integral part of an attractive landscape and valuable wildlife habitat. These systems can also assist in controlling or preventing pollution arising from urban or agricultural surface water drainage.

Policy DW-E8

Trees

On development sites:

- a existing trees and woodland that contribute to local amenity, the character of the area and/or are of nature conservation value should be retained. In**

- exceptional circumstances (e.g. where it is imperative that a development takes a particular form, or for safety reasons or declining health of the trees/ woodland) felling and replacement planting that maintains local amenity, the character of the area and nature conservation interest may be acceptable;
- b** additional trees and woodland should be planted as appropriate as part of the overall landscape scheme and in the creation of new areas of nature conservation value (see Policies DW-E6 and DW-E7); and
- c** in cases where development would affect trees or woodland of amenity value on, or adjacent to, the site, measures which have been agreed by the local planning authority shall be taken during construction works to protect any trees or woodland which are to be retained and to ensure their retention in the longer term.

C1.14 In cases where criterion c of Policy DW-E8 applies, a fully detailed tree and woodland survey shall be submitted to the local planning authority with the planning application. The local planning authority may attach conditions to any permission granted, and will require agreement on the measures considered necessary, to ensure the protection and long term retention of the trees and woodland.

Policy DW-E9

Hedgerows

Hedgerows that meet the appropriate criteria for retention as set out in the Hedgerow Regulations 1997 shall be retained and, where possible, shall be subject to a scheme of management to ensure their survival and the maintenance of their character and biodiversity in the long term.

In cases where the development site contains, or adjoins, a hedgerow, measures which have been agreed by the local planning authority shall be taken during construction works to protect any hedgerow which is to be retained and to ensure its retention in the longer term.

Additional hedgerow planting may be proposed as part of the overall landscape scheme (see Policies DW-E6 and DW-E7). In selecting species for such planting in residential schemes, care should be taken:

- i** to avoid those which grow to a height likely to cause nuisance; planting should be subject to a management scheme which ensures their maintenance at an appropriate height (not above 2 metres) in the long term; and
- ii** to choose species which are functionally appropriate, in keeping with the character of the locality and which enhance biodiversity wherever possible.

C1.15 In cases where the development site contains, or adjoins, a hedgerow, the local planning authority will require the submission of a detailed survey of the hedgerow, including an assessment of its importance in accordance with the criteria set out in the Hedgerow Regulations 1997, with the planning application. The local planning authority may attach conditions to any permission granted, and will require agreement on the measures considered necessary, to ensure the protection and long term retention of the hedgerows.

C1.16 A major feature of New Forest District is the presence of many fine trees, hedgerows and areas of woodland, including ancient woodland. These are dominant in the New Forest, and contribute significantly to the character and biodiversity of the countryside, the built up areas and the defined New Forest villages. The District Council has prepared a Tree Strategy, 'Growing Better Together' which explains in more detail how the Council seeks to protect and enhance trees, hedgerows and woodland, enforcement of legislation, use of planning conditions, and the range of services offered. Hampshire County Council and English Nature keep a register of ancient woodland.

C1.17 In accordance with Policy E8 of the Hampshire County Structure Plan Review, the local planning authority seeks to retain trees, hedgerows and woodland that contribute to the amenities, character and biodiversity of the area. The District Council places great importance on this work, and is active in promoting and maintaining a register of Tree Preservation Orders, and serving Hedgerow Retention Notices as

appropriate in order to achieve this purpose. Trees/woodland on or affected by development sites may be made the subject of Tree Preservation Orders. The authority also seeks to encourage new planting of these features to maintain and enhance landscape character. As noted in PPG9, many such features are also of value for nature conservation, forming wildlife corridors, links or stepping stones from one habitat to another (see paragraph C4.9, Section C4). The authority will discourage the inappropriate planting of vigorous hybrid coniferous hedges which have a high maintenance requirement and can result in nuisance and dispute between neighbours.

C1.18 In implementing these policies, the local planning authority will have regard to the provisions of the Town & Country Planning Act 1990 sections 197 - 214, the Hedgerow Regulations 1997, the Forestry Act 1967 and Government advice in Circular 36/78, the ODPM's publication 'Tree Preservation Orders. A Guide to the Law and Good Practice 2000,' and PPG9. Supplementary Planning Guidance "Landscape Requirements for New Development" gives details of the information required in tree surveys and explains how trees and hedgerows on development sites should be protected during construction works.

Environmental improvements

C1.19 In accordance with the Town and Country Planning Act 1990 and Policy E9 of the Hampshire County Structure Plan Review, the District Council seeks to improve the physical environment. Environmental improvements are proposed in the town centres (see Part F) and will also be sought in other selected locations, concentrating on the following:

- i main approaches to the District;
- ii main approaches to towns;
- iii sites within the New Forest, the coast and river valleys which detract significantly from the character of those areas; and
- iv Conservation Areas.

C1.20 During the plan period it is hoped to carry out schemes at the following locations (in addition to town centres):

- i Goatee Beach, Eling
- ii A35 Totton Bypass (Redbridge - Spicers Hill)
- iii Redbridge railway corridor
- iv Barton clifftop car parks and open spaces
- v Milford cliff-top car parks and areas immediately adjoining.

C1.21 Where necessary, the local planning authority will seek to coordinate landscape schemes in these areas in order to achieve the necessary improvements.

C1.22 The planning authority will also promote environmental improvement schemes through:

- i working in partnership with the County Council, parish and town councils and other bodies;
- ii grant aiding appropriate community and individual initiatives; and
- iii promoting community action.

C1.23 In environmental improvement schemes, the District Council will seek to ensure high standards of design, implementation, maintenance and long term management.

~~Private open space in residential development~~

~~Policy DW-E10~~

~~Private open space~~

~~Residential development shall incorporate amenity open space on site consistent with the need to provide a high quality living environment as required by Policy DW-E2.~~

~~C1.24 Open spaces contribute to the character of a development and to that of the built-up area, often containing trees or other landscape features which soften the urban environment. The policy seeks to ensure that as part of its design new residential development incorporates open amenity features, which should add to the quality of the environment for the occupiers of the development and for the locality.~~

Existing features

Policy DW-E11

Areas of Special Character

Within Areas of Special Character as defined on the proposals maps, development will only be permitted if it would not materially harm the character of the area.

C1.25 Within some built-up areas in the District, there are areas of residential development, spacious in character and distinguished by mature gardens and trees, that make a particular contribution to the quality of the settlements in which they are situated. They can be susceptible to pressures for infilling and redevelopment which could seriously threaten their defining characteristics. The policy seeks to ensure that in accordance with PPS1 advice that design should respond to local context and create or reinforce local distinctiveness, development within these areas is compatible with them in scale, layout and design, and does not damage the features that contribute to their character.

Policy DW-E12

Protection of landscape features

Development will not be permitted which would cause the loss of, or irreparable damage to, open areas or other landscape features, including those identified on the proposals maps, which:

- a contribute to the character or setting of a defined built-up area or defined New Forest village by reason of visual amenity; and/ or**
- b screen development which would otherwise have an unacceptable visual impact.**

C1.26 Within and adjoining the defined built-up areas and defined New Forest villages, there are undeveloped areas and landscape features, such as small amenity spaces, gaps between parts of settlements, woodlands, ponds etc, which are of visual amenity value, and help to create a particular local character and identity. Some also assist in mitigating the visual impact of development. These areas and features may be in public or private ownership, and may or may not be publicly accessible; they are not recreational open spaces of the sort covered by Policies DW-R1 and DW-R2, Section C10. Where such areas and features are not already adequately protected by other policies or legislation, this policy seeks to protect them from developments which would detract from the contribution they make to the quality and character of the local environment. Where appropriate the local planning authority will also encourage management initiatives to maintain and enhance them.

Policy DW-E13

Protection of historic street and footpath patterns

In redevelopment schemes, proposals should respect historic road, street and footpath patterns.

C1.27 This policy seeks to identify and conserve features contributing to the character of the District. Ancient access routes can contribute much to the character and quality of an area, providing local identity, links between features of historic importance and clues as to the pattern of growth and development of settlements.

Public art

C1.28 Art, particularly that which takes its inspiration from local communities, traditions and the local environment can add significantly to the quality of life in towns. It can be an effective means of strengthening local identity and a sense of place. The local planning authority seeks to encourage its provision in connection with

new development, and where appropriate, will ask developers to have regard to opportunities for providing works of art, either within their developments, or by means of financial contribution to enable the commissioning of art for the benefit of the local community. In establishing the desirability of incorporating works of art, the local planning authority will have regard to the accessibility of the development to the public, or its visual prominence in relation to areas accessible to the public, for example shopping streets, and areas important for community activities, such as civic spaces and major areas of public open space.

Crime prevention

Policy DW-E14

Crime prevention

~~The layout of development, including car parking and public spaces, shall maximise natural surveillance and reduce opportunities for criminal behaviour. Particular care should be taken in the form and location of pedestrian routes, play areas, landscape design and lighting. The installation of security measures and devices will be permitted provided that steps have been taken to minimise their visual impact.~~

~~C1.29 Government guidance on crime prevention in relation to planning is in PPS1, Delivering Sustainable Development. PPG 12, Development Plans also indicates that crime prevention is amongst the social considerations to be taken into account in development plans. Section 17 of the Crime & Disorder Act 1998 also imposes on local authorities the duty to consider crime and disorder implications in all that they do.~~

~~C1.30 The design of the environment can influence criminal behaviour. The local planning authority will cooperate with all agencies involved in design, implementation, maintenance and policing of the external environment in order to ensure public safety. The authority will assist in coordinating the needs of individual owners and the recommendations of the police to ensure an effective, economic and environmentally acceptable scheme of crime prevention measures.~~

~~C1.31 Any perceived conflict between the requirements for security and the need to provide attractive and inviting environments can normally be resolved through design, with particular reference to pedestrian access, landscape and lighting, and to the implications of security measures for particularly sensitive environments and buildings, e.g. Conservation Areas and listed buildings. (Note: in many cases such measures will not require planning permission, but the installation of equipment on or affecting a listed building will need consent).~~

~~C1.32 It is important that measures to reduce the risk of crime are introduced at the earliest possible stage of the design process so that they can be properly integrated into new developments. Developers should consult the local planning authority on crime prevention aspects well before submitting planning applications. Developers' attention is directed to the Police Architectural Liaison Manual of Guidance, and to the Secured Car Parks scheme promoted by the police. Detailed advice on residential layouts designed to reduce crime is given in Design Bulletin 32, Residential Roads and Footpaths Layout Considerations. The local planning authority will consult the Police Architectural Liaison Officer on major proposals. The local planning authority has prepared Supplementary Planning Guidance on "Design for Community Safety".~~

Access for those with impaired or restricted mobility

Policy DW-E15

Access for impaired or restricted mobility

~~In the design and layout of public access to buildings, car parks, shopping streets, open spaces and other routes such as footpaths etc., the local planning authority will ensure that consideration is given to the needs of people with impaired mobility and others with special needs unless there are overriding considerations relating, for example, to the impact on the character of the area.~~

~~C1.33 Those who may have impaired or restricted mobility can include, for example, those with prams or pushchairs as well as those with injuries or disabilities.~~

~~This District contains a higher than average number of elderly people, who might be expected to comprise a substantial proportion of those with mobility problems.~~

~~C1.34 Most provisions for access for disabled people lie outside planning legislation. However, Circular 10/82 and Section 76 of the Town and Country Planning Act 1990 require local planning authorities to draw developers' attention to legislation requiring provision for the disabled in certain types of development schemes. PPS1, Delivering Sustainable Development, PPG 3, Housing, PPS6, Planning for Town Centres and PPG 17, Sport and Recreation also refer to the needs of disabled people. Accordingly, the local planning authority draws the attention of developers to the Chronically Sick and Disabled Persons Act 1970 (as amended 1976), Sections 4, 7, 8 and 8A, to the Building Regulations Approved Document M, and to the British Standards Institution Code of Practice for Access for the Disabled to Buildings (BS 5810:1979). Developers should also refer to the parking standards set out in Policy DW-T9, Section C9 and Appendix G7 in relation to provision for disabled people, and have regard to the provisions of the Disability Discrimination Act 1995.~~

~~C1.35 The Building Regulations cover all aspects of access to the site and the building from the site boundary, and also cover access and the provision of facilities (eg. conveniences) within the building. It is strongly recommended that developers establish the implications of this legislation at an early stage in the design process, preferably before submission of a detailed planning application.~~

~~C1.36 Further advice is given in the Hampshire County Council publication Movement Access Streets and Spaces (2001). Advice on access for disabled people in the countryside is given in the Countryside Commission publication Informal Countryside Recreation for Disabled People (1994). The District Council has prepared Supplementary Planning Guidance on "Access for Disabled People" (2000).~~

~~C1.37 The District Council will pay careful attention to detailed design in schemes involving public access, and will have particular regard to such matters as the provision of dropped kerbs and the avoidance of stepped access into shops or other public buildings, use of coloured and tactile materials, and other devices to make the environment more accessible and intelligible.~~

~~C1.38 In residential schemes, the District Council will encourage the provision of dwellings adapted, or with the potential readily to be adapted, to meet the needs of disabled occupiers, in accordance with PPG3.~~

~~C1.39 The issue of alterations to listed buildings to provide access for those with impaired mobility is addressed in Section C2, paragraph C2.10.~~

~~C1.40 The local planning authority will encourage the participation of disability groups in consultations on development proposals involving public access.~~

Shopfronts

Policy DW-E16

Shopfronts

New shopfronts and alterations to existing shopfronts should be appropriate and sympathetic in character, design, construction and materials to the buildings of which they form a part, and to the street scene.

C1.41 The design of shopfronts is critical to the character of town and village centres. The policy seeks to ensure that where possible, they make a positive contribution to the quality of the built environment.

C1.42 The above policy has been elaborated in Supplementary Planning Guidance prepared by the District Council on the design of shopfronts.

C1.43 Additional considerations apply to shopfronts in Conservation Areas, as set out in Policy DW-E25, Section C2.

Advertisements

C1.44 The display of advertisements is controlled by the Town and Country Planning (Control of Advertisements) Regulations 1992 which are explained by Circular 5/92 of the same name. Department of Transport Advice Note TA 57/87, Roadside Features, and PPG 19, Outdoor Advertisement Control, also refer. This local plan

includes policies controlling the design of advertisements in Conservation Areas (see Policy DW-E26, Section C2) and the New Forest (see Policy NF-E6, Section D2), which are particularly sensitive. In addition the following policy applies:

Policy DW-E17

Advertisements

Advertisements will only be permitted where they have no adverse impact on:

- a the character or appearance of the landscape or the built environment; or**
- b public safety,**

by reason of location, size, materials, colour, design or illumination, or through impact on nature conservation, historic, architectural, archaeological or cultural interests.

C1.45 The local planning authority accepts the need for advertisements and directional signs, but seeks to keep these to a minimum to avoid visual clutter, and to ensure that their appearance is in keeping with the character of the area in which they are located. Outdoor advertisements can affect the appearance of the landscape, villages, buildings and built-up areas. Shop, garage, hotel and pub signs, and signs advertising facilities and events can usually be accommodated in built-up areas subject to design and location, and indeed can add to the interest and vitality of such areas. However they can be disruptive features in sensitive landscapes. Outside the built-up areas, the introduction of illuminated signs can also have a significant visual impact and will often be inappropriate. Strong lighting can also be disruptive to nature conservation interests. (See also Section C6, Pollution and Public Safety, which refers to light intrusion).

C1.46 In assessing the implications of a proposed advertisement for public safety, the local planning authority will have regard to its potential impact on the use and operation of any mode of transport, including pedestrians, and will seek to ensure that essential direction signs, lights or beacons are not confused or obscured.

C2 History and Archaeology

C2.1 This Section covers listed buildings, Conservation Areas, archaeological sites and ancient monuments; also historic landscapes. The basic legislation giving local authorities certain duties and powers to control and protect these features is the Planning (Listed Buildings and Conservation Areas) Act 1990, and the Ancient Monuments and Archaeological Areas Act 1979 (as amended). These are supplemented by Planning Policy Guidance Notes (PPGs) and Circular advice (PPG15, Planning and the Historic Environment, and PPG16, Archaeology and Planning; Circulars 10/95, Planning Controls Over Demolition, and 01/01, Arrangements for Handling Heritage Applications – Notification and Direction by the Secretary of State.

C2.2 The Hampshire County Structure Plan Review contains policies for conserving and enhancing historic towns and villages (Policies E16, E17 and E18), for the protection of important archaeological sites (Policy E14) and for the protection of historic landscapes (Policy E15).

Listed buildings

C2.3 The Secretary of State for Culture, Media and Sport maintains the statutory list of **Buildings of Architectural or Historic Interest** (listed buildings) which are subject to special protection. These are identified by English Heritage through surveys and in response to requests from interested parties. They are graded I, II* and II, and the legislation applies equally to all grades. The legislation is designed to preserve these buildings for the benefit of the community, but ensures that:

- i responsibility for their upkeep rests with the owners, although it is the duty of the local authority to see that they are preserved; and
- ii once listed, the building, its interior and certain structures within its curtilage may not be altered or demolished without listed building consent. The legislation protects not only the appearance of the building, but other less visible features of historic, archaeological or cultural interest, for example its structure and plan form.

C2.4 It is not the intention of the legislation to prevent any change to listed buildings, and it is recognised that adapting buildings to new uses is a principal way of preserving them. However, it is the local planning authority's duty to protect them from unnecessary demolition and unsuitable and insensitive alteration.

C2.5 The local planning authority places a high priority on the retention, restoration, maintenance and continued use of listed buildings, and the protection of their settings. In accordance with Hampshire County Structure Plan Policy E18, the authority will also draw to the attention of the Secretary of State for Culture, Media and Sport buildings which are considered worthy of listing.

C2.6 The District Council's leaflets "A Guide for Owners and Occupiers", "Listed Building Exteriors" and "Listed Building Interiors" give more detailed guidance.

Policy DW-E18

Alterations, extensions and repairs to listed buildings

The alteration, extension and/or repair of a listed building will only be permitted if:

- a **it does not have a detrimental effect on the historic character of the building or its setting, or any of the features for which it was listed; and**
- b **it is sympathetic to the listed building in terms of scale, proportion, design, materials and construction.**

C2.7 Listed building consent is required for repairs, alterations and/ or extensions which materially alter the appearance, structure or historic interest of the listed building (see PPG15, Planning and the Historic Environment). Applications affecting grades I and II* listed buildings, and those involving demolition, are required to be referred to the Secretary of State for Culture, Media and Sport.

C2.8 Alterations or repairs likely to prove detrimental to the building's character include:

- i changes to the plan form of the building, eg. by removal or construction of walls, moving entrances, or the blocking, severance or removal of staircases; or
- ii the removal or inappropriate alteration of structural elements, eg. roof timbers, doors and windows, or the raising, lowering or removal of floors, or techniques and materials alien to the building.

However, such changes may be accepted provided that they are of overall benefit to the aim of conserving the building and its environment.

C2.9 The special interest of a listed building lies as much in its plan form, and the method, details and materials of its construction, as in its external appearance. The local planning authority will require the use of appropriate materials, detailing and construction techniques, and offers an advisory service. There is further general advice in PPG 15, Annex C.

C2.10 In the case of alterations to listed buildings involving access for those with impaired mobility, efforts should be made to accommodate their needs so far as possible; however, the District Council will seek to avoid damage to the historic fabric, or loss of historic features of the building or the site. Where such provision is made, it should normally be reversible, e.g. removable ramps, stair lifts, etc. and be of sympathetic design. Further advice on arranging public access to historic buildings and sites is given in English Heritage's publication "Easy Access to Historic Properties". See also the District Council's Supplementary Planning Guidance "Access for Disabled People".

C2.11 In order to carry out its duties to protect listed buildings, the local planning authority requires sufficient information to establish the implications of proposed changes, and to maintain a record of structural details and other features of historic value. Proposals to alter, extend, carry out extensive repairs to or demolish listed buildings should be accompanied by survey drawings showing:

- i measured floor plans (including external spaces), all elevations and sufficient sections to convey the form of the building and means of construction. Details shall include levels, methods of drainage, trees and other plant material;
- ii the detailed relationship of the building to abutting structures; and
- iii details of special features.

Policy DW-E19

Demolition of listed buildings

Listed building consent will not be granted for the demolition of all or part of a listed building, except for the removal of unsympathetic alterations and extensions.

C2.12 There is a general presumption in favour of the preservation of listed buildings (see PPG15, Planning and the Historic Environment). It is an offence to demolish wholly or in part a listed building, or structures within its curtilage, without the consent of the local planning authority. The Secretary of State has to be notified of, and give consent for, any proposals to demolish listed buildings. These buildings are protected for the benefit of the community, and are irreplaceable. Any proposals involving demolition would require exceptionally strong justification. However, the local planning authority recognises that on occasion, benefits may arise from the removal of unsympathetic extensions and alterations which do not form part of the features for which the building was listed.

C2.13 The local planning authority has produced a condition survey of all listed buildings in the District and a list of threatened historic buildings, both of which are updated at regular intervals.

Policy DW-E20**Setting of listed buildings**

~~Development which adversely affects the setting of a listed building will not be permitted.~~

~~C2.14 The setting of a listed building is often an essential part of its character. As well as the immediate environs of the building, this can include a group of buildings of which the listed building forms a part.~~

~~C2.15 In accordance with PPG15, Planning and the Historic Environment, the policy seeks to ensure that the setting of listed buildings is protected and, if possible enhanced by controlling development, (including where possible highway improvements, traffic management measures and street lighting), environmental improvement schemes and the preservation of trees. Outline planning applications will not normally provide sufficient information to assess proposals affecting the setting of listed buildings, and in these circumstances, detailed applications will normally be required.~~

Change of use of listed buildings and other buildings of importance to the character of Conservation Areas.

Policy DW-E21**Change of use of listed buildings or other important buildings**

Proposals for change of use of a listed building, or other building of importance to the character of a Conservation Area, shall not:

- a entail alterations and/or additions or other development which would affect the special interest of the building, the setting of any listed building or the character or setting of a Conservation Area; or**
- b constrain proper maintenance of the building; or**
- c otherwise be detrimental to the character of the building.**

C2.16 Although it is desirable that an historic building is used for the purpose for which it was designed and built, this is not always practicable, and it may be necessary to find an alternative use which will ensure its retention and maintenance. In accordance with PPG15, Planning and the Historic Environment, the local planning authority will give sympathetic consideration to uses which involve the least change to the building.

C2.17 Maintenance considerations will normally require that proposals utilise all of the building. The local planning authority will give particular encouragement to proposals for the re-use of upper floors of historic buildings, and will resist proposals which would eliminate access to them. When upper floors are left vacant and unmaintained, deterioration of the building can result.

C2.18 Some apparently minor changes of use may involve alterations, such as the provision of fire escapes, or a substantial increase in parking requirements which could have a significant impact on the character and appearance of the building or its setting, and/or that of the Conservation Area. The authority will have regard to the all the potential consequences.

Policy DW-E22**Exceptional development to retain listed buildings or other important buildings**

Exceptionally, permission may be granted for a change of use of a listed building, or other building of importance to the character of a Conservation Area, or development intended to enable the retention of such a building, which does not accord with other policies of this local plan, provided that it can be demonstrated that:

- a this is the only way in which a listed building or building of value to a Conservation Area can be retained and/or restored; and**

- b the building cannot otherwise be retained in its existing use, or used for a purpose which accords with other policies of this local plan and**
- c the proposal accords with Policy DW-E21; and**
- d any new development proposed has no unacceptable impact on the building, its setting or the character or appearance of a Conservation Area.**

C2.19 Priority is given to retaining and re-using listed buildings and other buildings of importance to Conservation Areas. This may occasionally entail making an exception to other local plan policies and standards, but substantial justification will be needed for any such exception. The burden of proof will rest with the applicant, and if necessary should take the form of a marketing exercise to determine demand for the building in its existing or other permissible use. The repair and restoration of the building should be guaranteed, if necessary by means of a legal agreement or other equivalent mechanism.

Conservation Areas

C2.20 Conservation Areas are defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 Section 69 (a) as, "areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". They are designated by the local planning authority under procedures separate from the local plan process. There is no standard specification, and Conservation Areas vary widely in scale and type.

C2.21 The main planning controls within Conservation Areas additional to those which apply normally are:

- i controls over demolition; this requires Conservation Area consent;
- ii strengthened controls over minor development; and
- iii protection of trees.

C2.22 New development is permitted within Conservation Areas, but should not detract from their character.

C2.23 There are 37 Conservation Areas in New Forest District covering historic town centres, New Forest villages, small hamlets and farmsteads, and groups of buildings within their settings (see proposals maps and Appendix G3). In accordance with Hampshire County Structure Plan Review Policy E18 the local planning authority keeps under review the need to designate new Conservation Areas, and to re-consider the boundaries of existing areas. In carrying out this work, the authority employs a number of criteria, listed in Appendix G3.

C2.24 High priority is given to preserving and enhancing the character and appearance of Conservation Areas in this District. Four of the six main town centres are within Conservation Areas, and the policies below contribute to retaining their special characters and enhancing their appeal.

Policy DW-E23

New development in Conservation Areas

Development, including alterations and extensions, shall not detract from, and shall preserve or enhance the character and appearance of Conservation Areas. Particular regard shall be given to:

- a scale, form, materials and detailing, which should respect the characteristics of the building and the locality; and**
- b the plot coverage characteristics of the historic area; and**
- c retention of historically significant boundaries and other elements contributing to the established pattern of development in the area; and**
- d the protection of open spaces important to the character and historic value of the Conservation Area, including those within individual curtilages; and**
- e the protection of important views into and out of the Conservation Area; and**
- f the protection of trees and other landscape features contributing to the character and appearance of the Conservation Area.**

C2.25 In accordance with PPG15, Planning and the Historic Environment and Hampshire County Structure Plan Review Policies E16 and E17, the policy seeks to ensure that new development in Conservation Areas is sensitively designed and integrated, and in character with the area. This includes public works such as street works, lighting and the provision of other infrastructure undertaken by this Council, statutory undertakers or other public bodies, where such proposals are subject to planning control. Exceptionally, the local planning authority may be prepared to relax parking standards where this is necessary to enable an appropriate development on a small infill site in a Conservation Area.

C2.26 Small scale developments in Conservation Areas cumulatively can cause significant change and detract from the character of the area. Where such developments fall within planning control, the authority will seek to ensure that they are carried out sensitively with regard to the character of the building and the locality. Article 4 Directions may be sought to restrict permitted development rights in Conservation Areas whose special interest is being eroded by unsympathetic development.

C2.27 While Conservation Areas are usually designated because of the quality of groups of buildings, they often include other features which contribute to their character, for example the historic street pattern, the spaces enclosed by buildings such as the village green, historic plot layouts such as burgage plots, or those elements which make up the street scene such as shopfronts, walls, steps, railings, lamp posts and trees. These features must be conserved. Leaflets for each Conservation Area in this District have been prepared identifying the features of particular importance within it. Conservation area appraisals have been prepared as Supplementary Planning Guidance for conservation areas at Lyndhurst, Lymington, Milford on Sea, Fordingbridge, Ringwood and Hythe. A programme of appraisals for the remaining areas has begun.

C2.28 The local planning authority will seek to enhance the character and appearance of Conservation Areas by positive measures, including grants for projects which improve the quality of the environment.

C2.29 All trees in Conservation Areas are protected, and anyone intending to lop, top or fell must give the local planning authority six weeks' notice, during which time consideration can be given to making a Tree Preservation Order. Such Orders are not only to protect existing trees, but to enable replacements to be planted when trees are lost.

C2.30 Outline planning permission will not normally be granted for development in Conservation Areas, as outline applications provide insufficient information on which to base a decision. Proposals should normally take the form of fully detailed applications. Depending on the nature of the scheme, a site survey showing existing buildings, all elevations, floor and ground levels and the position, condition and spread of all trees may be required. Details of the proposed scheme should include drawings showing the proposal in its setting, and particulars of construction, materials, colours and landscape treatment.

C2.31 The local planning authority's advice should be sought before any building or landscape works are carried out in Conservation Areas.

Policy DW-E24

Demolition in Conservation Areas

~~Conservation area consent will not be given for the demolition of unlisted buildings which make a positive contribution to the character or appearance of a Conservation Area. Where consent is given, this will be subject to prior or concurrent permission for the redevelopment and/or restoration of the site and buildings, and an agreed programme for the work.~~

~~C2.32 Within a Conservation Area it is an offence to substantially demolish a building without the written consent of the local planning authority or the Secretary of State (see PPG15, Planning and the Historic Environment). This policy seeks to protect the character of Conservation Areas by retaining within them the buildings and features for which they were designated, or which contribute to their character.~~

~~However, the policy recognises that within Conservation Areas, there may be buildings and features which do not contribute to their character, or even detract from it.~~

~~C2.33 In considering proposals for demolition, consideration will be given to:~~

- ~~i the quality of the building and the contribution it makes to the character and appearance of the Conservation Area and to its architectural and historic interest;~~
- ~~ii the impact of demolition upon the immediate surroundings of the building and the Conservation Area;~~
- ~~iii the condition of the building and the costs of maintenance and repair;~~
- ~~iv the adequacy of efforts made to retain the building in use, including a realistic marketing exercise; and~~
- ~~v the benefits to the community of any alternative development proposed. The architectural merits of alternative proposals will not be a sufficient reason in themselves to justify building demolition.~~

~~C2.34 In the case of buildings which make a positive contribution to the character of the Conservation Area, evidence that serious efforts have been made to continue a building's existing use, including offering it for sale, will be a necessary preliminary to showing that it is beyond economic repair. Where a building of particular townscape merit is involved, the relaxation of other local plan policies (as allowed for under Policy DW-E18) may be considered.~~

~~C2.35 In permitting demolition and replacement in Conservation Areas, the local planning authority will seek to avoid unsightly demolition sites or long term gaps in the street scene. Where the restoration of the site involves redevelopment, the local planning authority will normally impose a condition requiring the letting of a contract for the new development before demolition commences.~~

Policy DW-E25

Shopfronts in Conservation Areas

Traditional shopfronts which contribute to the character of the Conservation Area shall be retained and restored. The alteration and replacement of other shopfronts will be permitted provided that the design is sympathetic to the character of the building and the Conservation Area, in accordance with Policy DW-E16, Section C1.

C2.36 Shopfronts contribute to the vitality and interest of a street scene, and have a marked impact on the character and quality of a Conservation Area. This policy seeks the retention and restoration of those shopfronts which contribute to the character of Conservation Areas. In Conservation Areas, the introduction of unsympathetic modern materials, inappropriate illumination, standardised corporate designs, large glazed areas and canopies obscuring architectural features should be avoided. The Supplementary Planning Guidance on the design of shopfronts addresses these issues in more detail.

Policy DW-E26

Advertisements in Conservation Areas

The siting and design of advertisements shall be appropriate and sympathetic to the character of the Conservation Area.

C2.37 In implementing this policy the local planning authority will have regard to the following guidelines:

- ~~i projecting signs in the form of traditional hanging signs may be acceptable. However, projecting box signs of a modern style will not normally be appropriate;~~
- ~~ii all lettering should be of good design, appropriate to the architectural character of the building involved;~~
- ~~iii fascias and signs should normally consist of traditional materials, avoiding strong colours and shiny or reflective finishes; and~~

- iv internally illuminated box signs, fascias and individual signs, neon and fluorescent signs will not normally be appropriate, but the careful use of spotlighting may be acceptable.

C2.38 All outdoor advertisements affect the appearance of a building or neighbourhood, and this is a matter of particular concern in Conservation Areas. In determining applications for the display of advertisements in Conservation Areas, the local planning authority will have particular regard to their impact on the character and appearance of the building and the area.

Archaeology and ancient monuments

C2.39 The Secretary of State for Culture, Media and Sport may schedule certain buildings and sites where their preservation is of national importance. There are numerous Scheduled Ancient Monuments in this District. In addition, there are many other sites of archaeological or historic interest. Hampshire County Council's Sites and Monuments Record contains a considerable amount of information about these, and is continually updated.

Policy DW-E27

Development affecting archaeological sites

Development will not be permitted which has an adverse effect on nationally important archaeological sites, buildings, ancient monuments or features, whether scheduled or not, or their settings. Where it is unavoidable that a development affects a site of archaeological value, the scheme shall normally be designed to minimise physical destruction. If this is not possible or feasible, development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of works.

Policy DW-E28

Archaeological field assessment

If there is evidence that archaeological remains exist on a site whose extent and importance are unknown, the District Council will require developers to arrange for an archaeological field assessment to be carried out before the planning application can be determined including a desk top assessment and trial trenching where necessary. Wherever possible such remains shall be preserved in situ.

C2.40 Archaeological remains are a finite and non-renewable resource, and in many cases are highly fragile and vulnerable to damage and destruction. It is important to ensure that they are not needlessly destroyed. Only a small number of archaeological sites are protected as Scheduled Ancient Monuments under the Ancient Monuments and Archaeological Areas Act 1979. The majority of sites have no statutory protection, and must rely on sympathetic planning and management policies for their survival and protection (see PPG16, Archaeology and Planning).

C2.41 In determining applications involving archaeological sites or ancient monuments, and assessing their importance, the local planning authority will seek advice from the appropriate local and national organisations, and will have regard to Hampshire County Council's Sites and Monuments Record and Hampshire County Structure Plan Policy E14. The authority is required to consult English Heritage on proposals likely to affect Scheduled Ancient Monuments.

C2.42 If preservation in situ is not possible or feasible, archaeological investigation and recording may be an acceptable alternative. The local planning authority will normally secure provision for this through conditions, an obligation under Section 106 of the Town and Country Planning Act 1990, or similar powers.

C2.43 Where permission is granted for development involving an archaeological site or monument, the local planning authority may require a management agreement to ensure the preservation and maintenance of the features of archaeological importance. Advice and assistance on management and maintenance is available from this authority and Hampshire County Council.

C2.44 Prospective developers are advised to discuss their proposals with the local planning authority and the County Archaeological Officer at the earliest possible stage.

Historic landscapes

C2.45 Historic landscapes can be related to historic patterns of land use (eg. ancient field patterns or archaeological features), or historic events such as battles, or they can be designed landscapes such as formal parks and gardens. They can be important in themselves, or as settings for historic buildings or ancient monuments. Hampshire County Council is conducting a survey of those in the county for inclusion in their Sites and Monuments Record.

C2.46 English Heritage has compiled a register of parks and gardens of special historic interest. This has no statutory status, but is accepted as a material consideration in the determination of planning applications and appeals. Under the Town and Country Planning (Consultation with the Garden History Society) Direction 1995, local planning authorities are required to consult the Garden History Society on development proposals which, in the opinion of the authority, are likely to affect any grade of gardens in this register. The parks and gardens within Hampshire and registered by English Heritage are included within Hampshire County Council's Sites and Monuments Record.

C2.47 This District contains a number of examples of historic landscapes. These include parks and gardens associated with some of the larger estates and older country houses, eg. Breamore, Brockenhurst Park, Cadland House, Exbury House, Hale Park, Pylewell, Rhinefield, Somerley Park and Testwood House; a full list is in Appendix G3. An area with ancient field patterns at Fritham is included in a Conservation Area.

Policy DW-E29

Historic landscapes

Development will not be permitted which would detract from the character or historic or archaeological value of historic landscapes, including historic parks and gardens as identified on the proposals map.

C2.48 In accordance with PPG15, Planning and the Historic Environment and Hampshire County Structure Plan Policy E15, the policy seeks to protect historic landscapes from development that would destroy, damage or detract from the features which give them their particular character and interest.

C2.49 The local planning authority will cooperate with other agencies to promote landscape management proposals to conserve and enhance historic parks and gardens.

C2.50 The District Council's Supplementary Planning Guidance 'New Forest District Landscape Character Assessment' includes a detailed examination of features and characteristics of historic landscape value occurring across the whole District and incorporates these into the determination of landscape types and character areas. The assessment identifies the District's larger historic designed landscapes individually. Other areas identified on the local plan proposals map as historic landscapes are the smaller parks and gardens.

C3 Special rural designations

~~C3.1 A number of special designations cover rural parts of the District, both in the New Forest National Park and in the countryside around it. These include areas identified which it is essential to keep open to prevent urban sprawl (e.g. Green Belt, Strategic Gaps and Local Gaps) and areas of recognised landscape quality (e.g. an Area of Outstanding Natural Beauty). The following policies seek to protect these areas from inappropriate development. However, this plan recognises the contribution made by agriculture towards maintaining the character of the landscape, and development necessary for agricultural purposes will normally be permitted in accordance with the policies in Parts D and E of the plan provided it does not compromise the purposes of Green Belt designation as set out in PPG2.~~

~~Green Belt~~

~~Policy DW-E30~~

~~Development in the Green Belt~~

~~The general policies controlling development in the countryside outside of the New Forest set out in Part E of the Plan apply with equal force in areas designated as Green Belt. However, there is, in addition, a general presumption against inappropriate development in the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why permission should be granted and very special circumstances to justify inappropriate development will not exist unless the harm by inappropriateness, and any other harm, is clearly outweighed by other considerations.~~

~~Decisions on the appropriateness or inappropriateness of development in the Green Belt will be made in accordance with paragraphs 3.4-3.12 of PPG2.~~

~~C3.2 This local plan defines the remaining South West Hampshire Green Belt to the south and west of the New Forest National Park. The Hampshire County Structure Plan Review deleted the New Forest Heritage Area from the Green Belt as a result of its National Park status. This is now interpreted as deletion of the New Forest National Park from the Green Belt (see Section D1 paragraph D1.10). The Green Belt covers land between Lymington and New Milton, and in the Avon Valley between Sopley and Ringwood. The purposes of the amended South West Hampshire Green Belt set out in the Structure Plan Review are to check the sprawl of existing built up areas, prevent neighbouring settlements from merging, and assist in safeguarding the countryside from encroachment. The Structure Plan explanatory text refers to further purposes of preserving the setting of towns and villages, in particular the special character of the historic towns of Lymington and Ringwood, and assisting in protecting the New Forest by restricting development pressures in the adjacent coastal zone. The South West Hampshire Green Belt complements the adjoining Green Belt designated in South East Dorset.~~

~~C3.3 In accordance with Hampshire County Structure Plan Review Policy G4 and government advice in Planning Policy Guidance Note 2 (PPG2), Green Belts, the local planning authority seeks to minimise development in the Green Belt. Any development which is proposed in the Green Belt should not prejudice the fundamental aim of the designation, which is to keep land permanently open.~~

~~Policy DW-E31~~

~~Land between the Green Belt and built up areas~~

~~Land lying between the Green Belt and defined built up area boundaries will be treated for planning purposes as if it were within the Green Belt, unless it is subject to other policies of this local plan (Policies NF-H8, Section D3, and CO-H7, Section E2 which relate to affordable housing).~~

~~C3.4 In accordance with PPG2, Green Belts, some areas of land outside defined built up areas have been excluded from the Green Belt ("white" or "safeguarded" land). Those not covered by other policies of the plan may be required to meet long-~~

~~term development needs, and unless and until they are allocated for such purposes in a local plan, the local planning authority seeks to safeguard them from development which would prejudice their potential to meet these needs. Policies for affordable housing enable exceptions to be made to this policy in certain defined circumstances.~~

~~Strategic Gaps~~

~~Policy DW-E32~~

~~Strategic Gaps~~

~~The area of the Test Valley between Totton and the District boundary, and the areas between Totton and Marchwood, Marchwood and Hythe, and Hythe and Fawley, as identified on the proposals map, are designated as Strategic Gaps. Development will not normally be permitted within these gaps other than in accordance with policies in Parts D and E of this plan, and should not diminish Strategic Gaps either physically or visually.~~

~~C3.5 These four Strategic Gaps are identified in Policy G2 of the Hampshire County Structure Plan Review. The purpose of Strategic Gaps as set out in the Structure Plan is to maintain the principal breaks of open and undeveloped land between built up areas. Permission is not to be granted for development in these gaps which would diminish them physically or visually.~~

~~C3.6 In accordance with the Structure Plan, the local planning authority seeks to prevent development within Strategic Gaps which would diminish their value or be contrary to their purposes.~~

~~C3.7 Part of the Totton-Nursling Strategic Gap covering the lower Test Valley falls within New Forest District. It is characterised by the broad flat river floodplain of the Test and the attractive river valley landscape, with its considerable nature conservation interest. Essentially the Gap separates New Forest District from the sprawl of the Southampton conurbation to the east. It includes the area of the Testwood Lakes. There is a major public water resource at Testwood, which must be given the highest level of protection at all times.~~

~~C3.8 Between Totton and Marchwood, the Strategic Gap is an agricultural landscape with significant areas of woodland towards the shoreline which contributes to the environmental quality of the western shore of Southampton Water.~~

~~C3.9 Most of the land in the Strategic Gap between Marchwood and Hythe is also within the New Forest. Views of the area are dominated by the undulating, wooded landscape which is part of the New Forest. This landscape makes a significant contribution to environmental quality and the appearance of undeveloped shoreline along the western bank of Southampton Water. The reclaimed land beyond the natural shoreline known as Dibden Bay has developed significant ecological interest and is now included in a Site of Special Scientific Interest (SSSI) and a Site of Importance for Nature Conservation (SINC). The foreshore is part of the Hythe Calshot Marshes SSSI and Special Protection Area (SPA) and Ramsar site. Policy G2 of the Hampshire County Structure Plan Review retains the Marchwood-Hythe Strategic Gap. However, that policy and its explanatory text make clear that development may be allowed in identified Strategic Gaps if the development can be justified in the light of other Structure Plan Review policies or if it would not permanently visually or physically diminish the area defined as a Strategic Gap. Structure Plan Review Policy EC6 states that port development may be permitted within this area at Dibden Bay provided that the need for the development outweighs its impact on: (i) areas of importance to nature conservation, (ii) the conservation, landscape and ecology of the New Forest and (iii) local communities. If port proposals on this site meeting the requirements of Structure Plan Review Policy EC6 are granted planning permission and are carried out, then that part of the Strategic Gap would be over-ridden, but the amount of land taken for development should be minimised to retain as much of the Strategic Gap as possible.~~

~~C3.10 The Hythe-Fawley Strategic Gap provides an important landscape setting for the southern part of Hythe. The planning authority will encourage the retention and management of woodlands in this area which contribute to its character and are of value in their own right, including Crampool Copse, Lytton's Copse and Gringo's Copse.~~

Local Gaps

Policy DW-E33

Local Gaps

The areas between Fordingbridge and Ashford, and Ashford and Sandleheath, as defined on the proposals map, are designated as Local Gaps. Development will not normally be permitted within these Gaps other than in accordance with policies in Part E of this local plan, and should not diminish the Local Gaps either physically or visually.

C3.11 Policy G3 of the Hampshire County Structure Plan Review enables the definition of Local Gaps in order to preserve the identity of settlements. The small areas of countryside between Fordingbridge and Ashford, and between Ashford and Sandleheath, are essential to the maintenance of the character, identity and setting of these settlements, and are therefore designated as Local Gaps.

Areas of Outstanding Natural Beauty (AONBs)

Policy DW-E34

Development in the Cranborne Chase and West Wiltshire Downs AONB

In the designated AONB, development should conserve the landscape and scenic beauty of the countryside. Proposals will be required to meet the highest standards of design and should incorporate measures to enhance the landscape where possible. Major developments should not take place in the AONB save in exceptional circumstances and should be demonstrated to be in the public interest before being permitted. Development in the AONB will also be considered against the policies set out in Part E of the Plan.

C3.12 AONBs are designated by the Countryside Agency under the National Parks and Access to the Countryside Act 1949. With National Parks, they share the highest status of protection in relation to landscape and scenic beauty. The primary objective of designation is conservation of the natural beauty of the landscape. Designation brings with it restrictions on the types of development which may be carried out without planning permission. Planning Policy Statement 7 (PPS7), Sustainable Development in Rural Areas, advises that policies and development control decisions in AONBs should favour the conservation of the natural beauty of the landscape. It will also be appropriate to have regard to the economic and social well-being of the area. PPS7 indicates that the standard of assessment of major development should be applied to major development proposals in AONBs as well as to projects in National Parks.

C3.13 Within this District, the Western Downslands lie in the Cranborne Chase and West Wiltshire Downs AONB, which also extends into Dorset, Wiltshire and Somerset.

C3.14 The local planning authority places a high priority on the preservation and enhancement of the natural beauty and wildlife and cultural heritage of the Cranborne Chase and West Wiltshire Downs AONB, and will restrict development within it accordingly having regard to government advice in PPS7 and Policy E7 of the Hampshire County Structure Plan Review.

C3.15 The authority will promote landscape and recreational management proposals for the Cranborne Chase and West Wiltshire Downs AONB in consultation with the relevant authorities.

River Valleys

C3.16 The District contains two major river valleys, those of the rivers Avon and Test. These display special landscape and other characteristics which it is desirable to recognise through local plan policy.

Policy DW-E35

River valleys

In the valleys of the rivers Avon and Test as defined on the proposals maps, development will not be permitted which would harm:

- i the landscape quality, nature conservation interest or archaeological heritage characteristic of these areas; or
- ii recreational uses/ public enjoyment; or
- iii fisheries; or
- iv water quality and quantity.

In determining applications for development in these valleys, the local planning authority will seek enhancement and where appropriate restoration of their special landscape, nature conservation and archaeological interest.

C3.17 The valleys of the rivers Avon and Test both have distinctive landscapes of particular quality. Both are chalk streams with the flat, open landscapes typical of the lower reaches of large rivers. Both valleys provide recreational facilities in the form of fishing and riverside walks, and both rivers are used for the public water supply.

River Avon

C3.18 The River Avon extends from Breamore to Sopley on the western side of the District, and runs close to the towns of Fordingbridge and Ringwood. North of Ringwood, substantial mineral workings have formed lakes, many of which are now of nature conservation value; they are also used for recreational purposes and as reservoirs.

C3.19 The river meanders across the flat valley plain, and floods quite frequently. In previous centuries this flooding was utilised for agricultural purposes, and there remain relics of the associated water meadow systems which are of intrinsic archaeological interest.

C3.20 The landscape of the valley is flat and open, with extensive rich arable land, and copses of willow and alder. Much of the land close to the river is in a Site of Special Scientific Interest which is also a Special Protection Area and Ramsar site. The river itself is also a Site of Special Scientific Interest and a Special Area of Conservation. North of Ringwood, areas of land close to the river are included in an Environmentally Sensitive Area originally designated by the Ministry of Agriculture, Fisheries and Food (now the department of the Environment, Food and Rural Affairs) where encouragement is given to farming and land management methods sympathetic to the nature conservation, landscape and archaeological interest of the land.

River Test

C3.21 The River Test forms the eastern boundary of this District. Its valley is characterised by meandering watercourses and extensive reedbeds; its lower reaches towards Redbridge Causeway are tidal, and it contains a variety of brackish and freshwater habitats. A substantial portion of the lower Test valley is included in a Site of Special Scientific Interest, which is in the Solent and Southampton Water Special Protection Area and Ramsar site; part is also within the Solent Maritime Special Area of Conservation. It is important for wild birds and for its wetland habitats. The River Test itself has also been designated as a Site of Special Scientific Interest because of its chalk stream characteristics. The Lower Test Nature Reserve is a popular local recreation area. At Testwood to the north of part of the valley in this District, a reservoir has been constructed.

C3.22 Much of the land in the Test valley is included in an Environmentally Sensitive Area originally designated by the Ministry of Agriculture, Fisheries and Food (now the department of the Environment, Food and Rural Affairs) where encouragement is given to land management and agricultural practices sensitive to the nature conservation and landscape qualities of the area.

C3.23 The area of the Test valley covered by this policy includes part of the closely adjoining valley of its tributary, the River Blackwater, which forms part of the northern boundary of the District. It adjoins and is intended to complement the Valley of the River Test Heritage Area designated by Test Valley Borough Council.

Flooding

C3.24 Both rivers flood regularly. Policies for development in areas at risk from flooding and within the catchment area of a watercourse are in Section C7.

C4 Nature conservation

Policy DW-E36

~~Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites~~

~~Where a development proposal is not directly connected with or necessary to site management for nature conservation, the local planning authority will assess whether that development would be likely to have a significant effect on any classified Special Protection Areas (SPAs), designated Special Areas of Conservation (SACs) or listed Ramsar sites. Where it is concluded the effects of the proposal on the site, either individually or in combination with other proposals, are likely to be significant, the local planning authority will assess its implications in view of the site's conservation objectives.~~

~~In cases where the integrity of the site would be adversely affected, and this effect would not be removed by the imposition of planning conditions, or where it cannot be ascertained that the development will not adversely affect the integrity of the site, planning permission will not be granted except where the local planning authority is satisfied that there are no alternative solutions and in accordance with the following provisions:-~~

- ~~a If no alternative solution is available, and the site does not host a priority habitat type or species defined in the Habitats Directive, planning permission will not be granted unless the proposed development must be carried out for imperative reasons of overriding public interest.~~
- ~~b If there is no alternative solution, and the site hosts a priority habitat type or species defined in the Habitats Directive, the only considerations which can justify the grant of planning permission are those which relate to public safety, human health, beneficial consequences of primary importance to the environment or other imperative reasons which in the opinion of the European Commission are of overriding public interest.~~

Policy DW-E37

~~Sites of Special Scientific Interest (SSSIs)~~

~~Development likely to harm a Site of Special Scientific Interest will be subject to special scrutiny and will not be permitted unless the reasons for the development clearly outweigh the harm to the special nature conservation value of the site and the national policy to safeguard such sites.~~

~~Where the site is a National Nature Reserve, particular regard will be paid to its national importance.~~

~~Where development is permitted that is likely to harm the site, the local authority will use conditions and/or planning obligations to minimise the damage and to provide compensatory and site management measures where appropriate. In considering applications for development the local authority will take reasonable steps to further the conservation and enhancement of the features for which the site is of special interest.~~

Policy DW-E38

~~Locally designated sites~~

~~Development likely to harm a Site of Importance for Nature Conservation (SINC), Local Nature Reserve (LNR) or Regionally Important Geological/Geomorphological Site (RIGGS) will not be permitted unless the local planning authority is satisfied that the harm to the nature conservation value of the site is outweighed by other material considerations. Where such development is permitted, the local planning authority will use conditions and/or planning obligations to minimise the damage and to provide compensatory and site management measures where appropriate.~~

~~C4.1 In the Hampshire County Structure Plan Review, Policies E10 to E13 and MW3 refer to nature conservation. Government guidance is in Planning Policy Guidance Note 9 (PPG9), Nature Conservation and in PPG12, Development Plans.~~

C4.2 This District contains an exceptional concentration of sites of nature conservation value which include a substantial array of habitats and species of national, international and local interest. Approximately 52% of the land area of the District is covered by the designations identified in Policies DW-E36, DW-E37 and DW-E38. These also comprise a significant proportion of the areas of nature conservation interest in Hampshire as a whole.

~~C4.3 Explanations and lists of all the designations identified in Policies DW-E36, DW-E37 and DW-E38 are given in Appendix G4. Some features of nature conservation value on these sites are irreplaceable. Their loss or impairment would represent a significant and permanent diminution in the quality of the environment and the biodiversity of the District and the County. Within the limitations of its statutory powers, the local planning authority has a duty to ensure the protection and maintenance of designated sites, and the local plan accordingly seeks to protect them from damaging development.~~

C4.4 In considering all development proposals where these policies are relevant, regard will be had to measures that may be proposed to provide replacement habitats in substitution of those lost, measures to enhance the nature conservation interest of retained areas and measures to create additional areas of nature conservation value (see also Policy DW-E7, Section C1). The local planning authority will also have regard to the provisions of the Hampshire Biodiversity Action Plan, and the need to protect and enhance the habitats and species it identifies as being of particular significance.

Sites of national importance

C4.5 In terms of areas forming part of the **national** network of areas of importance for nature conservation, there are 25 designated Sites of Special Scientific Interest (SSSIs) covering some 44% of the District. Of these the largest is the New Forest SSSI (28,947 hectares) - see Appendix G4. Some 85% of the coast lies within designated SSSIs. There are also National Nature Reserves (NNRs) at the Beaulieu Estuary (the North Solent NNR), Martin Down and Kingston Great Common; these are protected as SSSIs. Proposals for development in, or likely to affect SSSIs will be subject to special scrutiny. Particular regard will be paid to the national importance of NNRs.

Sites of international importance

C4.6 A substantial proportion of the SSSIs in this District are of **international** as well as national importance. The New Forest SSSI is classified as a Special Protection Area (SPA), listed as a Ramsar site, and is a Special Area of Conservation (SAC). Much of the Avon Valley SSSI is within a classified SPA and listed Ramsar site, and the River Avon SSSI is a SAC. The SSSIs bordering the Solent and Southampton Water are also within a classified SPA and listed Ramsar site; the Solent Maritime and Solent Lagoons SACs also include many of these and areas off-shore in the Solent. These areas are subject to The Conservation (Natural Habitats & c.) Regulations 1994 (the Habitats Regulations) and the Conservation (Natural Habitats & c.) Amendment Regulations 2000.

Locally designated sites

C4.7 There are also substantial **locally designated** areas of nature conservation importance in the District. There are numerous SINCs (listed in Appendix G4 of this local plan). In addition, there are Local Nature Reserves (LNRs) at Calshot, Boldre Foreshore and the Lymington-Keyhaven Marshes. There is considerable overlap between these LNRs and SSSIs, and in these areas national guidance on the protection of SSSIs prevails. The local planning authority will give consideration to designating further LNRs (under Sections 15 and 21 of the National Parks and Access to the Countryside Act 1949) if appropriate, and in exceptional cases, public ownership may be considered.

C4.8 Further survey work is necessary to complete and maintain an inventory of natural habitats. In the course of this work, further SINCs may be identified. These will be defined in consultation with the relevant bodies and the landowner, for

incorporation into the forthcoming local development framework. The SINC boundaries shown on the proposals maps in this plan are those from Hampshire County Council's schedule as updated in March and September 2001.

~~Other sites of nature conservation value~~

~~Policy DW-E39~~

~~Nature conservation interest~~

~~Development in accordance with other policies of this plan that would harm habitats and features of nature conservation interest other than those included in the above policies will be permitted provided that the local planning authority is satisfied that sufficient provision is made to offset the effects, including replacement or substitution of habitats or features lost and conservation of ecological networks.~~

~~C4.9 As well as the sites listed in policies DW-E36, DW-E37 and DW-E38, there are many other areas of nature conservation interest within the District. These include some woodlands (in particular ancient woodlands) and hedgerows (see policies DW-E8 and DW-E9, Section C1), streams and rivers and their banks, small ponds and certain types of meadow. They can contain species and examples of habitats which elsewhere in the District are protected by statutory designations. They can also form wildlife corridors, links or stepping stones from one habitat to another which help to form the network necessary to ensure the maintenance of flora, fauna, geological and landform features and the survival of important species. These are features which could if necessary be re-created. In accordance with PPG9 and Hampshire County Structure Plan Review Policy E12, the local planning authority will seek so far as possible to retain and protect them from developments which could adversely affect them, in particular those which contain habitats and species identified as being of value in the Hampshire Biodiversity Action Plan. Where possible the authority will encourage the enhancement of such sites, for example through management schemes. Where they cannot be retained, the authority will seek their replacement.~~

~~New and enhanced sites of nature conservation value~~

~~Policy DW-E40~~

~~New sites of nature conservation value and enhancement of existing~~

~~When granting permission for development, the local planning authority will have regard to the opportunity to create or improve habitats and features of nature conservation interest.~~

~~C4.10 In accordance with PPG9 and Hampshire County Structure Plan Review Policy E13, the local planning authority will encourage the creation of new areas of nature conservation value, for example as part of landscape schemes in new development and environmental improvements, and in schemes involving the reclamation or restoration of derelict land or mineral workings. Policy DW-E7, Section C1 requires landscape schemes where possible to improve existing habitats and create new areas of wildlife value.~~

~~Protection of species~~

~~Policy DW-E41~~

~~Protected species~~

~~Planning permission will not be granted for development that would cause demonstrable harm to those species of fauna or flora that are protected under British or European law, or their habitats, unless conditions or obligations are attached to secure their protection.~~

~~C4.11 Schedules 1-5 and 8 of the Wildlife and Countryside Act as amended give special protection to a number of species, for example, bats, badgers etc.. Some of these such as badgers are also protected by their own specific legislation. The EC Habitats and Species Directive 92/43 EEC requires the UK government to protect such species. PPG9 indicates that the presence of a protected species is a material consideration in the determination of planning applications. In implementing this~~

~~policy and arriving at planning conditions or obligations to secure the protection of protected species, the local planning authority will consult English Nature.~~

~~Pressures and management~~

~~C4.12 All sites of nature conservation value are vulnerable to pressures from various forms of human activity, including development, recreational uses, pollution and land management practices such as agricultural activity. As well as proposals on the sites themselves, pressures can arise from nearby activities or development, which can have adverse effects, eg. by causing disturbance, intrusion or pollution. Damage can also arise from more distant sources, eg. by air or waterborne pollution.~~

~~C4.13 Changes in land management can be equally destructive of wildlife habitats. Voluntary management agreements between landowners and conservation bodies can provide some protection in this respect, and compensation for loss of income may be payable in certain cases. The District Council will encourage management proposals in appropriate circumstances which will enable public access, quiet recreational pursuits and the provision of facilities for education or interpretation. In some instances these may beneficially be combined with sustainable agricultural practices, for which agri-environmental grant aid may be available. Particular encouragement will be given to the management of landscape features which are of major importance for wild flora and fauna, e.g. those included in SINC, and river corridors, hedgerows and woodlands which because of their linear form provide routes for migration and genetic exchange.~~

C5 Agricultural land

Policy DW-E42

Protection of agricultural land

~~Development of greenfield land, including the best and most versatile agricultural land classified as Grades 1, 2 and 3a under the Department of Environment, Food and Rural Affairs' Agricultural Land Classification, will not be permitted unless opportunities have been assessed for accommodating the proposed development on previously developed sites and on land within the boundaries of existing urban areas.~~

~~Where the development of agricultural land is unavoidable, the proposed development should make use of poorer quality land in preference to higher quality land except where other sustainability considerations suggest otherwise.~~

~~C5.1 This District contains substantial areas of agricultural land classified as the best and most versatile in the river valleys (in particular that of the Avon), the coastal area between Lymington and New Milton, the coastal estates fringing the open Forest, and the western Downlands.~~

~~C5.2 In accordance with Planning Policy Statement 7 (PPS7), Sustainable Development in Rural Areas, and Hampshire County Structure Plan Review Policy C3 this policy seeks to protect the best and most versatile agricultural land as a resource for future generations. Priority should be given to the use of previously developed land and land within the defined built-up areas. Where agricultural land does need to be developed, and there is a choice between sites in different grades, development should be directed towards land of the lowest grade unless this is of value for other reasons, e.g. biodiversity, landscape, amenity value or historic interest, or provides essential back-up land for commoning. In proposals for development of any agricultural land, other sustainability considerations including accessibility to infrastructure, workforce and markets will also be applied. In considering any proposals to develop agricultural land the local planning authority will consult other authorities and organisations as appropriate, including those concerned with agricultural land quality, biodiversity and landscape, and commoning organisations.~~

~~C6 Pollution and public safety~~

~~Policy DW-E43~~

~~Control of pollution~~

~~Development will not be permitted which will cause nuisance, unacceptable loss of amenity or other unacceptable environmental impacts on or adjoining the site, or elsewhere by reason of an increase in:~~

- ~~a gaseous or particulate pollutants of the atmosphere (e.g. smell, fumes, dust, grit, smoke, soot etc); or~~
- ~~b pollution of surface or underground waters including:

 - ~~(i) rivers and other watercourses;~~
 - ~~(ii) water catchment areas, and groundwater source protection areas zones as defined by the Environment Agency; and~~
 - ~~(iii) harbours, estuaries or the sea; or~~~~
- ~~c noise and/or vibration; or~~
- ~~d light intrusion.~~

~~C6.1 Government guidance on pollution control is given in Planning Policy Statement 23 (PPS23), Planning and Pollution Control. PPG24, Planning & Noise (1994) also refers. There are several pollution control authorities, each having its own jurisdiction, including the Health & Safety Executive, the Environment Agency and local authority air pollution control. Local Authorities also administer certain legislation relating to noise abatement. The Environmental Protection Act 1990, the Water Resources Act 1991 and the Pollution Prevention and Control Act 1999 are the primary sources of legislation for controlling pollution. The potential impact of pollution on the use of land is capable of being a material planning consideration, and Policy DW-E43 identifies the main areas of concern to the local planning authority. In assessing proposals likely to cause pollution, the local planning authority will consult the appropriate authorities.~~

~~C6.2 This District contains substantial areas of exceptional environmental sensitivity. The New Forest, and many areas of nature conservation value, including those on the coast, are extremely vulnerable to the effects of atmospheric and waterborne pollutants, to noise nuisance and to light intrusion. In addition, the District contains groundwater source protection zones at Ampress, Lymington, and in the Western Downlands extending to Fordingbridge and through Breamore to Hale (serving boreholes at Hale and Woodgreen). Maps of the groundwater source protection zones can be viewed on the Environment Agency's website. Water catchment areas are also defined by the Environment Agency around the rivers Avon and Test. Groundwater source protection zones and water catchment areas are subject to advice in the Environment Agency's Policy and Practice for the Protection of Groundwater and Local Environment Agency Plans, which include requirements for their protection from activities likely to pollute the water that they contain. Hampshire County Structure Plan Review Policy E1 indicates that development should not cause deterioration of the quality of ground or surface water.~~

~~C6.3 The policy refers not only to the activity which is the subject of the application, but to the traffic it is likely to generate, which can cause noise, fumes etc.~~

~~C6.4 Where uses likely to cause pollution are proposed, the local planning authority may require measures to control it or its effects, e.g. cleansing of emissions, noise attenuation measures and restrictions on working hours. Sustainable urban drainage systems as described in paragraphs C1.13, Section C1 and C7.6, Section C7, can effectively and economically prevent or control pollution arising from urban and agricultural surface water drainage.~~

~~C6.5 Where appropriate, the local planning authority will seek to reduce levels of pollution by encouraging existing pollution sources to relocate to a less damaging location or to redevelop.~~

Policy DW-E44**Minimising conflicts with polluting sources**

~~Development sensitive to particular forms of pollution will not be permitted where it will be affected significantly by existing sources of such pollution.~~

~~C6.6 In dealing with proposals for new development, the local planning authority must take into account not only the potential polluting effect of the development, but its sensitivity to existing sources of pollution; in accordance with PPS23, Planning and Pollution Control, the authority wishes to ensure the separation of uses which are incompatible because of their generation of and/or sensitivity to pollution. The local planning authority will have regard to pollution control/monitoring measures that are introduced such as Air Quality Management Areas, which may have implications for the type of development that can be permitted.~~

~~C6.7 This policy means that, for example, development will not normally be permitted on, or in close proximity to an employment site if it would conflict with the continued use of the site for its established employment purposes, having regard to the likely effects on the development of the operation of the business, including noise, traffic generation, parking, operating hours etc. It is important that a range of sites continues to be available to businesses, including uses which produce some degree of noise or other forms of pollution, or are visually obtrusive. Another example is the need to avoid development sensitive to smell in close proximity to wastewater treatment works, where in addition to suffering loss of amenity, it could inhibit the efficient operation and uprating of the works.~~

Notifiable installations and hazardous substances**Policy DW-E45****Developments involving hazardous substances**

~~Proposals for developments involving the storage, use or transport of hazardous substances as defined in the Planning (Hazardous Substances) Act 1990 as amended will only be permitted when it can be demonstrated that there will be no unacceptable risk to the public or to nature conservation or other environmental interests, and they would not prejudice the appropriate use or development of adjoining land. Such proposals will only be permitted on sites in or allocated for industrial/ business or military use, and may be subject to a requirement for Environmental Assessment (see Section C8).~~

Policy DW-E46**Development near notifiable installations**

~~Development in the vicinity of sites known to be used for the storage, use or transport of hazardous substances will not be permitted where there would be an unacceptable risk to the life or health of the public.~~

~~C6.8 The purposes of these policies are to enable developments involving hazardous substances necessary for commercial purposes without jeopardizing the health and safety of the public, or the quality of the environment; also to control development in the vicinity of existing notifiable sites and installations. They are intended to accord with PPS23, and Circular 04/00, PPG12, and Regulation 20 of the Town and Country Planning (Development Plan) (England) Regulations 1999, which reflect Article 12.1 of the SEVESO II Directive (Directive 96/82/EC). The objectives of the Directive are to prevent major accidents and limit the consequences of such accidents for man and the environment; to maintain appropriate distances between establishments and residential areas, areas of public use and areas of particular natural sensitivity or interest; and in relation to existing establishments, for additional technical measures so as not to increase risks to people.~~

~~C6.9 Certain sites and pipelines are designated as notifiable installations when the quantities of hazardous substance stored, used or transported are on a sufficient scale that the installation is subject to the Planning (Hazardous Substances) Regulations 1992 as amended by the Planning (Control of Major Accident Hazards) Regulations 1999, and/ or the Pipe-lines Act 1962 and Pipelines Safety Regulations~~

~~1996. There are several sites and pipelines in this district identified by the Health and Safety Executive as notifiable installations, including the Fawley Refinery and parts of the nearby petrochemicals complex, and Fawley Power station (see Appendix G8). In accordance with Circular 04/00, Planning Controls for Hazardous Substances, the Health and Safety Executive, the Environment Agency and where appropriate English Nature will be consulted about any proposed notifiable installations and about any developments in the vicinity of notifiable installations. Those responsible for these installations will also be consulted in accordance with their own requirements.~~

~~Policy DW-E47~~

~~Development in other safeguarding consultation zones~~

~~Development in the vicinity of areas notified to the local planning authority as being in use for the storage of explosives or as aerodromes will not be permitted where the local planning authority is advised that there would be an unacceptable risk to the life or health of the public or to the safe operation of the notified area. Within the Bournemouth International Airport Public Safety Zone, development will not be permitted that would increase the number of people at risk.~~

~~C6.10 The Ministry of Defence has notified this Council of safeguarding consultation zones around the military installations at Marchwood and Netley Anchorage. The Civil Aviation Authority has notified this Council of safeguarding consultation zones for Southampton International Airport and Bournemouth International Airport that extend into this District. The Department for Transport has notified this Council of a Public Safety Zone that extends into the District from Bournemouth International Airport and of a safeguarding consultation zone for the radio facility known as Southampton VOR. (See Appendix G8).~~

~~C6.11 The policy is intended to control development in the vicinity of notified installations for the purpose of maintaining public safety, and in the case of aerodromes, the safe operation of the airfield and minimising risk to the public. It is intended to accord with the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, the accompanying Circular 1/2003 and DfT Circular 1/2002, 'Control of Development in Airport Public Safety Zones'. In determining planning applications in the vicinity of notified installations and aerodromes, the local planning authority will consult the Ministry of Defence or the relevant airport operator as appropriate. Regard will also be had to the provisions of DfT Circular 1/2002. In the vicinity of the Southampton VOR, NATS En Route Ltd (NERL) will be consulted on any proposals involving wind turbines.~~

~~C6.12 These zones and the restrictions that apply in the various parts of them are explained in Appendix G8. All consultation zones are shown on the plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan.~~

~~Contaminated land~~

~~Policy DW-E48~~

~~Contaminated land~~

~~Where development is proposed on a site that is known or suspected to be contaminated, the applicant will be required to carry out a site assessment in order to establish the nature and extent of the contamination. The acceptability of the proposal will then be determined taking into account other local plan policies and the following criteria:~~

- ~~a the nature and extent of the contamination; and~~
- ~~b the sensitivity of the proposed use to the contamination, and the environmental implications of the development; and~~
- ~~c proposed remedial measures.~~

~~C6.13 The District Council seeks to ensure that development on contaminated land does not prejudice the health and safety of residents and/or workforce, or nature conservation or other environmental interests (e.g. by causing leaching of~~

~~contaminants to adjoining land or watercourses or groundwater resources).~~

~~C6.14 Contaminated land comprises mainly ex industrial or landfill sites, and also includes ex sewage works, gas works and military sites. The District contains a number of sites which may be contaminated. Continuing to landfill ex mineral workings with waste means that there could be more. The District Council does not keep a register of such sites, but can offer limited advice on the basis of local knowledge. The onus rests with developers to establish whether or not land is contaminated. The Environment Agency offers advice to developers on the implications for the water environment of developing such sites, and appropriate safeguards.~~

~~C7~~ ~~Flooding and drainage~~

~~River and coastal flooding~~

~~Policy DW-E49~~

~~River and coastal flooding~~

~~Within areas at risk from flooding, including sites within and near the indicative areas at risk from flooding identified by the Environment Agency, development may be permitted subject to other policies of this plan provided that the local planning authority as advised by the Environment Agency is satisfied that the development is adequately defended from flooding, and~~

- ~~i a sequential test shows that there are no suitable alternative sites with a lower risk of flooding; and~~
- ~~ii a flood risk assessment demonstrates that the scheme incorporates measures to prevent danger to life and unacceptable damage to property, and will not cause flooding elsewhere; and~~
- ~~iii such measures are acceptable in environmental terms, fully funded by the developer, and include adequate arrangements for long-term maintenance; and~~
- ~~iv the proposal does not harm the maintenance and integrity of a flood defence structure, or inhibit the maintenance of a watercourse for the purpose of minimising flood risk, or compromise future shoreline or river management options.~~

~~Where the site is at risk of frequent and/or rapid inundation, the only forms of development that may be permitted are essential transport and utilities infrastructure, or recreation, sport, amenity or conservation uses, subject to other policies of this plan, the advice of the Environment Agency and criteria i to iv above.~~

~~C7.1 Policy E2 of the Hampshire County Structure Plan Review refers to development in coastal areas at risk from flooding. Government advice on development areas at risk from flooding is in Planning Policy Guidance Note 25 (PPG25) Development and Flood Risk (2001) and PPG20, Coastal Planning (1992). The Environment Agency identifies areas as being at risk from river or coastal flooding, and information about flood risk should be obtained directly from them. It should be noted that the above policy may also be applied to situations outside these areas, for example close to an 'ordinary' watercourse (i.e. one that is not 'main river') where there is at present no flood risk mapping information. The Environment Agency keeps the extent of the indicative areas under constant review. Applications on sites within and close to these areas will be referred to the Environment Agency for comment as advised in PPG25.~~

~~C7.2 Flooding in this District occurs in low-lying coastal areas, particularly between Milford-on-Sea and Lymington, along the north-west Solent shores, and in the valleys of rivers such as the Avon. It is associated with surface water run-off from the catchment areas of rivers and watercourses, and in the case of coastal flooding, with storm surges and high tides, the effects of which may increase with anticipated sea level rise and climate change. Major expenditure on improvement works may reduce, but can never eliminate, the risk of flooding.~~

~~C7.3 Most of the areas at risk from flooding in this District are outside the defined built-up areas, with the exception of parts of Ringwood, Fordingbridge, Hythe, Lymington, Milford-on-Sea and Totton.~~

~~C7.4 The Environment Agency has powers to carry out maintenance or repair to flood defences on main river or sea defences but is not under any obligation to do so; private landowners can also undertake such works in the absence of any express agreement to the contrary. Government grant aid is only available for flood defences to protect existing development, not for the provision of works associated with new development.~~

Surface water drainage

Policy DW-E50

Drainage

~~Development will not be permitted when in the opinion of the local planning authority, as advised by the Environment Agency, it will cause or exacerbate damaging flooding or interfere with natural flows in existing watercourses. Where development is permitted, the local planning authority will require that run-off is attenuated for example by the provision of sustainable drainage systems (see also Policy DW-E6, Section C1).~~

~~C7.5 Flooding can be exacerbated by development which reduces the capacity of flood plains, increases surface water run off, or interferes with watercourses or existing flood defence measures. In accordance with government advice in PPG25 this policy seeks to avoid developments which create or worsen flooding.~~

~~C7.6 Sustainable drainage schemes can assist in modifying the rate at which water is released into drainage systems, and hence in reducing flood risk. These schemes can also have a role in controlling or preventing pollution arising from urban or agricultural surface water drainage. In accordance with PPG25, the local planning authority will seek the advice of the Environment Agency, highway authority and sewerage undertakers in assessing sustainable drainage schemes, and will expect developers to do likewise in designing them. In the design and implementation of such schemes, the local authority will require to be satisfied that adequate arrangements have been made for future maintenance.~~

Policy DW-E51

Off site improvements to surface water drainage

~~Where provision for surface water drainage cannot be made on site, and/or the development specifically necessitates improvements to water drainage infrastructure off site, developers will be expected to make financial contributions towards the costs of provision, future operation and maintenance of these works (see Policy DW-F1, Section C14).~~

~~C7.7 Under the provisions of the Water Resources Act 1991, the Environment Agency is given general supervision over all flood defence matters. For watercourses not designated as main rivers, the local authority has the statutory power under the Land Drainage Act 1991 to maintain or improve existing works or construct new works in certain circumstances. In order to make such provision, operation and maintenance, financial contributions will be sought. These will be fairly and reasonably related in scale and kind to the proposed development, in accordance with advice contained in Circular 1/97, Planning Obligations.~~

~~C7.8 The local planning authority must be satisfied that on site and off site watercourses are either adequate to cater for the additional flows arising from the development, or alternatively, that the developer has the means to improve such watercourses to the appropriate standard. This will be of particular importance where riparian rights are affected on land outside the developer's control.~~

C8 Environmental Impact Assessment

C8.1 The requirement for Environmental Assessment arises from a Directive of the European Community made in 1985 and amended in 1997. This is given effect in this country by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and the Town and Country Planning (Environmental Impact Assessment) (England and Wales) (Amendment) Regulations 2000. These list:

- i at Schedule 1, developments that will always require Environmental Impact Assessment (eg. oil refineries, chemical works, power stations, major port development, etc.);
- ii at Schedule 2, developments which must be subject of an Environmental Impact Assessment whenever they are likely to have a significant effect on the environment (eg. mineral extraction, major agricultural developments, major industrial developments, large urban development proposals, major roads, etc.);
- iii at Schedule 3, criteria for determining whether a Schedule 2 development will require Environmental Impact Assessment; and
- iv at Schedule 4, information for inclusion in Environmental Statements.

C8.2 In accordance with Government guidance and the aims of this local plan, the local planning authority wishes to ensure that development is sustainable, and does not cause irreversible harm to the environment of this District.

C8.3 Government guidance in Circular 2/99 indicates that in areas which are environmentally sensitive, it is more likely that the effects of development proposals will be significant and will require an Environmental Impact Assessment. The Regulations define sensitive areas, which include areas subject to national and international nature conservation designations, National Parks, Areas of Outstanding Natural Beauty, Scheduled Ancient Monuments and World Heritage Sites.

C8.4 New Forest District contains many areas of exceptional environmental sensitivity, including the New Forest National Park, Sites of Special Scientific Interest, Special Protection Areas and Ramsar sites, Special Areas of Conservation, and an Area of Outstanding Natural Beauty. Environmental Impact Assessments are therefore likely to be requested for a higher proportion of Schedule 2 developments within these areas, as their environmental effects are more likely to be significant. In the event of a dispute over a request for environmental assessment, applicants may appeal to the Secretary of State for a direction on whether it is necessary.

C8.5 In implementing Environmental Impact Assessment procedures, the provisions of the Environmental Protection Act 1990 are also relevant. These cover certain industrial processes, and necessitate consultations with the pollution control authorities.

C9 Transport

C9.1 Government guidance requires local plans to include land-use policies and proposals relating to the development of the transport network and the management of traffic.

C9.2 Planning Policy Guidance Note 13 (PPG13), Transport advises that policies should aim to reduce the rate of traffic growth, emphasising environmental considerations. The Hampshire County Structure Plan Review adopts the same principle, and includes a set of policies which aim to minimise demand for travel, through developing integrated area and route transport strategies; influencing the location of development; improvements to benefit public transport, pedestrians and cyclists; traffic calming; controls over parking; and park and ride schemes.

C9.3 These policies are being taken further through the following led by Hampshire County Council as local transport authority:

- Hampshire Local Transport Plan;
- New Forest Transport Strategy, also covering the Coastal Towns of New Milton and Lymington;
- Southampton Area Transport Strategy (SATS) with Southampton City Council and neighbouring districts;
- Totton and Waterside Transport Strategy, a sub-strategy of SATS;
- Route Strategy for the A338;
- Strategy for the Provision of Roadside Services.

The District Council is an active participant in the development of the Local Transport Plan and area strategies, and the policies and proposals of the District Plan reflect those emerging through this process.

The road network

C9.4 The Structure Plan divides roads into two categories: the strategic road network and the non-strategic road network.

C9.5 **The strategic road network** within the District is defined as:

i National Primary Routes - which form the most satisfactory routes for through traffic:

- M27 from District boundary to Cadnam*;
- A31 from Cadnam to Dorset county boundary*;
- A36 (north of M27)*;
- A338 from Ringwood northwards to District boundary;
- A354 across the north western edge of the District.

*Motorways and trunk roads are the responsibility of the Highways Agency acting for the Secretary of State for Transport, not the local highway authority.

ii Other strategic roads:

- A326 (Totton western bypass M27 to B3054);
- A326 spur (A35 Rushington to A326);
- A35 (Totton western bypass to Redbridge).

The Hampshire County Structure Plan Review proposes, through the integrated local transport strategies, to encourage local traffic to use alternative modes and to improve the strategic road network to meet integrated strategy objectives.

C9.6 Improvements to the non-strategic road network are also required to

promote integrated strategy objectives, and to have regard to public transport, the needs of pedestrians and cyclists, lorry routes and the needs of the economy and the environment. The District Council is aware of the importance of many rural roads to the character of the District and of the New Forest in particular, and will bear this in mind in implementing Policies DW-E27 and DW-E29, Section C2.

C9.7 In May 1992, the County Council adopted policies for the routing and control of heavy commercial vehicles, including a network of strategic and local lorry routes.

C9.8 The New Forest Highway Strategy 1989 (see Section D8) identified measures to control and manage traffic in the New Forest and set out a hierarchy of roads for different purposes within the area. The Highway Strategy has effectively been superseded by the more integrated proposals of the New Forest Transport Strategy.

Improvements to the strategic road network

C9.9 In accordance with Structure Plan Review Policy T7, the integrated transport strategies aim to transfer commuting trips to alternative modes where practical. Where there is no alternative but to carry out major improvements to the Strategic Road Network these are set out in the Hampshire County Structure Plan Review.

C9.10 The Hampshire County Structure Plan Review identifies which schemes are to be implemented before the year 2011, although achievement of this will depend on the level of resources made available. Programmed schemes are included in the County Council's five-year Local Transport Plan and proposed three-year Capital Programme, revised annually. Schemes identified within the New Forest District are as follows:

- i Southampton Area and New Forest Transport Strategies:
 - A326: Improvements (including dualling of Totton Western Bypass);
 - A326 to A35, Colbury: Junction improvement to facilitate right turns (completed – see below);
 - Hythe – Marchwood – Totton: Reintroduction of passenger rail services;
 - A35 Redbridge: Safeguarding for improvements.
- ii A338 Route Strategy:
 - A338 north of Ringwood: Improvements subject to agreed strategy (completed – see below).

C9.11 Information about the environmental impact of major road proposals is given below where it is available. In most cases further environmental information will be required at planning application and/or design stage. In most cases, formal environmental assessment will be required, as will an additional appropriate assessment where certain designated natural habitats are affected. Such information and assessment will need to include details of the effects arising from the process of construction (including the disposal of waste materials), and from traffic attracted to new routes by the proposed improvement.

C9.12 There are no proposals to improve motorways or trunk roads within the District. Government planning guidance identifies the South Hampshire – Southeast Dorset corridor as part of the trans-European transport network, and a multi-modal study of transport issues in the M27 corridor and a larger multi-modal study of the Southampton - East Kent corridor have been carried out in accordance with proposals in the 1998 Transport White Paper. None of these gives rise to any proposals for inclusion in the local plan, though the M27 corridor study suggests improvements to Junction 2 (Ower) within the highway boundary beyond the end of the plan period in 2011.

A338

C9.13 Traffic management, safety and environmental improvements to the A338 between Ringwood and the Wiltshire boundary as provided for in the adopted Local Plan and the Hampshire County Structure Plan Review have now been carried out. There remain no significant further proposals for this road.

A326 and A35 (east)

C9.14 The Totton and Waterside Transport Strategy proposes a number of transport improvements including changes to the A326 and A35. In line with national and local policy, these are not based on simply increasing traffic capacity, all other options being explored first. This is in line with policies to encourage more sustainable modes in preference to the private car and follows central government advice on the assessment of transport schemes.

C9.15 The proposals consist of priority measures to improve the journey times and reliability of bus services. This could include real-time bus information systems (possibly through extension of the "Stopwatch" system) and automatic vehicle detection at signalised junctions. The following new measures are to be investigated :

- Junction priority on the A326 at Beaulieu Road, Applemore and Dibden roundabouts and the Twiggs Lane junction at Marchwood;
- Bus / multi-occupancy vehicle lane northbound on A326 from Dibden to the start of the Marchwood Bypass at Hounslow;
- Bus diverge and contraflow lane northbound onto Marchwood Bypass
- Bus / multi-occupancy vehicle lane eastbound on A35 Totton Bypass.

Consideration will be given to the merits of allowing heavy goods vehicles to share bus / multi-occupancy vehicle lanes, as also to concerns about such arrangements already expressed through consultation on the Totton and Waterside Transport Strategy in 2000-1.

C9.16 The Strategy also suggests it would be prudent to retain the existing land safeguarding for a dual carriageway scheme on the Totton Western Bypass pending the clarification of proposals in accordance with Structure Plan Review Policy EC6 relating to development at Dibden Bay.

~~Policy DW-T1~~

~~A326 improvements~~

~~The A326 will be improved between Dibden and Totton Western Bypass.~~

~~C9.17 Improvements to the A326 between Totton Western Bypass and Dibden will seek to relieve congestion on this busy section of road currently carrying up to 25,000 vehicles per day. Bus / multi-occupancy vehicle priority (see preceding paragraph) could be a key component of the scheme, as described in the Totton and Waterside Transport Strategy. This is likely to involve the widening of the A326 (single carriageway) to three lanes.~~

~~C9.18 Improvements could affect a number of environmentally sensitive sites; part of this section of the A326 also runs within and alongside the designated area of the New Forest National Park. Proposals will need to be assessed as set out in paragraphs 22 and 23 of PPS7, Sustainable Development in Rural Areas: such assessment will in particular have regard to:~~

- ~~i the landscape setting of Marchwood Priory which is a listed building;~~
- ~~ii the effects of improvements where the road runs alongside the open Forest, which is within a Site of Special Scientific Interest, a classified Special Protection Area, a listed Ramsar site and a designated Special Area of Conservation (testing the proposed improvements against Policy DW-E36 of this Plan);~~
- ~~iii the effects of improvements on roadside verges which have been designated as Sites of Importance for Nature Conservation;~~
- ~~iv impacts on the listed building at Dibden Old Manor and on the undulating countryside through which this section of the road passes; and~~
- ~~v safeguarding the adjoining U141 road (Hythe Road) in accommodating local traffic (particularly cycles).~~

Policy DW-T2**A35 Totton / Redbridge**

~~Traffic management measures will be carried out on the A35 Totton Bypass/ Redbridge Causeway.~~

~~C9.19 The A35 Redbridge Causeway over the River Test is a dual carriageway road carrying over 60,000 vehicles a day. It suffers from peak hour congestion, particularly associated with morning peak eastbound traffic on the A35 and A36, and safety problems associated with merging and diverging traffic. The A35 Totton Bypass to the west of the Causeway also carries heavy flows.~~

~~C9.20 The Totton Western Bypass provides an alternative route between the M27 and the Waterside. This route is part single and part dual carriageway.~~

~~C9.21 Following the abandonment of the major highway scheme included in the 1994 Structure Plan, Policy T16 of the Hampshire County Structure Plan Review proposes the safeguarding of land at A35 Redbridge Causeway for other transportation uses. Any improvement scheme now undertaken should, in addressing the existing congestion and safety problems, concentrate on promoting public transport and cycling, and should also provide appropriate crossing points for pedestrians. The Totton and Waterside Transport Strategy indicates that consideration will be given to introducing an eastbound bus / multi-occupancy vehicle lane.~~

~~C9.22 The Causeway runs close to the Lower Test Valley and Eling and Bury Marshes Sites of Special Scientific Interest (SSSIs), the first of these directly abutting one of the Causeway's approach roads. The relevant parts of both SSSIs are subject to international protection by virtue of their inclusion in a designated Special Area of Conservation, a classified Special Protection Area and a listed Ramsar site. The Conservation (Natural Habitats etc) Regulations 1994 impose a requirement for appropriate assessment on developments likely to have a significant effect on such areas, and the carrying out of any such development which would have an adverse effect on the protected area must be the subject of rigorous examination.~~

~~C9.23 The design of any works will inevitably be constrained by these provisions. Ideally the District Council would wish to see the physical extent of any scheme confined within the existing highway boundary. The scheme should also:~~

- ~~(i) take account of any impact upon the historic Red Bridge,~~
- ~~(ii) incorporate environmental improvements to enhance this important entry point to the District, and~~
- ~~(iii) ensure that encouragement is not given to increased traffic flows through Totton town centre.~~

Policy DW-T3**Totton western bypass**

Land is safeguarded as shown on the Proposals Map for dualling the remaining single-carriageway sections of Totton western bypass and junction improvements.

C9.24 On the Totton Western Bypass, dualling and junction upgradings would help achieve more effectively the purposes of the road, which include relieving Totton town centre and other parts of the urban area of through traffic. Currently there are five at-grade junctions on the bypass within a distance of three kilometres. Design work is to be undertaken to identify a new junction strategy (including the form of junctions). Particular account will need to be taken of the impact of any new junctions (which may be grade-separated) on the landscape of the New Forest; and of the need to continue to provide satisfactory access to residential areas. The junction strategy will establish the total extent of land required. Current safeguarding allows for the construction of a flyover at the existing A336/ western bypass interchange. In view of the character of the proposal and its potential impact on the New Forest, it is likely that both an environmental assessment and an application for planning permission will be required. Proposals will need to be assessed as set out in paragraphs 21-23 of PPS7, Sustainable Development in Rural Areas. Detailed consideration will be given to effects both on residential amenity and on the character of the Forest

C9.25 The proposed improvements may or may not be carried out within the Plan

period. They or similar improvements may be required to serve any future port proposals at Dibden Bay (see Section C13), or to achieve more effectively the other purposes of the road. If the local highway authority resolves that any part of the land safeguarded by Policy DW-T3 is no longer required for highway improvements, then as set out in paragraph 6.26 of PPG12 Development Plans, this would be a material consideration capable of justifying the release for an appropriate form of development of such land where it is located within the built-up area boundary.

Roadside facilities

Policy DW-T4

Roadside facilities

~~The development of new roadside facilities will not be permitted.~~

~~C9.26 Roadside facilities are rest and refreshment facilities for the travelling public, and include provision for re-fuelling and in some circumstances, overnight parking and stop-over accommodation. Hampshire County Structure Plan Review Policy T23 refers to the provision of roadside facilities. Hampshire County Council's Strategy for the Provision of Roadside Facilities indicates the criteria which would apply to such proposals within this District. These include a policy recognising the special environmental sensitivity of the New Forest and other areas subject to special landscape and/or nature conservation designations (Policy 1). Government guidance on the provision of such facilities is in Circular 4/88 (DTp), The Control of Development on Trunk Roads, and Roads Circular 1/94, Motorway Service Areas.~~

~~C9.27 The strategic policies for roadside facilities apply only to the strategic road network. Within this District, virtually all the roads included in this network lie within or adjacent to areas of special environmental sensitivity (eg. the New Forest, the Green Belt, Strategic Gaps, or Special Areas of Conservation, Special Protection Areas, Ramsar sites and Sites of Special Scientific Interest), where the provision of such facilities would be contrary to other policies of this local plan. In addition, there are existing facilities on or very close to the strategic road network in this District which largely satisfy the needs identified in the County Council's strategy.~~

Improvements to the non-strategic road network

~~C9.28 Hampshire County Structure Plan Review Policy T8 refers to maintenance of the non-strategic road network. Proposals for improvements to the non-strategic road network are included in Part D and Part F.~~

Traffic management

~~C9.29 The Hampshire County Structure Plan Review indicates that traffic management measures will be included in the integrated area transport strategies (Policies T1, T16 and T17 and accompanying explanatory text).~~

~~C9.30 Traffic management measures continue to be needed in many locations in the District, notably in the District's principal towns and villages (see Part F) and in the New Forest (see Part D and especially paragraph D13.19, with regard to the villages of Lyndhurst and Ashurst). Such measures are implemented mainly through procedures outside the land-use planning process, but land-use policies need to have regard to them.~~

~~C9.31 PPG12 (Development Plans) advises local planning authorities to give attention to policies and proposals for traffic management, including public transport priority and schemes to assist cyclists and pedestrians. Proposed measures are generally subject to consultation with interested parties before formal procedures are commenced. Specific exemptions within a proposed traffic regulation order will be considered by the highway authority on individual merit in the light of local circumstances. Where traffic management is carried out, in particular where pedestrian areas are created or parking restrictions imposed, special regard will be given to the needs of those with impaired mobility to have ready access to shops and other town centre facilities (see Policy DW-E15, Section C1), and to the need for convenient location of bus stops and taxi ranks. There is also a need to give special regard to the visual impact of such works on conservation areas.~~

C9.32 As resources permit, the District Council in partnership with Hampshire County Council will consider promoting schemes within the Home Zones and Quiet Lanes initiatives, particularly in the District's residential areas and the New Forest. Traffic management policies for town centres are included in Part F.

Public transport

Policy DW-T5

Public transport infrastructure

~~Permission will be granted for infrastructure and other improvements which increase scope for public transport services, unless there are overriding environmental objections.~~

~~C9.33 This policy accords with Hampshire County Structure Plan Review Policy T3. The County and District Councils both provide support to bus, rail and ferry services. The local plan affects the potential for efficient public transport by:~~

- ~~i influencing the provision of the infrastructure (including roads) which public transport services use; and~~
- ~~ii influencing, through the location of development, the demand for travel.~~

~~Infrastructure provided under this policy may include park and ride facilities if appropriate opportunities arise.~~

Buses

~~C9.34 Policy DW-T8 below requires development proposals to incorporate appropriate access provision for buses. This would include, for example, adequate width and other characteristics of selected roads within major new residential developments commensurate with the need to maintain low vehicle speeds through residential areas.~~

~~C9.35 The accessibility of town centres is improved by the existence of a central bus station. In this District only Lymington has a conventional bus station. Hythe has a small parking area at the Pier Head. In the other town centres, buses pick up and set down on the highway (though at Ringwood this is a purpose built section provided through redevelopment). Proposals for improvement to these facilities appear in Sections F15 and F20. Elsewhere, the retention and enhancement of existing facilities will be encouraged wherever possible.~~

Rail

~~C9.36 Hampshire County Structure Plan Review Policy T16 proposes the safeguarding of land for the reintroduction of passenger services on the Waterside railway line, which currently serves Marchwood Sea Mounting Centre and Fawley Oil Refinery and carries freight only. This would benefit the growing population on the Waterside and could relieve traffic congestion on the A326/A35 route to Southampton. In accordance with this policy, the Local Plan identifies sites at Hythe, Marchwood and Hounslow for new or re-opened stations (see Section F15, Policy HD-12; Section F17, Policy MA-9; Section F22, Policy TE-24).~~

~~C9.37 A final decision on any proposal to re-introduce passenger services on the Totton-Hythe line will be dependent on a case being made taking into account expected levels of patronage, the availability of funding to meet capital and/or revenue shortfall, and the environmental benefits anticipated as a result of transfer of road journeys to rail. It will also be necessary to assess the proposal's environmental impact, having regard particularly to noise levels affecting residential areas adjacent to the line, to access and parking arrangements for stations, to the effect of increased rail traffic on access across the railway, especially the level crossing in Totton town centre, and to the feasibility of measures to mitigate these impacts. It is envisaged that the restored passenger services will form one plank of an integrated transport system and will largely complement rather than compete with existing bus and ferry services.~~

~~C9.38 At Brockenhurst, improvements have been carried out to the station forecourt area to enable service buses to call, facilitating integrated journeys by public transport into and out of the Forest.~~

~~C9.39 The plan also contains Policy TE 23 (Section F22) for a new station on the existing passenger network at Bartley Park, West Totton, and Policy LP 7 (Section F16) for development of the Ampress Works site, Lymington provides for the safeguarding of access to the existing unused rail halt.~~

Ferries

~~C9.40 The Hythe Ferry provides an important link with Southampton and an alternative to the 16 kilometre journey by road. It forms part of an important public transport interchange in Hythe centre (see Section F15).~~

~~C9.41 A regular ferry service operates to the Isle of Wight from Lymington Pier. Any proposals to alter terminal arrangements which require specific planning permission will be considered in relation to the policies set out elsewhere in this local plan and the Structure Plan; this is likely to rule out expansion of the site beyond its existing boundaries.~~

Freight

Policy DW-T6

Freight sites and routes

Developments generating substantial freight movements shall, where possible, be located away from congested, central and residential areas and should have adequate access to trunk roads.

Such freight-generating development will be located to take maximum advantage of opportunities for access by rail and water. Where appropriate, realistic opportunities for rail and waterways connections to existing employment sites will be identified and protected.

Sustainable transport uses will be considered on disused transport sites before other uses.

Development (including new transport infrastructure) will not be permitted on disused transport sites and routes or other land which could form part of a future freight transport network unless the local planning authority is satisfied that the development will not prejudice such future use.

C9.42 Policy DW-C2 (Section C13) controls future development on sites with access to coastal waters in order to ensure that the best use is made of this limited resource. The policy above extends the same principle to other transport modes. Through its Local Development Framework, the local planning authority will identify other sites and routes which could be critical in maintaining and developing infrastructure for the movement of freight and which therefore merit protection through this policy.

C9.43 Further guidance on providing for freight movement is contained in paragraphs 45 to 47 of PPG13, Transport.

~~New development: location, access and parking~~

~~C9.44 The way in which new development provides for access, including the provision of parking space, has a direct impact upon the performance of the transport network in the immediate vicinity. However, access, parking and the location of the development also have wider impacts on the overall demand for travel, as described in PPG13, Transport.~~

Location

~~C9.45 Whether a proposed development is in an appropriate location will frequently be indicated by other policies of this Plan which allocate land or set out criteria for various land uses. These policies reflect as far as possible the need to contain growth in demand for motorised travel. In many cases, however, and certainly for the largest developments, the proposed location will also need to be evaluated specifically in relation to the particular characteristics of the development proposed. Applications for planning permission for major developments (for example, those exceeding the size thresholds in Annex D of PPG13), and for some smaller traffic attracting developments in rural areas (see below), therefore need to be accompanied~~

by a Transport Assessment. Key elements of a transport assessment include details of the modes of transport likely to be used, the potential of these trips to be made by public transport, by cycle and/or on foot, the environmental impact of the traffic generated by the development and traffic management or other measures to deal with this impact.

~~C9.46 In most cases the best way of setting out such measures will be through a Travel Plan. In accordance with Paragraph 89 of PPG13, travel plans will be expected to accompany any application for major non-residential development (see previous paragraph) and for some smaller traffic-attracting developments in rural areas (see below). The PPG also seeks the submission of travel plans alongside proposals for smaller traffic-attracting developments in or near air quality management areas (designated under Part IV of the Environment Act 1995): this will be of particular importance in Lyndhurst and in Totton town centre, where the Council has resolved to make such designations.~~

~~C9.47 Further guidance on travel plans can be found in 'Using the planning process to secure travel plans: Best practice guide', ODPM /DfT July 2002, and on the website of Hampshire County Council (www.hampshire.gov.uk).~~

~~Policy DW-T7~~

~~Location of new development~~

~~Development of a type likely to attract large numbers of trips will only be permitted in locations which are readily accessible to the proposed catchment population by an appropriate combination of public transport, cycling and walking. This includes smaller developments, such as village halls, which attract large numbers of trips in relation to their size.~~

~~C9.48 Developments such as offices, shopping and places of entertainment by their nature generally attract large numbers of people in comparison to their floorspace. Where this is the case, they should be accessible by a variety of modes to the population likely to visit them. This applies both to local facilities in rural areas and to larger developments.~~

~~Access~~

~~Policy DW-T8~~

~~Access, safety and traffic management requirements~~

~~Development must have or provide satisfactory means of access for motor vehicles (including service vehicles and buses where appropriate), cyclists and pedestrians, having regard to the nature of the development, its location and the adopted policies and standards of Hampshire County Council as strategic planning and transport authority. Development shall not cause or demonstrably increase danger to road users or conflict with existing or proposed schemes for traffic management. Where development necessitates improvements to transport infrastructure or services off-site, developers will be required to contribute to the costs of those improvements (see also Policy DW-F1, Section C14). Contributions shall be directly related in scale and in kind to the proposed development.~~

~~C9.49 This policy seeks to ensure that developers have regard to:~~

- ~~i national guidance, e.g: DoT Circular 4/88, The Control of Development on Trunk Roads, DoT Circular 6/91, Development in the Vicinity of Trunk Roads, Design Bulletin 32, Residential Roads and Footpaths and its companion guide Places, Streets and Movement; and~~
- ~~ii Policies T2, T4, T5 and T6 of the Hampshire County Structure Plan Review; and~~
- ~~iii the standards of the transport authority, including those set out in Hampshire County Council's document Movement Access Streets and Spaces.~~

~~C9.50 Developers should also have regard to the needs of those with impaired mobility (see Policy DW-E15, Section C1).~~

~~C9.51 Where an otherwise acceptable development is likely to impose additional~~

~~burdens on existing transport networks, in accordance with Circular 1/97, Planning Obligations, the developer will be required to contribute to improvements off site that will enable the additional travel needs to be accommodated. This will normally be achieved by means of a legal agreement involving the highway authority. (In relation to trunk roads see also DoT Circular 6/91, Development in the Vicinity of Trunk Roads).~~

Parking

~~C9.52 The availability of parking space has considerable influence, both directly and indirectly, on travel behaviour. Excessive on-site parking provision can also be a wasteful use of land, particularly in urban areas where land is scarce and there are good alternatives to car driving. Accordingly, government guidance (PPG13 and PPG3) seeks to limit, and in appropriate circumstances reduce, the amount of car parking space provided at new developments. On the other hand, minimum requirements may be imposed for the provision of on-site cycle parking facilities, and adequate car parking space for disabled people will also be required notwithstanding reductions in general car parking provision. Further guidance on parking provision for disabled people can be found in supplementary planning guidance to this local plan "Access for Disabled People".~~

~~C9.53 PPG13 sets out national upper limits to car parking ratios for non-residential developments over a given size (for example, office developments over 2,500 sq m gross floorspace should be limited to 1 space per 30 sq m). Limits for smaller developments (which will form the great majority of developments in this District) are set locally (see paragraph C9.55 below).~~

~~C9.54 Both Government guidance and the Hampshire Local Transport Plan recognise that the potential for reducing car travel through parking policy is greatest in urban areas; and that at the same time excessive restrictions would run the risk of damaging town centre vitality and viability. The 2001 countywide review has involved the development of an accessibility model to support the adoption of more restrictive on-site parking limits for town centres and other locations which are relatively accessible by public transport and cycle and on foot.~~

~~C9.55 Following the countywide review, Hampshire County Council has adopted supplementary planning guidance to the Hampshire County Structure Plan Review entitled "Hampshire Parking Strategy and Standards 2002". The limits and standards set out in Appendix G7 of this Plan are based on this guidance. They take account of the rural nature of most of the District and the resulting relatively low level of accessibility by means other than the car. At the same time they provide for:~~

- ~~• A small reduction in permitted car parking space in those of the District's urban areas which have a fair range of public transport available, and in the central areas of the District's other main towns~~
- ~~• A slightly greater reduction in permitted car parking space in the main town centres (again, those which have a fair range of public transport available).~~

~~C9.56 Government guidance advises against imposing any minimum requirement for on-site parking space as a general rule. However PPG13 does allow for appropriate amounts of on-site parking space to be required in exceptional circumstances such as those where failure to provide such facilities on-site would have significant road safety implications which cannot be resolved through the introduction or enforcement of on-street parking controls. In a number of locations in this District, similar exceptional circumstances arise where the overspill of parked cars from a development site could lead to significant damage to the amenity and character of the area, in particular where such vehicles are parked on roadside verges and other grassed areas. In such circumstances parking demand will need to be met on-site unless alternative measures to reduce or accommodate it can be secured.~~

~~C9.57 PPG3, Housing, advises against the adoption of policies which would result, on average, in development with more than 1.5 car parking spaces per dwelling. The local planning authority will monitor development and planning permissions and if necessary review the residential limits in this Plan with a view to achieving an average level of provision consistent with this advice.~~

Policy DW-T9**New car parking provision on development sites and elsewhere**

The provision of additional car parking space in the District will be controlled in accordance with upper limits for each class of development, as set out in Appendix G7. Provision beyond these limits will not be permitted.

Development will be required to provide:

- i parking facilities for bicycles in accordance with the minimum standards set out in Appendix G7;
- ii at non-residential developments, parking space for motorcycles at a rate of at least 1 space for every 25 car parking spaces;
- iii at non-residential developments, car parking space to serve disabled people at a rate of at least 5% of the prescribed upper limit for car spaces at the development in question. (Note that this requirement applies irrespective of the total number of car parking spaces proposed: however on constrained sites in town centres account may be taken of existing public parking spaces for disabled people which are within 50 metres of the entrance to the building.) On sites where the total car parking provision is 20 spaces or more, spaces for disabled people should be specifically reserved for them and not available for any other user.

Development will not be permitted which, as a result of failing to meet expected car parking demand on site, is likely to lead to the parking of additional vehicles on nearby roads or other land, resulting in:

- a significant road safety hazard, or
- significant environmental damage, having regard to the character of the surrounding area.

Such consequences may however be avoided in some circumstances to the satisfaction of the local planning authority by means of an undertaking by the developer to contribute either financially or otherwise towards one or more of the following as appropriate:

- a the provision of additional or improved public car parking, including provision in accordance with a proposal of this Plan;
- b measures to improve the accessibility of the application site by walking, cycling and/or public transport;
- c measures which directly prevent the relevant safety hazard or environmental damage.

Public car parking provided or improved under sub-paragraph (a) above should be of good quality, secure and suitably located in relation to the proposed development (normally within reasonable walking distance). These and other measures undertaken under sub-paragraphs (a), (b) and (c) should be likely to be implemented within a reasonable time.

Proposals for new private car parks not directly associated with development will be similarly assessed in the light of this policy.

C9.58 A comprehensive car parking study undertaken for the District Council in 1992 produced forecasts of demand to the year 2001 for the District's seven main centres (Fordingbridge, Hythe, Lymington, Lyndhurst, New Milton, Ringwood and Totton) and recommended action to meet predicted shortfalls in all except Hythe, Ringwood and Totton where provision was expected to be adequate for this period.

C9.59 A district wide review of car parking policy and management currently under way will provide guidance on the future need for public parking space. In doing so, the review will also consider alternative car park management systems and other demand management options that can help in meeting transport strategy targets.

C9.60 It is possible that in some locations on the fringes of central areas, demand for parking space on street will lead to pressure for controls to safeguard residents' parking. The District Council will keep the situation under review and promote residents' parking schemes if necessary.

~~C9.61 Measures to improve the accessibility of a proposed development by other modes may include improvements to the footpath and cycleway network such as those which appear in the following section of this Plan; cycle parking; and/or improvements to public transport infrastructure. At an appropriate time, the District Council will prepare a supplementary planning document setting out criteria for such considerations.~~

Footpaths, cycleways and bridleways

Policy DW-T10

New and improved footpaths and cycleways

The following improvements to the network of footpath and cycle routes are proposed during the plan period:

Brockenhurst

- .1 New Forest Drive/ Armstrong Lane – North Weirs, west of Woodbury House development (footpath)
- .2 Horlock Road – Waters Green (footway) (subject to evaluation of impact upon the environment of the New Forest)

Fawley

- .3 Holbury – Blackfield (on- and off-road cycle route)
- .4 Chapel Lane, Fawley – Saxon Road, Blackfield – existing footpath (upgrade to cycleway)
- .5 Alongside Newlands Road and the eastern end of Blackfield Road (on-road cycle route)

Fordingbridge

- .6 Marl Lane – Station Road, Ashford (cycleway)
- .7 North side Shaftesbury Street (Normandy Way to Mill Court) (footway)
- .8 Victoria Rooms, Bridge Street – Recreation Ground (footpath)
- .9 Whitsbury Road to Avon Valley Path using former railway line (footpath)
- .10 Whitsbury Road – Marl Lane adjoining and using former railway line (cycleway)
- .11 Station Road (Marl Lane) via watermeadow - West Street and footpath to Bowerwood Road (footpath)
- .12 Disused railway – Station Road, Fordingbridge, along Marl Lane (cycleway)
- .13 Whitsbury Road to Green Lane (footpath)
- .14 Ashford – Normandy Way along Station Road (cycleway)
- .15 Church Street – town centre via the river bank (footpath)
- .16 Shaftesbury Street – Provost Street (footpath)
- .17 West Street (footways)

Hordle

- .18 Everton Road – Stopples Lane (part existing footpath) and new link to Acacia Road (on-road cycle route / cycleway)

Hythe and Dibden

- .19 Cosworth Drive – Challenger Way (cycleway)
- .20 Tamar Grove – existing footpath adjoining proposed open space (footpath)
- .21 Challenger Way – northern boundary of the Orchard and Noadswood school playing fields (footpath)
- .22 Blenheim Gardens – Oaklands Way/ Briarwood Rise (footpath)
- .23 Applemore – Holbury via Roman Road (cycleway and on-road cycle route) incorporating crossing of Beaulieu Road, Hythe (cycleway)

- .24 Clayfields Recreation Area – Hythe centre via Southampton Road (cycleway)
- .25 North Road – Dibden Local Centre site (cycleway)
- .26 St John’s Street – Shore Road via Dreamland site water frontage (footpath)
(note: it may also be appropriate to allow cyclists access to certain parts of this “promenade” route)
- .27 New Road – South Street, Hythe (footpath/cycleway)

Lymington and Boldre

- .28 Belmore Lane – Ridgeway Lane and Poles Lane via open space at Woodside (footpath)
- .29 All Saints Road – Old Orchards (footpath)
- .30 St Thomas’s Street - Powlett Road - Belmore Road - Stanford Hill (on- and off-road cycle route)
- .31 Bath Road (footway)
- .32 Priestlands Lane – Milford Road via Gurney Dixon centre (footpath)
- .33 Priestlands Lane (Highfield Road - Southern Road) (upgrade footpath to cycleway)
- .34 Pennington Cross – Stanford Road (cycleway with crossing of A337)
- .35 A337 Milford Road – Lower Pennington Lane – Keyhaven (upgrade to cycleway): link to A337 to be implemented only if hazards resulting from the speed of traffic and lack of cycling facilities on the A337 Milford Road can be satisfactorily overcome
- .36 Lower Woodside – Keyhaven via “Ancient Highway” (upgrade to cycleway)
- .37 Lower Buckland Road - Harvester Way – entrance to Ampress Works (cycleway)
- .38 Ampress - Boldre Lane (cycleway)

Lyndhurst and Minstead

- .39 Great Mead – Gosport Lane (footpath)
- .40 Gosport Lane, Chapel Lane (part) (on-road cycle route)

Marchwood

- .41 Bury Road west of incinerator – Corks Farm – Magazine Lane (footpath)
- .42 Marchwood Road / Bury Road: link to Totton cycle network (footpath and cycleway) (subject to assessment of impact on the New Forest and on Eling conservation area)
- .43 Magazine Lane – Cracknore Hard (footpath)

Milford-on-Sea

- .44 East side Carrington Lane (footway)
- .45 Milford on Sea - Keyhaven (footway)
(see also Policies DW-T10.35 and DW-T10.36 Lymington (Keyhaven))

New Milton

- .46 Dark Lane – Fernhill Lane (footpath)
- .47 Wentwood Gardens – A337 (footpath)
- .48 Ellingham Road – Naish Farm (cycleway)
- .49 Extend coastal footpath: Beckton Bunny – Marine Drive East, and Marine Drive West - Chewton Bunny (footpath) (note: route subject to detailed examination in light of safety considerations close to cliff edge)
- .50 Caird Avenue (superstore) – Andrew Lane and Lower Ashley Road (on-road cycle route)

- .51 Chatsworth Way – Gore Road (cycleway)
- .52 Milton Mead – Church Lane (upgrade to cycleway)
- .53 Carrick Way – Lower Ashley Road (footpath)
- .54 Link between proposed footpath DW-T10.46 and Ballard Lake (footpath)
- .55 Fernhill Lane – Hollands Wood Drive and Gainsborough Avenue (footpath)
- .56 Park Road – Bramshaw Way and Naish Farm – Marine Drive West (cycleway)
- .57 Lanes Corner – Caird Avenue superstore (cycleway)

Ringwood

- .58 From North Poulner Road northwards adjoining Poulner Lake (cycleway)
- .59 Crow Arch Lane – Moortown Lane (cycleway)
- .60 Extend Dorset “Trail Way” using dismantled railway from A31 at Ashley – Christchurch Road (cycleway)

Totton and Eling, Netley Marsh and Ashurst

- .61 Calmore – Hammonds Green – Water Lane (on-road cycle route with short length of cycleway)
- .62 Bartley Park (West Totton Greenroute) – Brokenford Lane housing allocation via Bartley Water (cycleway)
- .63 Calmore – Testwood - town centre – Redbridge cycleway (on-road cycle route/off-road cycleway)
- .64 A35 Hounslowdown – Wharton’s Lane, Ashurst (cycleway)
- .65 Hounslowdown – Eling and Bury Road including Jacob’s Gutter Lane and Marchwood Bypass routes (cycleway)

Policy DW-T11

Safeguarding proposed footpaths and cycleways

The following footpath and cycleway routes, for which proposals may or may not come forward during the plan period, will be safeguarded:

Fawley

- .1 Rolleston Road – Manor Park and the Old Mill Inn, Holbury (footpath)
- .2 Fawley – Calshot (cycle route and improvements for pedestrians)

Fordingbridge and Sandleheath

- .3 Marl and Puddleslosh Lanes – existing bridleway (upgrade to cycleway)
- .4 Sandle Dairy Farm – former railway line (cycleway)
- .5 Station Road – County boundary at Ashford Water (footpath)
- .6 Recreation Ground – Bickton Mill via U119 (cycleway)

Hordle and Everton

- .7 Link from footpath no. 738 (Everton Road - Stopples Lane) to Stopples Lane (footpath)
- .8 Hordle – Christchurch Road, Everton (footpath)

Hythe and Dibden

- .9 Hart Hill (existing footpath: upgrade to cycleway)

Lymington

- .10 Brunswick Place – Cannon Street (footpath)
- .11 The Quay – Bridge Road (footpath)
- .12 Marsh Lane – Clinton Road (footpath)

- .13 Alexandra Road – Jimmy Bays to link with existing footpath (footpath)
- .14 Ramley Road – Wainsford Road adjoining Avon Water (footpath)
- .15 Highfield Avenue – Priestlands Lane (footpath)
- .16 All Saints Road – Normandy Lane (footpath)

Marchwood

- .17 Goatee Shore Eling; - Marchwood Road (footpath)

Milford-on-Sea

- .18 Shorefield Road – Blackbush Road (cycleway)

New Milton

- .19 Fenleigh Close – Caird Avenue (footpath)
- .20 Sway Road – Lower Ashley (link to coast) via Danestream (footpath)
- .21 Carrick Way – A337 opposite Crooked Lane (footpath)
- .22 Caird Avenue – A337 (footpath)
- .23 Recreation Ground – Station Road (footpath)
- .24 Elm Avenue car park – Station Road (footpath)

Ringwood and Ellingham

- .25 Town centre – Poulner Lake (cycleway) (to be implemented in conjunction with Policies AV-4 and AV-6, Section E11, and Policy RW-11, Section F20)
- .26 Extend Dorset “Trail Way” using dismantled railway from Crow Arch Lane – Crow Cottages (cycleway)

Totton, Eling, Netley Marsh and Ashurst

- .27 West Totton Greenroute (extended) – Tatchbury Lane: existing footpath (upgrade to cycleway)
- .28 Westwood Business Park – Salmon Leap (cycleway)
- .29 Bartley Park (west Totton Greenroute) – existing footpath to Fletchwood Road via Ashurst Bridge Road (footpath).
- .30 Brokenford Lane housing allocation – Junction Road (cycleway)

Policy DW-T12

Protection of existing and proposed public rights of way

Development shall not lead to the loss of any existing, proposed or safeguarded public rights of way nor reduce substantially the convenience and attractiveness of such public access routes, unless the provision of an equally or more convenient and attractive route is secured. Wherever possible, the opportunity should be taken to join, upgrade and extend existing networks of footpaths, cycleways and bridleways.

~~**Policy DW-T13**~~

~~Contributions to footpaths, cycleways and bridleways~~

~~Where necessary in order to provide satisfactory access from, to or through a development, developers will be required to provide, or contribute towards the cost of, new footpaths, cycleways and bridleways including those identified on the proposals map and in Policies DW-T10 and DW-T11, and improvements to existing routes. Such provision or financial contribution shall be directly related in scale and in kind to the proposed development.~~

Policy DW-T14

Improvements to footpaths, cycleways and bridleways

Proposals to improve and extend the footpath, cycleway and bridleway network, including those the subject of Policies DW-T10 and DW-T11, should:

- a be integrated with existing routes; and**
- b not adversely affect residential amenities; and**
- c not adversely affect nature conservation interests; and**
- d take into account the needs of agriculture; and**
- e be located and designed to minimise opportunities for criminal behaviour; and**
- f where practicable have regard to the needs of those with impaired mobility; and**
- g have regard to the needs of other users of the route and vehicular traffic; and**
- h include clear signing indicating purpose.**

C9.62 Footpaths (including footways alongside roads) and cycleways provide important access routes especially in built-up areas. Walking, cycling and horse riding are also popular recreational activities in the District, in particular within the New Forest, where they can impose pressures in the form of wear and tear on pathways and vegetation, and disturbance to wildlife. The above policies seek to achieve and retain an attractive and coherent network of footpaths, cycleways, on-road cycle routes and bridleways in the built-up areas and the countryside, including riverside and coastal areas. They include selected proposals of the Area Transport Strategies including the New Forest Cycle Plan and the Totton and Waterside Transport Strategy (where there is reasonable certainty about the feasibility of a safe route). Particular attention has been given to:

- i town and village centres; and
- ii routes to public transport nodes, places of work, schools and colleges, leisure facilities and open spaces; and
- iii the countryside around the towns and larger villages, where they can enhance opportunities for recreation, and particularly if they can assist in relieving pressures on the New Forest; and
- iv Policy T16 of the Hampshire County Structure Plan Review which refers to the development of a Southampton area cycle network.

C9.63 In the detailed layout and design of the proposed routes, particular attention will be given to the needs of vulnerable groups, including children, the elderly and those with impaired mobility, and to the impact on occupants and users of land and premises affected by the routes. The routes illustrated on the proposals maps may be modified as a result of detailed consideration. The timing of provision will depend on the availability of funding and any necessary statutory procedures. Route 2 of the National Cycle Network, running across the New Forest from Hythe to Christchurch, has not been included, since preliminary work on the detailed alignment of the route suggests that in two locations (Brockenhurst and Wilverley) the most appropriate alignment has yet to be determined.

C9.64 Some of the proposed new footpaths at Totton, Lymington, Holbury and Hythe will provide alternatives and connecting routes to the Test Way and Solent Way. The District Council is keen to see improvements to the route of the Solent Way to bring sections of it nearer to the coast, and will support efforts by the County Council to achieve this.

C9.65 Proposals have been drawn up to extend the Southampton – Rushington – Ashurst cycle route to Lyndhurst. The proposal would assist both journeys to work and recreational journeys. Further evaluation and assessment of the impact of the proposal upon the New Forest Site of Special Scientific Interest, Special Protection Area, Ramsar site and Special Area of Conservation may be necessary before it can be determined that the proposal can be progressed for implementation.

C9.66 The local planning authority will also seek further opportunities for improvements to the pedestrian and cycle route networks, following the criteria outlined above. In particular, improvements will be sought in provision for cyclists within the existing road network wherever possible.

C9.67 There may be potential for some of the existing and proposed recreational footpaths and cycleways to be used as, or upgraded to form, bridleways and the District Council will encourage the creation of bridleway routes in appropriate locations. The District Council will give particular encouragement to proposals which:

- i. form part of an agreed management plan designed to control recreational pressures on the Forest; and
- ii. provide attractive alternatives to routes through the open Forest; and
- iii. assist in reducing conflict between vehicular traffic and horse-riders; and
- iv. provide additional opportunities for horse riding within built-up areas.

C9.68 Where public access might conflict with nature conservation interests, this will be dealt with where possible by management measures (for example waymarked footpaths, careful design and landscaping of routes, wardening, etc.). In the event that such conflict proves irreconcilable, nature conservation will be given priority. In routing new footpaths and cycleways in the countryside, it will also be important to avoid conflict with agricultural uses of the land.

C9.69 While increasing a public presence in otherwise unsupervised areas can deter crime, pedestrian and cycle routes can also provide potential for criminal activity. The District Council will seek to maximise public safety and deter crime through design, lighting appropriate to the character of the area and routing. In general, public access ways should be wide, clear of hiding places and well lit, and should follow a direct route. Where possible, they should also be overlooked to encourage surveillance. Public access ways giving unrestricted access to the rear of residential or other properties should in general be avoided.

Resources

C9.70 The proposals in Policies DW-T10 and DW-T11 will be implemented where possible by agreement with landowners. Where funding is required, this is expected to come principally from the County Council (as transport authority), the District Council, and where related to new development, from developers.

~~C10 Recreation~~

~~Public open space~~

~~C10.1 Hampshire County Structure Plan Review Policy R2 refers to the provision of open space with new development and to meet local needs. Government guidance on open space is in revised Planning Policy Guidance Note 17 (PPG17), Planning for Open Space, Sport and Recreation 2002.~~

~~C10.2 The July 2002 version of PPG17 was published during the preparation of the First Alteration. Whilst much of the revised guidance has been incorporated into amended policies and explanatory text, the provisions of the First Alteration do not fully meet the requirements of that guidance. The local planning authority will undertake the necessary survey and assessment work to resolve this situation at the earliest opportunity. Revised PPG 17 stresses the value of sport and recreation, and notes the important role of public open space in providing both recreation facilities and visual amenity. The provision of publicly accessible recreation facilities also contributes to reducing crime. The revised PPG advises local planning authorities to:~~

- ~~i undertake assessments of existing and future needs for open space, sport and recreation facilities;~~
- ~~ii retain existing open space, sport and recreation facilities unless shown to be surplus to requirements as part of a wider assessment of need;~~
- ~~iii use planning obligations to remedy local deficiencies in provision where provision is inadequate, or under threat, or where new development increases local needs;~~
- ~~iv ensure that sport and recreation facilities are easily accessible by public transport, walking and cycling and for people with disabilities.~~

~~As well as assessing existing and future needs, authorities are asked to establish the quantity, quality and accessibility of existing sports, open spaces and recreation facilities, and establish standards of provision. The needs of those living in and visiting rural areas are also to be met.~~

~~C10.3 The basic standard of open space provision employed in this local plan is 2.8 hectares per 1000 population. This comprises:~~

~~Formal open space (i) 1.6 ha.~~

~~Informal open space (ii) 1.2 ha.~~

~~**Total 2.8 ha.**~~

- ~~i comprises playing pitches, greens, courts, athletics tracks and miscellaneous sites such as croquet lawns and training areas available for general public use (irrespective of ownership).~~
- ~~ii comprises National Playing Fields Association (NPFA) standard of 0.8 ha. as designated areas for children and young people, containing a range of facilities and an environment that has been designed to provide focused opportunities for outdoor play, and casual or informal playing space within housing areas. Also includes 0.4 ha. for general amenity use.~~

~~C10.4 The derivation of this standard and the way it is to be employed are explained in Appendix G6, Open Space Requirements Arising from New Development.~~

~~Protection of open space~~

~~Policy DW-R1~~

~~Protection of public open space~~

~~Permission will not be granted for the development of non-recreational uses on existing or proposed formal or informal public open spaces, including those defined on the proposals map, unless:~~

- a ~~alternative open space facilities of equivalent direct benefit to the community and equivalent or better accessibility by a choice of transport modes are made available; or~~
- b ~~it is demonstrated that the open space is surplus to requirements in terms of all its functions; or~~
- c ~~the proposals bring benefits to the community that outweigh the effects of the loss of open space.~~

~~The development should not result in the loss of an open area important to the character of the locality.~~

~~Within open spaces, small scale developments ancillary to the recreational use may be permitted provided that they are directly related to and support the recreational use, and maintain or enhance the character of the open space.~~

Policy DW-R2

~~Protection of private or education authority recreational facilities~~

~~Permission will only be granted for the development of non-educational or non-recreational uses on school playing fields and other privately owned pitches, greens, and courts (including those identified on the proposals maps) if they are within a defined built-up area and:~~

- a ~~alternative open space facilities of equivalent direct benefit to the community and equivalent or better accessibility by a choice of transport modes are made available; or,~~
- b ~~it is demonstrated that it is surplus to requirements in terms of all its functions; or~~
- c ~~the proposals bring benefits to the community that outweigh the effects of the loss of open space.~~

~~The development should not result in the loss of an open area important to the character of the locality.~~

~~Within open spaces, small scale developments ancillary to the recreational use may be permitted provided that they are directly related to and support the recreational use, and maintain or enhance the character of the open space.~~

~~C10.5 In accordance with revised PPG17, Planning for Open Space, Sport and Recreation (2002), the local planning authority seeks to protect open space which is in, or has potential for, formal or informal recreational uses. In addition, these areas can be of importance to the character of built-up areas, contributing to visual amenities. Some such spaces are too small to be shown on the proposals maps, but can be identified through planning applications, agreements and obligations. Others are remote from built-up areas, and covered by other policies limiting their development potential; however, it is still considered important that those offering public use should be retained for recreational use, and such areas are therefore protected in accordance with policies DW-R1 and DW-R2.~~

~~C10.6 Privately owned pitches, greens, courts, and school playing fields (both education authority owned and private) represent a valuable outdoor recreational resource, and often contribute to the visual amenities of built-up areas. Government advice in revised PPG17 suggests that they should be afforded the same degree of protection as open spaces in public ownership, where this can be justified in relation to local needs. Privately owned open space facilities offering public use are included in the Council's estimates of open space supply for parishes. Nevertheless, a number of settlements are deficient in open space according to the minimum standard employed in this local plan (see Appendix G6, Annex 1, Table 2).~~

~~C10.7 This policy is not intended to prevent the development of facilities ancillary to the existing use of the site, e.g. facilities in connection with the recreational use, provided that these are modest in scale and maintain or enhance the visual amenities of the open space. In assessing community benefit as identified in clause (c) of policies DW-R1 and DW-R2, the local planning authority will have regard to the degree of use of the playing fields involved and the significance to the community of the benefit offered in relation to this use.~~

~~C10.8 In determining applications that affect playing fields, including private and education authority facilities, the local planning authority will have regard to the Town and Country Planning (Playing Fields) (England) Direction 1998 and the Town and Country Planning (Development Plans and Consultation) (Departures) Direction 1999, Annex 2.~~

~~Open space requirements arising from new development~~

~~Policy DW-R3~~

~~Open space contributions~~

~~Residential development shall make provision for open space and play facilities in accordance with the minimum standard of 2.8 hectares per 1000 population (see Appendix G6). Such provision shall normally be made on site or in the immediate vicinity. Where this is not feasible, a financial contribution will be sought to secure open space provision elsewhere or enhancement or maintenance of nearby existing sports facilities that would be of direct benefit to the residents of the new development.~~

~~In establishing the amount and type of open space or financial contribution required, the local planning authority will have regard to:~~

- ~~a the population likely to be generated by the development;~~
- ~~b the existing and proposed provision of open space and its type within the settlement, that is conveniently accessible to the residents;~~
- ~~c the likely age structure of the residents and their particular open space needs;~~
- ~~d the accessibility of on-site open space by alternative transport modes;~~
- ~~e the design of the open space and community safety;~~
- ~~f the potential to link on-site open space to other areas of open space and pedestrian networks in the locality; and~~
- ~~g future maintenance of any open space provided.~~

~~C10.9 In accordance with Hampshire County Structure Plan Review Policy R2 and Government advice in revised PPG17 this policy seeks to ensure that public open space of an appropriate type is provided in association with new development to meet the needs of its occupiers. While all new dwellings will add to the demand for open space, it is not considered practicable to require sites of less than 3 dwellings net to contribute to its provision. The potential population generated by the residential development will be assessed on the basis of one person per bedroom. In implementing Policy DW-R3, the local planning authority will have particular regard to Circular 1/97, Planning Obligations. In respect of financial contributions, provision will be made for the repayment of any sums paid by developers if by a specific date they have not been used for the purpose for which they were intended.~~

~~C10.10 The derivation of the local open space standards and developers' options for providing open space are set out in detail in Appendix G6, Open Space Requirements arising from New Development.~~

~~Recreational buildings~~

~~Policy DW-R4~~

~~Retention of recreational buildings~~

~~The redevelopment for non-recreational uses of recreational buildings such as sports centres, swimming pools, stadia, club houses, changing rooms etc. will not be permitted unless:~~

- ~~a alternative facilities of equivalent benefit to the community and equivalent or better accessibility by a choice of transport modes are made available; or,~~
- ~~b the redevelopment proposals bring benefits to the community that outweigh the effects of the loss of the recreational building.~~

~~C10.11 In accordance with advice in revised PPG17, Planning for Open Space, Sport and Recreation (2002), the local planning authority seeks to retain in recreational use buildings offering sporting facilities, or those ancillary to existing sporting uses.~~

~~C11 Utilities~~

~~C11.1 Utilities include:~~

- ~~i water service developments including reservoirs, water mains and sewers, waste water and sludge treatment plants and pumping stations;~~
- ~~ii developments by electricity and gas suppliers, such as power lines, pipelines, installations and transforming stations; and~~
- ~~iii telecommunications developments including masts, radio and radar stations.~~

~~C11.2 Proposals involving the treatment of waste (including waste water) are covered by the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan and by the Hampshire County Structure Plan Review policies MW2, MW3, MW6 and MW8.~~

~~C11.3 Policies for public utilities specific to the New Forest, the countryside and built up areas are included in Sections D11, E9 and F6 of the plan. This section gives background information common to all these areas, and a general policy for the development of power stations.~~

~~C11.4 The supply of water, electricity, gas and telecommunications services, and the treatment of waste water in this District are the responsibility of a number of statutory undertakers, privatised utility companies and telecommunications code system operators. Under the Town and Country Planning (General Permitted Development) Order 1995 certain developments may be undertaken by these companies without planning permission. Responsibility for determining applications for major developments by the power industry, such as power stations and gas pipelines usually rests with the Secretary of State, with the local planning authority as consultee.~~

~~Water and waste water services~~

~~C11.5 Water and waste water treatment services in this District are supplied by the Southern Water and Wessex Water Companies. In some areas, water is supplied by the Bournemouth and West Hampshire Water Company.~~

~~C11.6 Since privatisation of the water companies developers can requisition water mains and sewers. To avoid problems that may arise if development takes place before adequate water and waste water infrastructure is available, developers should liaise with the water companies. In order to ensure adequate water supplies and effective waste water treatment the utilities themselves sometimes need to undertake development. Hampshire County Council is the planning authority responsible for determining planning applications for waste water treatment facilities.~~

~~C11.7 The strategy being developed by Southern Water could include the development of further waste water treatment centres and improvements to water supply sources. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan allows for the extension of the Ashlett Creek wastewater treatment works and for the development of a new works at Pennington. Water storage schemes have been permitted in the lower Test Valley to the north of Totton, and on the Avon Valley Lakes north of Ringwood. Policies for the Avon Valley Lakes, including their use for water storage, are given in Section E11.~~

~~C.11.8 It is important that development and the provision of any necessary water and water treatment infrastructure should take place in a properly phased manner. The local planning authority may impose conditions on planning permissions to secure this objective.~~

~~Policy DW-P1~~

~~Water and waste water infrastructure~~

~~The local planning authority will ensure that new development is properly phased with the provision of adequate water and waste water infrastructure.~~

Electricity and gas

~~C11.9 The supply of gas and electricity, unlike water, is not so dependent on the availability of local resources. However, pipelines and cables needed to transport the supplies can have a significant impact on the environment.~~

Power stations

~~C11.10 Under the Electricity Act 1989, responsibility for determining applications for major developments by the electricity industries rests with the Secretary of State for Energy, with local planning authorities acting as consultees. Local planning authorities may determine applications for generating stations of under 50 megawatts capacity, or extensions to such stations which do not cause them to exceed this limit. Emissions from power stations are controlled by the Environment Agency under environmental protection legislation.~~

~~C11.11 Power generation commenced in this District with the decision to allow the Marchwood Power Station in the 1950s. Fawley Power Station was permitted in the 1960s. Power generation facilities capable of serving the national grid also exist within the Fawley Oil Refinery and petrochemicals complex. The power station at Marchwood was demolished in 1990, but the existence of this site, and the Fawley Power Station, together with the well-established transmission links to the national grid system, and the ready availability of cooling water, mean that this part of the District is still regarded by the power generation industry as having potential for further power station development. An Energy Recovery Facility generating power from waste combustion has now been built at Marchwood, and permission has also been granted there for a gas turbine power station.~~

~~C11.12 The decisions to allow the original power stations were made at a time when understanding of the environmental consequences was not as advanced as it is now. These installations have a substantial impact on the environment of the District. They are very close to the New Forest, and visually prominent even in distant views across the Forest and from other parts of Hampshire and the Isle of Wight. All the existing sites are prominent in views from Southampton Water; the Fawley Power Station site is particularly exposed, being visible from the Solent and beyond. Potentially, emissions from these installations could have an effect on the ecology of the New Forest. Their associated infrastructure, particularly the major power lines, are prominent in views in many parts of the District.~~

~~C11.13 Future power station development in the District must be considered in the context of the overall aims and objectives of the local plan, (see Sections B1 and B2), in particular the overriding need to conserve and protect the New Forest. The coast is also of recognised landscape and ecological value, as is much of the countryside outside the New Forest. Planning Policy Statement PPS7, Sustainable Development in Rural Areas indicates that in areas subject to special designations such as National Parks, Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Ramsar sites, Special Protection Areas, Special Areas of Conservation and the Green Belt, proposals for major developments such as power generation should be subject to the most rigorous examination, and should be demonstrated to be in the public interest. The majority of this District lies within such designated areas, and development within them of any commercial power generation facility, and associated new infrastructure such as connections to the national grid, would be likely to be seriously detrimental to their environmental quality.~~

Policy DW-P2

Power stations

~~Permission for the development of licensed power stations serving the national grid, will only be granted on existing power station sites at Fawley Power Station (subject to Policy FP-1, Section D13) and the former Marchwood Power Station (subject to Policy MA-2, Section F17), and within the Fawley Oil Refinery and petrochemicals complex (subject to Policy FA-1, Section F11), provided that:~~

- ~~a their environmental impact is acceptable to the local planning authority; and~~
- ~~b they involve no extension of the existing Fawley and Marchwood Power Station sites; and~~

- ~~c the highway authority and the local planning authority are satisfied that the transport implications of the proposal are acceptable.~~

~~Proposals to refurbish or modify existing power stations will be subject to the same criteria:~~

~~C11.14 This policy is intended to guide the local planning authority in determining the applications for power station developments of 50 megawatts or less. It will also provide the basis for the authority's response to any consultation received from the Secretary of State for Trade and Industry on applications to construct or extend larger power stations within this District.~~

~~C11.15 While the existing power station sites have a considerable impact on the local environment, the local planning authority accepts that they are likely to remain in power generation use. However, the authority seeks to minimise both their existing impact, and that of any proposals for improvement or redevelopment of the power generation uses.~~

~~C11.16 The planning authority recognises that the environmental implications of power station proposals will depend on their fuel sources and the scale of the installation. In considering the fuel sources used, the authority will have particular regard to:~~

- ~~i **transport implications** fuel sources such as coal or waste materials which have to be transported by road or imported by sea will have significant implications for the road network and/or the coast. The local planning and highway authorities will need to be satisfied that the local road network is adequate, or can be improved to the required standard, and that importing facilities will have no unacceptable impact on the coastal environment;~~
- ~~ii **pollution** the authority seeks to minimise harmful emissions, and smell, dust and noise arising from the storage and use of the fuel source (see Policy DW-E43, Section C6); in considering proposals, the local planning authority will be advised by the Environment Agency. Any new proposals will have to comply with nationally adopted EU standards on the quality of emissions;~~
- ~~iii **visual impact** storage of fuel such as coal can have a significant impact on the appearance of the area; and~~
- ~~iv **renewable fuel sources** the local planning authority is mindful of the advice in PPS22 Renewable Energy, and will encourage the development of power generation from renewable sources on the existing power station sites as defined in Policy DW-P2 and elsewhere in accordance with Policy DW-P3.~~

~~C11.17 In view of the relatively sheltered nature of this area, it is unlikely that the existing sites would be suitable for wind power.~~

~~C11.18 In terms of scale, the local planning authority seeks to reduce the visual impact of these developments, and will oppose new installations of a scale equivalent to, or greater than those which exist, or have existed within this District.~~

~~C11.19 Under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and the Town and Country Planning (Environmental Impact Assessment) (England and Wales) (Amendment) Regulations 2000, an Environmental Impact Assessment is likely to be required in connection with proposals for new power stations in this District (see Section C8).~~

~~Renewable energy~~

~~C11.20 Renewable energy is a term used to describe those continuous energy flows that occur naturally and repeatedly in the environment – from the sun, the wind and the oceans, and from plants (including combustion or digestion of energy crops) and the fall of water. It is also used to describe the energy available from certain wastes (e.g. agricultural or forestry waste) and within the earth itself (e.g. geothermal activity). Generating electricity from renewable energy can be less harmful to the environment than using fossil fuels – coal, oil and gas.~~

~~C11.21 The Government has proposed that 5% of the UK's electricity requirements~~

should be met from renewable sources by 2003, rising to 10% by 2010. RPG9, Energy Efficiency and Renewable Energy, published by the Government Office for the South East in November 2004, sets out targets of 5.5% of energy in the South East to be generated from renewable sources by 2010, and 8% by 2016. The principal potential sources of renewable energy for the Region are considered to be energy from biomass, on shore and off shore wind power, and energy from certain forms of waste (including landfill gas, green waste and sewage gas). Solar energy (including photovoltaic power, solar water heating and passive solar design) may also contribute.

~~C11.22~~ In this District the generation of energy from combustion of certain forms of waste (e.g. timber waste from forestry operations) appears to be one feasible option. There may also be potential for use of solar energy in various forms. Other options such as the use of landfill gas or the development of energy from biomass may be limited because of their environmental impact. The potential for production of wind energy in this area may also be limited because of environmental impact; the proximity of the airports at Southampton and Bournemouth is also a consideration given current advice on the possible effects of wind turbines on air navigation and aeronautical radio stations — see Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and the accompanying Circular 1/2003. This requires that proposals for wind turbines within a 30 kilometre radius of a notified civil technical site (e.g. an aerodrome or National Air Transport Services (NATS) installation) should be the subject of consultation with the aerodrome operators and NATS. Consultation zones are indicated on the Proposals Map (see also Appendix G8).a

~~C11.23~~ PPS22, Renewable Energy (2004) notes that sites for such schemes will often be in rural areas or on the coast, and recognises the need to protect the landscape and wildlife of designated areas. Particular care should be taken in assessing proposals for developing renewable energy projects in sites subject to international and national nature conservation and landscape designations such as Special Areas of Conservation, Special Protection Areas, Ramsar sites, Sites of Special Scientific Interest, National Parks and Areas of Outstanding Natural Beauty, and in the Green Belt — PPS22 paragraphs 9 —13 refer.

Policy DW-P3

Renewable Energy

~~Permission for the development of renewable energy schemes will only be granted where the local planning authority is satisfied such developments will not harm interests of acknowledged importance in the local environment. In assessing proposals for renewable energy schemes the local planning authority will have particular regard to the following issues:~~

- ~~a the immediate and wider impact of the proposed development on the landscape; and~~
- ~~b the need to protect features and areas of natural, cultural, historical and archaeological interest; and~~
- ~~c the measures that would be taken, both during and after construction, to minimise the impact of the development on local land use and residential amenity; and~~
- ~~d the local and any wider benefits the proposal may bring; and~~
- ~~e certain renewable energy resources can only be harnessed where the resource occurs.~~

~~C11.24~~ The local planning authority acknowledges that renewable energy sources can potentially contribute to meeting energy needs in a significant and sustainable way. The significance of reducing carbon dioxide and other emissions in relation to climate change is recognised. At the same time, as the majority of the District lies within designated areas of landscape and/or nature conservation value or other restraint on development, and in accordance with the above policy and Hampshire County Structure Plan Review Policy E5, any proposals should be subject to rigorous examination.

~~C11.25 In assessing proposals under this policy, the local planning authority will require that the energy source used is truly renewable, i.e. that it arises from energy flows that occur naturally such as solar, hydro, wind, waves or processing of certain waste products. Subject to the criteria in Policy DW-P3, the local planning authority will encourage the development of a variety of technologies as appropriate to the character of the locality to generate power from these sources, such as:~~

- ~~(i) solar and photovoltaic apparatus on new and existing buildings;~~
- ~~(ii) the development of small scale power stations using renewable sources on existing industrial sites, and by re-use of appropriate buildings in rural areas subject to Policies NF-RB1, Section D12 and CO-RB1, Section E10.~~

~~While there may be some potential to make use of landfill gas as suggested in the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan, landfill sites are usually remote from developed areas, and the environmental implications of development in such locations will require very careful consideration given the particular sensitivity of the environment of this District.~~

~~C11.26 The local planning authority will also encourage proposals that reduce energy consumption from conventional sources, including orientation and insulation of buildings, and the use of Combined Heat and Power (CHP) schemes (see Policy DW-E4, Section C1).~~

~~Telecommunications~~

~~C11.27 The policies relating to telecommunications are set out in Sections D11, E9 and F6.~~

~~C12 Gypsies and travelling showpeople~~

~~Gypsy sites~~

~~C12.1 There is currently one permanent gypsy site in the District at Bury Brickfields, Eling. It is managed by the County Council, and has 20 pitches and a permanent warden on site. The site has been in operation since November 1990 and has good facilities.~~

~~C12.2 The adopted Hampshire County Structure Plan Review indicates that local planning authorities no longer have a statutory duty to provide sites for gypsies residing in or resorting to their area, but draws attention to Government guidance that local planning authorities should continue to make adequate gypsy site provision in development plans. Policy H12 of the Structure Plan indicates that local plans should make provision for gypsy sites either by allocations or by criteria-based policies. The statistical survey undertaken on behalf of the Department of the Environment, Transport and the Regions by Hampshire County Council in co-operation with New Forest District Council did not reveal any further demand for additional local authority sites. The County Council has indicated that it does not envisage providing additional permanent or transit sites within this District, based on the present statistics provided by the Office of the Deputy Prime Minister. However, there is a need for short stay facilities (temporary stopping places) in the county to accommodate the travelling population. The District Council, in consultation with Hampshire County Council, will keep under review the provision of gypsy sites within the District.~~

~~C12.3 Government guidance on gypsy sites is in Circular 1/94, Gypsy Sites and Planning. Additional advice on policy is provided in Circular 18/94, Gypsy Sites Policy and Unauthorised Camping.~~

~~Policy DW-G1~~

~~Gypsy sites~~

~~The development of permanent, transit and temporary sites for gypsies will only be permitted where they:~~

- ~~a have no unacceptable impact on designated areas of landscape and/or nature conservation value, including the New Forest, Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Ramsar sites, Special Protection Areas and Special Areas of Conservation; and~~
- ~~b do not prejudice the purposes of the Green Belt or the Strategic Gaps; and~~
- ~~c do not involve the loss of the best and most versatile agricultural land; and~~
- ~~d have satisfactory means of access and adequate parking, and do not generate traffic of an amount or type inappropriate for roads in the area; and~~
- ~~e do not have an unacceptable impact on neighbouring land uses; and~~
- ~~f can be provided with basic essential services (potable drinking water, foul waste disposal and skip facilities); and~~
- ~~g are not visually intrusive and/or can readily be screen landscaped; and in the case of permanent sites,~~
- ~~h have reasonable and convenient access to schools, medical services, shops and other community facilities.~~

~~Permanent and transit sites can include an element of business activity providing it does not adversely affect neighbouring land uses or generate levels and types of traffic inappropriate to local roads.~~

~~C12.4 Circular 1/94 indicates that local plans should make provision for the development of sites for Gypsies, subject to certain constraints, including those referred to in the above policy, which cover most of the District. The policy is intended to facilitate provision within the District appropriate to gypsies' accommodation needs,~~

~~which may include public or private permanent or transit sites or temporary stopping places, while protecting the environment and local amenity.~~

~~Travelling showpeople~~

~~C12.5 Government advice on development for travelling showpeople is in Circular 22/91, Travelling Showpeople. There are sites accommodating travelling showpeople's winter quarters in Totton and Netley Marsh. In Totton town centre, the travelling showmen's site in Commercial Road is covered by Policy TE 7, Section F22, which suggests that along with adjoining land, it could be re-developed for residential, office/business and/or leisure uses. There is some evidence of further demand for sites for travelling showpeople, but the extent of this is difficult to assess. In view of the environmental constraints in this District, it is also difficult to identify a specific allocation for developments of this type; Circular 22/91 indicates that Government advice restricting development in specially protected areas continues to apply and that for example, very special circumstances have to be demonstrated to justify allowing development for purposes not normally appropriate in the Green Belt. Specially protected areas in this District also include areas of landscape and/or nature conservation value, e.g. the New Forest National Park, the Area of Outstanding Natural Beauty, Sites of Special Scientific Interest, Ramsar sites, Special Protection Areas and Special Areas of Conservation; also Strategic Gaps. None of the Government or structure plan advice on these areas indicates that they are regarded as suitable locations for travelling showpeople's sites. Proposals for such development will accordingly be dealt with on their merits in accordance with the policies of this local plan and government guidance.~~

C13 The coast

C13.1 The coast of this District is some 64 km (40 miles) long, and includes built-up areas, countryside and parts of the New Forest (see proposals maps). The undeveloped coast, which lies within the New Forest National Park and Countryside outside the New Forest, is covered by policies in Parts D and E of the plan, which severely restrict development. In addition, parts of the undeveloped coast are covered by special rural designations, in particular Green Belt and Strategic Gaps (see proposals maps). These areas are protected from development by policies in Part C3 of the plan. The majority of the coastline is included in special designations for nature conservation or geological interest (see proposals maps), which are protected by policies DW-E36 and DW-E37, Section C4. The District's coast falls into three broad sections.

i Christchurch Bay (Barton-on-Sea to Hurst Spit).

C13.2 This coast is characterised by narrow shingle beaches and slumping or eroding cliffs of much geological interest, mostly included in Sites of Special Scientific Interest (SSSIs). There is cliff top development at Barton-on-Sea and Milford-on-Sea, and the need to protect these areas from coastal erosion has generated considerable coast protection work. Works to maintain the stability of Hurst Spit are ongoing. Cliff-top footpaths provide panoramic views of the coast and its hinterland, and the Isle of Wight. The whole of this coastline is accessible to the public, and there are amenity car parks at Barton, Taddiford Gap and Milford.

ii North-west Solent Shore (Hurst Spit to Calshot).

C13.3 This contains extensive coastal marshes of considerable wildlife value, all within SSSIs; the Beaulieu River estuary is included in a National Nature Reserve, and there are local nature reserves in the Lymington- Keyhaven marshes and at Boldre foreshore. These areas are in a Special Protection Area (SPA) and Ramsar site, and parts of them, together with areas off-shore, are within Special Areas of Conservation (SACs). The hinterland is low lying, with an attractive landscape, part open, part wooded, all included within the New Forest National Park. This stretch of the coast also includes the Lymington and Keyhaven river estuaries, which are centres for recreational sailing, boat building and repair, and commercial fishing. There are amenity car parks at Keyhaven and Lymington, and footpaths run through the marshes and along the sea wall between Keyhaven and Lymington, but east of Lymington, public access to the coast is limited primarily to Calshot, Lepe and the Beaulieu River.

iii Southampton Water (Calshot to Redbridge).

C13.4 This is a river estuary, with much of the coast now developed for major industry and other uses, including the Fawley oil refinery and petrochemicals complex, the Fawley Power Station, the site of the former Marchwood Power Station, Husbands Shipyard and the Marchwood Sea Mounting Centre (Military Port). Other developed areas are at Eling, Marchwood and Hythe. The remaining coastal marshes and intertidal areas are of great nature conservation value, and largely included within SSSIs. These areas are in a SPA and Ramsar site; part of the Hythe-Calshot Marshes SSSI, Eling & Bury Marshes SSSI and part of the Lower Test Valley SSSI are in a SAC. There is also a local nature reserve at Calshot. The New Forest National Park extends to the old shoreline at Dibden Bay. There remain some landscape features on this coastline which are important to its character viewed from inland and from the water, for example woodland within the petrochemicals complex and between this and the residential areas of Hythe, the old shoreline viewed across the reclaimed land at Dibden Bay, and remnants of traditional Forest grazing land at Ashlett Creek and Eling.

History and archaeology

C13.5 The coast contains a number of sites and buildings of historic and/or archaeological interest which have become an integral part of the coastal landscape. These are identified in Hampshire County Council's Sites and Monuments Record, and

include two Tudor castles at Hurst and Calshot Spits, two nationally rare examples of early working tide mills at Eling and Beaulieu, one of the most important sites in the Solent for the construction of early wooden warships at Buckler's Hard, and important relics of the world wars, for example the hangars at Calshot. There are also archaeological remains off-shore, which are identified in the County Council's Maritime Sites and Monuments Record. Several Conservation Areas are on or related to the coast (see proposals maps).

Coastal Management Plan

C13.6 The District Council has prepared a non-statutory Coastal Management Plan covering all aspects of the Council's involvement with the coast, and other general coastal issues. This includes further consideration of:

- i environmental improvements;
- ii coastal protection and flood defences;
- iii new and improved coastal access routes;
- iv beach huts;
- v public slipways and hards; and
- vi on- and off-shore facilities for coastal recreation.

C13.7 The District Council has led the production of the Western Solent and Southampton Water Shoreline Management Plan and has contributed to the production of the Poole and Christchurch Bays Shoreline Management Plan. These deal in more detail with coast protection proposals, and complement the Coastal Management Plan.

Structure Plan and government guidance

C13.8 Policies C4 and C5 of the Hampshire County Structure Plan Review deal with coastal issues. Government guidance relevant to the coast is in:

Planning Policy Guidance Note (PPG) 20, Coastal Planning(1992); PPG9, Nature Conservation (1994); PPG12, Development Plans (1999); PPG14, Development on Unstable Land (1990); PPG15, Planning and the Historic Environment (1994); PPG16, Archaeology and Planning (1990); PPG17, Sport and Recreation (1991) and revised 2001; PPG21, Tourism (1992) and PPG25, Development and Flood Risk (2001);

Circular 2/99, Environmental Impact Assessment; Circular 20/89, Water Act 1989; Circular 17/91, Water Industry Investment: Planning Considerations; Circular 30/92, Development and Flood Risk; and Circular 2/93, Public Rights of Way.

Development on the coast

C13.9 Other than in river estuaries, planning control extends only to low water mark. Planning controls are limited in areas controlled by Harbour Authorities which have powers to carry out certain forms of developments under Harbour Acts.

Policy DW-C1

Coastal development

Development on the coast shall:

- a **be designed to the highest standards, having regard to the impact of the proposal on views of the coast from land and sea; and**
- b **not adversely affect coastal townscape, landscape, seascape, nature conservation or archaeological interests.**

C13.10 The Hampshire County Structure Plan Review Policy C5 contains a presumption against the development of sites on the undeveloped coast. Where development is acceptable in principle, and in accordance with PPG20, Coastal Planning, and Policies C4 and C5 of the Hampshire County Structure Plan Review, Policy DW-C1 seeks to ensure that new development on the coast does not detract from, and where possible improves the coastal environment.

C13.11 In assessing proposals for new development and in schemes for environmental improvement, views from the sea will be an important consideration, as well as those from the shore and inland. Views of the sea (seascape) will also be taken into account. There is intensive recreational use of these coastal waters and the appearance of the coast contributes to the quality of the recreational experience offered by this area.

C13.12 The District Council places a high priority on the protection of coastal areas of nature conservation value. As well as designated areas, these include areas off-shore that could be affected by developments on-shore, for example uses which discharge waste out to sea.

C13.13 Given the exceptional sensitivity of much of this District's coastline, the local planning authority is likely to request Environmental Impact Assessments for development proposals on the coast falling within Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

Policy DW-C2

Restricted uses on coastal sites

On coastal sites in the defined built-up areas and existing developed coastal sites outside the defined built-up areas which are in business, public utilities or recreational use and which enable, or have existing means of providing access to coastal waters, development will be restricted to uses dependent upon access to coastal waters, subject to other policies of this local plan.

C13.14 In accordance with Policies C4 and C5 of the Hampshire County Structure Plan Review, this policy seeks to retain the relatively few coastal sites which provide access to coastal waters for uses dependent upon such access. Acceptable uses on such sites could include, for example, boat building and repair, import/export activities and other shipping, power generation (subject to policies DW-P2 and DW-P3, Section C11) or certain recreational uses, subject to the appropriate policies of this local plan. Residential uses would not normally be acceptable.

Dibden Bay

~~C13.15 The Hampshire County Structure Plan Review Policy EC6 indicates that port development on land at Dibden Bay may be permitted provided that it can be demonstrated that the need for the development outweighs its impact on areas of importance to nature conservation; on the conservation, landscape or ecology of the New Forest; and on local communities. Provision would need to be made to offset the impact on habitats; the required access would need to be achieved without serious disturbance to the countryside, coastal or built-up areas affected; maximum use should be made of rail and sea routes; and appropriate contributions would need to be secured to fund infrastructure requirements. A full Environmental Assessment would be required. In addition, if the proposals affect the Special Protection Area, an assessment will be required under the Habitats Regulations. The proposal will be carefully examined in accordance with Government advice in PPG9, Nature Conservation. The Council will also wish to assess the construction impacts of any proposal for port development, since these could be significant and long term.~~

~~C13.16 Proposals to develop a container port at Dibden Bay were submitted by Associated British Ports in October 2000. Following consultation on these applications, a Public Inquiry was held to consider the applications, and representations on them. This Inquiry began in the autumn of 2001 and concluded towards the end of 2002. The Secretary of State for Transport dismissed the proposals.~~

~~C13.17 Structure Plan Review Policy EC6 clearly locates the proposed port development at Dibden Bay. However, the precise boundaries of the port development, the extent of associated mitigation works and linked transport infrastructure can only be established in the light of specific proposals. It would not, therefore, be appropriate at this stage to closely define areas of land involved or precise details of necessary infrastructure. The location of the proposed port development is, therefore, shown in diagrammatic form on the Proposals Map.~~

Policy DW-C3**Port development at Dibden Bay**

~~Port development requiring access to deep water may be permitted at Dibden Bay as indicated diagrammatically on the Proposals Map provided that it complies with the requirements of Policy EC6 of the Structure Plan Review and provided that the developer carries out or provides:~~

- ~~i a contamination risk assessment of the land where the development is to take place and any necessary remediation works, in accordance with Policy DW-E48, Section C6;~~
- ~~ii measures to minimise the level of emissions to the air during the construction and operation of the development and the monitoring of such emissions, in accordance with Policy DW-E43, Section C6;~~
- ~~iii a detailed landscape strategy for the development and associated transport infrastructure in order to minimise landscape and visual effects, in accordance with Policies DW-E6 and DW-E7, Section C9;~~
- ~~iv a detailed lighting strategy for the operational area, in accordance with Policy DW-E43, Section C6;~~
- ~~v a detailed scheme of noise attenuation measures, in accordance with Policy DW-E43, Section C6;~~
- ~~vi a detailed scheme of archaeological assessment with appropriate measures, in accordance with Policies DW-E28 and DW-E29, Section C2;~~
- ~~vii appropriate provision of transport and access arrangements and public rights of way, in accordance with Policies DW-T5, DW-T8, DW-T9, and DW-T12 – DW-T14, Section C9;~~
- ~~viii appropriate replacement of open space, in accordance with Policy DW-R1, Section C10; and,~~
- ~~ix any other provision for the infrastructure necessary to ensure that the development is acceptable in land use planning and transport terms and in the context of local plan objectives, in accordance with Policy DW-F1, Section C14.~~

Coast protection and flood defence**Policy DW-C4****Coastal protection works**

New and improved coast protection and coastal flood defence works will be permitted where there is a significant potential loss or inundation of land posing a threat to life, built-up areas, important amenity land or the best and most versatile agricultural land, provided that the local planning authority is satisfied that these proposals have had regard to their effects on:

- a nature conservation and geological interests; and
- b the appearance of the coast as viewed from land and sea, including the quality of the design of the scheme and its relationship to its surroundings; and
- c designated Conservation Areas; and
- d features of historic and archaeological value on- and off-shore; and
- e public access to the shore, both effects on existing and potential to create new access opportunities; and
- f coastal recreational uses; and
- g the effects on hydrology and coastal processes locally and elsewhere on this and neighbouring coastlines; and
- h the environmental effects of the construction process, including local extraction of materials and their movement.

C13.18 Under the Coast Protection Act 1949 the District Council has permissive powers to undertake coast protection activities within this District. Flood defence can be undertaken by the Environment Agency under the Water Resources Act 1991.

C13.19 PPG20, Coastal Planning, recognises that such works can have a significant impact on the coastal environment, and requires that this should be taken into account in planning decisions. The policy sets out those aspects of the coastal environment of particular concern to this authority. In some instances, an Environmental Assessment may be required (see Section C8).

C13.20 Options for coastal defences on the undeveloped coast may include “managed realignment” where the maintenance of existing defences is no longer justified economically. All such areas within this District are covered by policies restricting development.

Policy DW-C5

Development requiring coastal works

~~Development giving rise to a need for new coast protection works or for extensions or improvements to existing works will not be permitted.~~

~~C13.21 In accordance with PPG20, Coastal Planning (1992), the policy seeks to prevent development which would give rise to a need for additional coast protection works to be undertaken at public expense. Government grant aid is not available for works to protect new development; funding is only available to protect existing developed areas.~~

~~C13.22 Development giving rise to need for new flood defences is covered by Policy DW-E49, Section C7.~~

Policy DW-C6

Coastal erosion

New built development, or development leading to an increase in risk to the public, will not be permitted in areas on or near the coast at risk from coastal landslip or erosion, as defined on the proposals map, other than minor works required to enable continued use of existing structures while they are structurally sound.

C13.23 In accordance with government advice in PPG14, Development on Unstable Land (1990), PPG14 Annex 1, Development on Unstable Land; Landslides and Planning (1996) and PPG20, Coastal Planning (1992), the policy seeks to avoid permitting new built development, or development that would increase risk to the public, in the area which would be at risk from coastal erosion during the lifetime of the building. The life of a building is assumed to average 60 years, based on an estimate of the service life of new housing in British Standard advice notice BS 7543. The areas at risk have been defined accordingly. This policy is not intended to prevent minor works to maintain existing buildings within the area at risk in a usable condition while they are capable of being used. Minor works include small scale repairs and decoration; they do not include extensions, major structural repairs, or alterations, redevelopment or changes of use that would increase numbers of people at risk. The policy is not intended to prevent the development of beach huts in accordance with Policy DW-C10, as these are minor recreational developments subject to restrictions on hours of use. However, as the erosion progresses, the degree of risk associated with such proposals will need to be taken into account.

C13.24 Development in areas at risk from flooding is covered by Policy DW-E49, Section C7.

Coastal land reclamation

Policy DW-C7

Coastal land reclamation

Permission will not be granted for the reclamation of land from the sea or the reclamation, development, excavation or permanent flooding of intertidal areas unless the local planning authority is satisfied that the proposal will:

- a **have no adverse effects on hydrology or coastal processes locally or elsewhere on this or neighbouring coastlines; and**
- b **not damage areas of recognised nature conservation, landscape, historic or archaeological importance; and**
- c **have no adverse impact on the character of adjoining areas by reason of the development proposals with which it is associated, including traffic generation.**

C13.25 In accordance with Hampshire County Structure Plan Review Policy C7, this policy seeks to avoid land reclamation proposals which would prejudice the environmental objectives of the local plan, the Structure Plan or national guidance on coastal development in PPG20, Coastal Planning (1992).

Coastal recreation and tourism

Policy DW-C8

Pedestrian and vehicular coastal access

Development proposals on the coast should make provision for public access to and along the shore and clifftop where this is practicable, does not conflict with shoreline management interests and does not cause irreconcilable conflict with nature conservation interests or with the particular land use proposal.

C13.26 Relatively little of the District's coastline is accessible to the public. Public access is limited by land ownership, land uses such as industry, nature conservation constraints, the absence of coastal roads and footpaths, and occasionally, coast protection or flood defence works.

C13.27 In accordance with Policy C4 of the Hampshire County Structure Plan Review, PPG20, Coastal Planning (1992), and Circular 2/93, Public Rights of Way, the District Council seeks to achieve and retain public access to the coast, including where practicable access for those with restricted mobility, and to create an attractive and coherent public footpath, cycleway and bridleway network along the coast which is linked to countryside and built-up areas inland. Particular attention will be given to improvements along the coast of Southampton Water, and where possible along the north-west Solent shore including the Solent Way. Preferred routes are listed in policies DW-T10 and DW-T11, Section C9, and where appropriate identified on the proposals maps.

C13.28 Policy DW-T14, Section C9 sets down the considerations which apply to new and improved routes, including the priority given to nature conservation.

Policy DW-C9

Coastal car parks

Permission will not be granted for new coastal amenity car parks unless they:

- a **can be fully justified in terms of resolving an existing recognised parking problem; and**
- b **will not materially increase visitor pressures on the coast; and**
- c **are small in scale (ie. can accommodate no more than 20 cars); and**
- d **do not intrude into views from the coast or the sea; and**
- e **do not have an adverse effect on landscape, nature conservation, historic or archaeological interests.**

C13.29 The District contains a number of coastal amenity car parks, principally around Christchurch Bay, and at Keyhaven, Lymington, Lepe and Calshot. Problems of vehicular congestion occur in some places at peak holiday periods, notably at Barton, Keyhaven and Milford.

C13.30 The local planning authority is concerned that the creation of new car parks could conflict with objectives to protect the coastal environment, because of their impact on the coastal landscape, and by intensifying visitor pressures. For this reason, the authority seeks to ensure that the scale of new provision is strictly limited.

C13.31 Car parks can be visually intrusive, and a number of existing car parks are in need of environmental improvement. The policy enables relocation of these should more suitable sites become available.

C13.32 The District Council will also consider introducing traffic management measures where particular problems of vehicular congestion occur.

Policy DW-C10

Beach huts

Permission for new beach huts will be limited to replacement of existing huts and the infilling of gaps in the existing lines of huts by new units in the locations defined on the proposals map provided this does not conflict with nature conservation or shoreline management interests.

C13.33 There are approximately 860 beach huts in this District, at Barton-on-Sea, Hordle Cliff, Milford-on-Sea and Calshot. While they may be considered visually intrusive by some, they remain a popular and traditional element of the coastal scene. Some lie within Sites of Special Scientific Interest, and the effects of proposals for new huts on features of nature conservation value will be a material consideration. Some also lie in areas at risk from coastal erosion and/or flooding, and the degree of risk will need to be taken into account in considering proposals for infilling or replacement. Vandalism of beach huts and fragmentation of their location have become issues, particularly at Barton-on-Sea. At Calshot, some rationalisation of gaps and access arrangements is needed. In order to facilitate management and improve security it is intended to concentrate replacement huts and any new huts within the areas defined on the proposals map. Outside these areas, permission will not be granted for new or replacement huts. For the purpose of infilling or replacement, gaps should be of sufficient size to enable access to all sides of the huts for maintenance purposes, and at appropriate sites, of sufficient width to facilitate access by wheelchair users.

C13.34 The District Council will encourage improvements in the design and maintenance of beach huts wherever possible.

Policy DW-C11

Marinas and moorings

The development of new moorings and marinas will not be permitted unless the local planning authority is satisfied that:

- a they will have no adverse effects on nature conservation interests; and**
- b they will have no adverse impact on the coastal landscape, townscape or seascape; and**
- c they will have no unacceptable impact on marine archaeological interests; and**
- d they will not cause or increase water pollution or flooding; and**
- e they will not give rise to traffic flows and car or boat parking requirements on-shore which are detrimental to the local environment; and**
- f outside the defined built-up areas, they do not give rise to a requirement for substantial built facilities on-shore (see policies NF-R2, Section D9 and CO-R2, Section E7).**

C13.35 The Solent is one of the most popular and prestigious sailing areas on the coast of the British Isles. There are continuing pressures for the creation of moorings and marinas throughout the area, including this District.

C13.36 There are four marinas in the District, at Buckler's Hard, Hythe, and two at Lymington. These, together with other public and private moorings around the coast, contribute to a total of around 4000 moorings around these shores. In addition, there is provision for a further 1400 boats on shore, and there are 18 public and private launching facilities (slipways, hards etc.).

C13.37 PPG20, Coastal Planning (1992), advises that policies for the development of marinas should be based on an assessment of the capacity of the local environment to accommodate further water based recreation. In view of the particular sensitivity of this District's coast, the above policy seeks to control the development of further moorings and marinas in order to avoid adverse environmental impact.

C13.38 The local planning authority can only control the development of moorings, marinas and associated facilities above low water mark (mean high water where a harbour authority exists). Below low water mark and in areas covered by some Harbour Acts, these proposals are controlled by the relevant Harbour Authority or the Crown Estates Commissioners.

C13.39 An alternative to moorings is the use of public slipways and hards for the launching of trailered craft. The District Council will encourage environmental improvements to those which are accessible to the general public, where appropriate including improvements to parking and turning facilities.

On-shore facilities for coastal recreation

C13.40 Proposals for on-shore facilities related to coastal recreation are covered by policies NF-R2, Section D9, CO-R2, Section E7 and BU-LC6, Section F5 which deal with the New Forest, the countryside outside the New Forest and the defined built-up areas respectively. These policies recognise the needs of those enjoying coastal recreational pursuits while minimising the environmental impact of such proposals on the undeveloped coast.

Coastal Pollution

C13.41 The District Council seeks to minimise the pollution of coastal waters in the interests of public health, and in order to protect nature conservation interests. The waters around these shores are used intensively for recreational purposes, and they are also fished extensively. The oyster fisheries in the Solent, which are of particular importance to the local economy, are especially vulnerable to pollution.

C13.42 The District Council will seek to achieve this through use of Policy DW-E43, Section C6 (Control of Pollution), through its role as consultee on proposals such as planning applications for waste water treatment works, which are the responsibility of Hampshire County Council, and through participation in joint initiatives such as the Standing Conference on Solent Water Quality.

C13.43 This issue is addressed further in the New Forest District Coastal Management Plan.

~~C14 Developers' obligations~~

~~Policy DW-F1~~

~~Developers' obligations~~

~~Development proposals shall make provision for the infrastructure necessary to secure that the development is acceptable in land use planning and transport terms and in the context of local plan objectives. In some circumstances, financial contributions for the provision of infrastructure off site will be sought.~~

~~C14.1 Government guidance on developers' obligations is in Circular 1/97, Planning Obligations. It includes criteria against which to test the reasonableness of a planning obligation. The Hampshire County Structure Plan Review notes the circumstances in which contributions may be sought for public open space (Policy R2) and transport infrastructure (Policy T5).~~

~~C14.2 It is important that new development does not impose excessive demands on existing physical and social infrastructure such as roads, drainage systems, public open space and community facilities. It is also important that where possible, it assists in achieving the planning objectives of this local plan, for example the provision of affordable housing, a coherent footpath and cycleway network and improvements to the environment. The test of reasonableness of seeking a planning obligation from an applicant for planning permission is set out in Circular 1/97. Accordingly, where appropriate, the local planning authority may seek the following contributions in connection with development proposals:~~

- ~~i off-site highway and other transport infrastructure improvements, including provision for public transport where appropriate (as specified in Policy DW-T8, Section C9);~~
- ~~ii car parking (as specified in Policy DW-T9, Section C9);~~
- ~~iii footpaths and cycleways (as specified in Policy DW-T13, Section C9);~~
- ~~iv surface water drainage infrastructure (as specified in Policy DW-E51, Section C7);~~
- ~~v public open space (as specified in Policy DW-R3, Section C10);~~
- ~~vi community and education facilities (as specified in BU-TC11, Section F2 and Policy BU-LC8, Section F5);~~
- ~~vii environmental improvements (as specified in Policy DW-E6, Section C1, and in policies for the defined built up areas in Part F);~~
- ~~viii affordable housing as specified in Policies AH-1 and AH-2 (Section B4), NF-H2 (Section D3), and CO-RB1 (Section E10) and site specific policies;~~
- ~~ix other local needs as appropriate to the development.~~

~~C14.3 Clearly, not every development will have to provide all these forms of infrastructure; requirements will vary depending on the scale, type and location of the proposal, and the particular needs of the development concerned. Developers' contributions will not normally be used to make up existing deficiencies in physical or social infrastructure, although Hampshire County Structure Plan Review Policy R2 indicates that in areas of acknowledged open space deficiency, the local planning authority may negotiate a higher provision of open space to offset the deficiency.~~

~~C14.4 In accordance with Circular 1/97, it may be necessary for developers to enter into planning obligations under Section 106 of the Town and Country Planning Act 1990 and/or obligations under other legislation, for example, Section 278 of the Highways Act 1980, prior to the granting of planning permission, to ensure the implementation of the infrastructure necessary to support their proposals. Developers are strongly advised to ascertain the level of contributions required before agreeing to purchase any site; this can then be reflected in the price paid.~~

Part E

Countryside outside the New Forest

- E1 Countryside outside the New Forest
- E2 Housing in the countryside outside the New Forest
- E3 Employment and business development in the countryside outside the New Forest
- E4 Tourism in the countryside outside the New Forest
- E5 Shopping in the countryside outside the New Forest
- E6 Food and drink uses in the countryside outside the New Forest
- E7 Recreation in the countryside outside the New Forest
- E8 Community facilities and services in the countryside outside the New Forest
- E9 Utilities in the countryside outside the New Forest
- E10 Re-use of buildings in the countryside outside the New Forest
- E11 Site specific policies in the countryside outside the New Forest

E1 Countryside outside the New Forest

E1.1 Much of the countryside outside the New Forest National Park is subject to the following special designations (see proposals maps):

- i Green Belt
- ii Strategic Gaps
- iii Area of Outstanding Natural Beauty (AONB)
- iv Sites of Special Scientific Interest (SSSIs), some of which are also Ramsar Sites, Special Protection Areas and Special Areas of Conservation; National and Local Nature Reserves; and Sites of Importance for Nature Conservation (see Policies DW-E36, DW-E37 and DW-38 Section C4, and Appendix G4).

E1.2 In addition, the countryside contains historic landscapes and other sites of historic and/or archaeological significance which are subject to special protection (see Section C2). There are also significant areas of agricultural land of high quality (see Section C5).

E1.3 The County Council has identified Countryside Heritage Areas in the valleys of the rivers Avon and Test and this local plan includes a special policy for these valleys (see Policy DW-E35, Section C3). The Department for Environment, Food and Rural Affairs (DEFRA) has defined Environmentally Sensitive Areas in the Avon and Test valleys. The Environment Agency's Wessex and Southern Regions have produced Local Environment Agency Plans for the southern New Forest, the Avon Valley and the River Test. The Environment Agency Southern Region is now working on a Catchment Flood Management Plan for the New Forest.

~~E1.4 Policies for the Green Belt, Strategic Gaps, Local Gaps and the Area of Outstanding Natural Beauty are given in Section C3 of this local plan.~~

~~Hampshire County Structure Plan~~

~~E1.5 The Hampshire County Structure Plan Review requires local planning authorities to promote the conservation and enhancement of the countryside, and avoid the adverse effects of development on its most important features (Policy C1). It also requires that development should maintain and enhance areas of distinctive landscape character (Policy E6). Permission is normally only to be granted for development for agriculture, horticulture or forestry, or other uses needing a countryside location, and the re-use of existing buildings. Special protection is to be given to areas covered by designations such as AONBs, SSSIs and Scheduled Ancient Monuments.~~

~~E1.6 The Structure Plan Review redefines the South West Hampshire Green Belt to cover land south and west of the New Forest Heritage Area. This is now interpreted as land south and west of the New Forest National Park. The Structure Plan Review also identifies Strategic Gaps within which development will not normally be permitted which would diminish the gap physically or visually. Included are gaps between the following settlements: Southampton Totton; Totton Marchwood; Marchwood Hythe; and Hythe Fawley.~~

~~Control of development~~

~~Policy CO-E1~~

~~The countryside outside the New Forest~~

~~All areas outside the New Forest which are not included within a defined built-up area, as shown on the proposals maps, are defined as countryside, within which development will be strictly controlled in order to safeguard the character and appearance of the countryside.~~

~~E1.7 In accordance with Government advice, principally given in Planning Policy Statement 7 (PPS7), Sustainable Development in Rural Areas, and Planning Policy~~

~~Guidance Note 2 (PPG2), Green Belts, and the policies of the Hampshire County Structure Plan Review, the local planning authority seeks to conserve and protect the countryside and its natural resources. In general, this will mean that the authority will, so far as possible, restrict new built development which is likely to diminish the rural character or any other special features of the countryside. This applies irrespective of whether the site/area is covered by a special designation.~~

~~E1.8 The District Council will seek to maintain and enhance the quality of the landscape in the countryside by means of:~~

- ~~i environmental improvements; see Policy DW E6 and paras. C1.19 to C1.23, Section C1; and~~
- ~~ii encouraging appropriate landscape management.~~

E2 Housing in the countryside outside the New Forest

E2.1 Residential policies in the countryside outside the New Forest aim to protect its rural character while recognising the need for some development, particularly to meet local needs.

Policy CO-H1

New residential development in the countryside

In the countryside outside the New Forest new residential development will only be permitted where it is:

- i an extension to an existing dwelling in accordance with Policy CO-H2; or
- ii a replacement of an existing dwelling in accordance with Policy CO-H3; or
- iii a conversion of a building to residential accommodation in accordance with Policy CO-RB1, Section E10; or
- iv an agricultural or forestry workers dwelling in accordance with Policy CO-H5; or
- v an affordable housing scheme for local needs in accordance with Policy CO-H7.

Extensions and replacement dwellings

Policy CO-H2

Extensions to dwellings in the countryside outside the New Forest

Extensions to existing dwellings will be permitted provided that they are:

- a appropriate to the existing dwelling and its curtilage; and
- b not detrimental to the character of the countryside by reason of additional impact, visual intrusion or other adverse environmental impact; and
- c not tantamount to the creation of a separate dwelling.

In the case of small dwellings, the extension must not result in a total habitable floorspace exceeding 100 sq. metres, and in the case of other dwellings (not small dwellings) the extension must not increase the floorspace of the dwelling by more than 30%. In exceptional circumstances a larger extension may be permitted:

- i to meet the genuine family needs of an occupier who works in the immediate locality; or
- ii to meet design considerations relating to the special character of the dwelling (n.b. listed buildings).

In respect of these exceptional circumstances, the maximum habitable floorspace of an extended small dwelling must not exceed 120 sq.metres.

Policy CO-H3

Replacement dwellings in the countryside outside the New Forest

The replacement of existing dwellings will be permitted except where the existing dwelling:

- a is the result of a temporary or series of temporary permissions or the result of an unauthorised use; or
- b has been abandoned.

The replacement dwelling should:

- i be appropriate to the existing curtilage; and
- ii not be detrimental to the character of the countryside by reason of additional impact, visual intrusion or other adverse environmental impact.

In the case of small dwellings, replacement dwellings must not result in a total habitable floorspace exceeding 100 sq.metres, and in the case of other dwellings (not small dwellings), replacement dwellings must not increase the floorspace of the original building by more than 30%. In exceptional circumstances, a larger dwelling may be permitted if it is essential to meet the genuine family needs of an occupier who works in the immediate locality.

In respect of this exceptional circumstance, the maximum habitable floorspace of small dwellings must not exceed 120 sq.metres.

A replacement dwelling may be sited other than in the same position as the dwelling to be replaced, provided that there are overriding environmental benefits.

E2.2 The cumulative impact of proposals to extend and replace dwellings, if not carefully controlled, would lead in the long-term to the urbanisation and erosion of the character of the District's countryside. Also, as such proposals tend to increase the size of dwellings, they could reduce the number of smaller dwellings at the lower end of the market, creating an imbalance in the housing stock prejudicial to meeting local needs. For these reasons it is considered important to limit the size of extensions and replacement dwellings.

E2.3 The policy enables small dwellings in the countryside to be extended while retaining them as modest dwellings capable of making a contribution to local housing needs. The maximum habitable floorspace of small dwellings, of 120 sq.metres, is applied to be consistent with Policy CO-H5.

E2.4 In implementing these policies the local planning authority will have regard to the implications of such proposals on the existing dwelling or curtilage, adjacent properties and the character and appearance of the countryside. Particular attention will be given to the criteria in Policies DW-E1, Section C1, and CO-E1, Section E1. Even where the extension or replacement of a small dwelling complies with the criterion on size, there could be some other harmful impact which would make the proposal unacceptable.

E2.5 In considering proposals for a conservatory* not exceeding 20sq. metres floor area, some limited flexibility may be applied in implementing Policy CO-H2 providing no harmful impact would result in terms of the criteria set out in Policy DW-E1 (Section C1).

[*Note: A conservatory is defined in Paragraph 1.58 of Building Regulations Approved Document L1 (2002 Edition) in the following terms: 'A conservatory has not less than three-quarters of the area of its roof and not less than one-half of the area of its external walls made of translucent material'.]

E2.6 In accordance with Policy CO-H3, in exceptional circumstances a replacement dwelling may be permitted which is not in exactly the same position as the dwelling to be replaced, providing:

- i all built development relating to the original dwelling house is removed from the site, and the land is fully restored;
- ii any existing use rights or planning permissions relating to the original dwelling are revoked without compensation.

A legal agreement may be necessary to ensure criteria i and ii are met.

E2.7 Planning Policy Guidance Note 2 (PPG 2), Green Belts, recognises that altering or replacing dwellings in the Green Belt may be appropriate providing that it does not result in disproportionate additions or a materially larger replacement dwelling.

E2.8 For the purposes of interpretation of these policies:

- i **existing dwelling** means the dwelling as it existed on 1st July 1982, or as the dwelling was originally built or legally established, if the residential use post-dates 1st July 1982;

- ii **small dwelling** means a dwelling with a floorspace of 80sq. metres or less as it existed on 1st July 1982.
- iii **floorspace** will be measured as the total internal floorspace of the whole building including all attached buildings irrespective of whether their current use is as habitable floorspace; and
- iv **abandoned** is where a dwelling is deemed no longer to exist such that planning permission would be required to reinstate its use.

Outbuildings in residential curtilages

Policy CO-H4

Outbuildings in the countryside outside the New Forest

Outbuildings incidental to the use of dwellings will be permitted within residential curtilages providing they would be appropriate to the existing curtilage and would not be detrimental to the character of the countryside by reason of additional impact, visual intrusion or other adverse environmental impact.

E2.9 There are extensive permitted development rights for this type of development. However, the local planning authority will carefully control those proposals which by reason of size and/ or siting require planning permission. Such proposals will usually be for large buildings, which may be visually intrusive or detrimental to the character of the countryside.

Agricultural or forestry workers dwellings

Policy CO-H5

Dwellings for agricultural or forestry workers in the countryside outside the New Forest.

Permission will be granted for an agricultural or forestry worker's dwelling provided that:

- a **the labour needs of the enterprise require a full-time worker or workers to be on hand day and night; and**
- b **no other suitable accommodation is available either on the holding/enterprise (including existing tied cottages); and**
- c **it can be demonstrated that the existing farm or forestry enterprise is economically viable, or in the case of a proposed enterprise that it has been planned on a sound financial basis and intentions are genuine; and**
- d **no other dwellings either on or closely connected to the holding/enterprise have been sold separately or some way alienated from it. As an additional safeguard, where an existing dwelling with unrestricted residential use serving the holding/enterprise exists and is not subject to an occupancy condition, a condition restricting the occupancy of that dwelling will be imposed.**

The size of the proposed dwelling should not result in a total habitable floorspace exceeding 120 sq.metres, unless the larger dwelling size is essential:

- i **to meet the genuine family needs of the occupier; or**
- ii **to meet the need for additional floorspace on a large farm unit.**

Where practicable and appropriate, first consideration should be given to the conversion of an existing building under the terms of Policy CO-RB1, Section E10.

Where evidence of the financial soundness and future sustainability of the holding/enterprise appears inconclusive, consideration may be given to permitting a caravan or other temporary accommodation for a limited period of time.

E2.10 This policy reflects government advice given in PPS7, Sustainable Development in Rural Areas. The tests set out in the policy are intended to establish whether there is a genuinely essential need for a new dwelling based on the requirements of the enterprise, and to ensure that where development is acceptable

in principle it is appropriately designed, sited and of a size commensurate with the needs of the holding.

E2.11 The need for a worker to be on hand at most times might arise where there are animals that require essential care at short notice or where serious harm to crops or products could occur without immediate attention in an emergency. Consideration must be given to whether mechanisms such as an automatic alarm system or closed circuit television surveillance could reasonably serve the needs of the holding rather than the construction of a new dwelling. The protection of livestock and products from theft or injury by intruders will not by itself be sufficient to justify a dwelling.

E2.12 In addition to the requirement to show a functional need for a dwelling the local planning authority will normally also require evidence to be submitted supporting the financial soundness and future sustainability of the holding. This will be the case particularly in circumstances relating to the setting up of a completely new business or where major change is proposed to an existing business. Where consideration is given to permitting a caravan or other temporary accommodation for a limited period of time, the enterprise can then be reassessed at a later date and if it then proves to be to be justified permission for a permanent dwelling may be given.

E2.13 When a new agricultural worker's dwelling is permitted, an occupancy condition will be imposed to prevent the subsequent disposal of the dwelling on the open market and to ensure that it is kept available to meet the needs of other farm or forestry businesses in the locality if it should no longer be needed by the original business. As an additional safeguard, the local planning authority will normally impose an agricultural occupancy condition upon existing otherwise unrestricted lawful residential uses within a farm holding needed in connection with the farm.

E2.14 The size restriction in Policy CO-H5 seeks to ensure that the size of a worker's dwelling is commensurate with the needs of the holding. The figure of 120 square metres has been arrived at by taking the gross floor area of a standard Housing Corporation 3 bed 5 person house and allowing for some additional accommodation (eg. for a farm office), and for the design to be appropriate to a rural location. Applicants seeking additional accommodation will be expected to justify their special needs. Permitted development rights to provide further accommodation will normally be removed by condition.

E2.15 Where a case can be made for permitting an agricultural worker's dwelling, the local planning authority will encourage proposals involving the re-use for this purpose of existing buildings or redundant agricultural buildings in accordance with Policy CO-RB1, Section E10.

E2.16 In implementing this policy, the local planning authority will also have regard to the potential impact of the proposal upon the character and appearance of the countryside, and to the criteria in Policies DW-E1, Section C1 and CO-E1, Section E1. The re-use of appropriate existing buildings for agricultural workers' dwellings will be encouraged.

Policy CO-H6

Removal of agricultural occupancy conditions in the countryside outside the New Forest

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

E2.17 This policy seeks to ensure that dwellings which have been permitted specifically to meet the needs of the rural economy should normally remain available for that purpose.

E2.18 Policy CO-H6 relates not only to the needs of the particular holding but includes the general need for workers dwellings in the surrounding area.

E2.19 In order to demonstrate that the long term need for the dwelling has ceased the applicant will normally be expected to show that appropriate steps have been taken to try to sell or let the property with the occupancy condition intact, and that

marketing has been correctly targeted, financially realistic and sustained. This would be expected to include:

- i contacting other local land and estate owners in the vicinity of the dwelling to establish whether they require further accommodation either presently or in the near future;
- ii the property being placed with local estate agents and advertised locally for a reasonable period of time at a price reflecting the occupancy condition; and
- iii the property being advertised widely in local newspapers and appropriate publications including specialist trade organisation journals.

~~Affordable housing schemes for local needs~~

~~Policy CO-H7~~

~~Affordable housing for local needs in the countryside outside the New Forest.~~

~~Exceptionally, small-scale housing developments on sites in or adjoining villages, or adjoining the defined built-up areas outside the New Forest may be permitted to meet the needs of local people unable to afford to rent or to purchase property on the open market, provided that:~~

- a ~~the local planning authority is satisfied that the dwellings meet a particular local need that cannot be accommodated in any other way; and~~
- b ~~the developers enter into a planning obligation under Section 106 of the Town and Country Planning Act (1990) to ensure that the dwellings provide for low-cost housing for local needs in perpetuity; and~~
- c ~~the proposal is capable of management by an appropriate body, for example, a Registered Social Landlord, New Forest District Council, or a village trust or similar accredited local organisation; and~~
- d ~~there are appropriate local facilities (e.g. shops, schools, and public transport).~~

~~In respect of single dwellings, the habitable floor area should not exceed 100 sq.metres.~~

~~E2.20 This policy is intended to assist people living in unsatisfactory accommodation in the locality, or with a particular reason to live there by virtue of their work or family connections, and who therefore are considered by the District Council to be in housing need. For the purposes of this policy, a **local person** will normally mean someone who lives or works in, or who has strong connections with the settlement or parish in which the scheme is proposed.~~

~~E2.21 This policy provides, exceptionally, for development to be permitted adjoining built-up areas in order to provide affordable housing over and above small scale village housing schemes.~~

~~E2.22 In order to avoid prejudicing the environmental protection policies of the plan and to avoid adding to pressures on the New Forest, the District Council will necessarily implement this policy with caution. It is strongly recommended that any proposals are discussed with the local planning authority at an early stage.~~

~~E 2.23 In considering proposals for housing development under Policy CO H7, the District Council will be concerned to ensure that the type of scheme proposed addresses a genuine local need, and would result in the provision of homes which are affordable to local people with an identified housing need. The District Council will seek to ensure that there are adequate occupancy controls on housing provided under this policy to ensure it continues to provide affordable homes for local housing needs in perpetuity. Further explanation of the "affordable housing" policies is given in Section B4 of the plan.~~

Caravans

Policy CO-H8

Caravans in the countryside outside the New Forest

Permission will not be granted for new residential caravans or mobile homes in the countryside, except in accordance with Policy CO-H5 above.

Policy CO-H9

Replacement of residential caravans or mobile homes in the countryside outside the New Forest

The replacement of residential caravans or mobile homes in the countryside by permanent dwellings will not be permitted.

E2.24 These policies are necessary to conserve and protect the District's countryside, including areas subject to special designations and rural settlements. The replacement of residential caravans or mobile homes with permanent dwellings, except where it would be allowed under Policy CO-H5 above, would lead to additional permanent development and gradual urbanisation of the countryside, which this plan seeks to protect from all unnecessary development.

E2.25 In certain exceptional circumstances, and where no other form of accommodation is available, temporary permission may be given for a caravan or mobile home within a residential curtilage, for example to accommodate an elderly relative, or a family while the house is being renovated; or for agricultural or forestry workers' needs (see Policy CO-H5).

E3 Employment and business development in the countryside outside the New Forest

E3.1 Throughout Part E of this local plan:

“Office/ business” use refers to Class B1;

“Industrial/ office/ business” uses refers to Classes B1 and B2;

“Storage or distribution” use refers to Class B8; and

“Financial or professional services” refers to Class A2;

of the Town and Country Planning (Use Classes) Order 1987 (as amended).

E3.2 The phrase “employment sites” is used to refer to all sites in industrial/ office/ business, or storage or distribution, or financial or professional services, or similar employment uses. Policies on retail development are set out separately in Section E5.

E3.3 Rural residents of this District have access to a wide range of employment opportunities in neighbouring urban areas, and in more distant locations accessible via a well-developed transport network. The countryside is not a distant rural area dependent upon a predominantly rural economy. There is considerable out-commuting from rural areas in the District, and unemployment within them is relatively low. Agriculture provides less than 3% of jobs within the District; however, it is essential to the maintenance of the character of the countryside.

E3.4 The local planning authority seeks to maintain the local economy while protecting the countryside from developments which would be detrimental to its character, eg. substantial new building, or the creation of substantial additional vehicular traffic or pollution.

E3.5 Most rural settlements in this District, even those outside the New Forest, are within areas subject to special designations such as Area of Outstanding Natural Beauty (AONB) and Green Belt, where new business development would be contrary to the overriding policies of restraint on development.

E3.6 With changes in the agricultural economy there is increasing demand for the diversification of agricultural activity. In accordance with Government advice, in particular Planning Policy Statement 7 (PPS7), Sustainable Development in Rural Areas, the local planning authority recognises the need to maintain a flexible and efficient agricultural industry, and seeks to balance these needs against the overriding aim to protect the countryside. The authority will give sympathetic consideration to proposals for diversification of agricultural enterprises. However, diversification will not of itself constitute a special case justifying proposals which would otherwise be unacceptable. Section C9 of this local plan contains transport policies that will be applied to any development proposals; policies DW-T7, DW-T8 and DW-T9, Section C9 are relevant to issues of sustainability in relation to development in rural areas. The authority is mindful of the particular need for an abattoir in the New Forest area.

E3.7 The policies of this plan enable a range of enterprises such as the re-use of farm buildings for a variety of small scale business uses (see Section E10). The plan also enables alternative uses for agricultural land such as recreational uses, including, for example, recreational horse-keeping (subject to Policy CO-R8, Section E7). These are intended to assist farmers to supplement their income, while avoiding development prejudicial to the character of the countryside by reason, for example, of traffic pressures, creation of pollution (including noise and light), or disruption to visual amenities, landscape or nature conservation interests.

E3.8 Within the countryside outside the New Forest, new development for employment purposes will normally be limited to:

- i that which is reasonably necessary for agriculture, horticulture and forestry, in accordance with Policy CO-B1 below; and
- ii the re-use of buildings and limited development of new buildings to assist diversification of farming enterprises in accordance with Policy CO-RB1, Section E10 and Policy CO-B2 below; and
- iii the replacement or the limited extension of existing industrial and office premises within existing site boundaries in accordance with Policies CO-B3 and CO-B4 below; and
- iv certain forms of tourist development (see Section E4).

New agricultural development

Policy CO-B1

Agricultural development in the countryside outside the New Forest

Permission will be granted for buildings (other than dwellings) required for agriculture, horticulture or forestry purposes provided that the local planning authority is satisfied that they are necessary for the efficient working of land under that use.

E3.9 The local planning authority recognises the importance of agricultural activity to the local economy and to the management of the landscape, and seeks to enable development necessary to maintain it. However, in implementing this policy, the local planning authority will have regard to Policies DW-E1, Section C1, CO-E1, Section E1 and special rural designations in Section C3. Development associated with agriculture can have a substantial environmental impact, and the authority seeks to avoid very large scale structures and developments which would be damaging to the character of the countryside, in particular in the areas subject to special designations such as the Area of Outstanding Natural Beauty. The environmental impact of large agricultural buildings may, however, be mitigated by careful siting and design.

New employment uses

Policy CO-B2

New employment uses in the countryside outside the New Forest (including farm diversification)

New industrial/ office/ business/ storage or distribution uses will be permitted in the countryside in existing buildings, including agricultural buildings, subject to Policy CO-RB1, Section E10.

As part of a farm diversification project, permission may also be given for new buildings for business purposes, to either replace existing buildings or to accommodate expansion of enterprises which support the farming business provided that there are no existing buildings that can be used for the purpose, and the development:

- a is of a design and scale appropriate to its rural surroundings and would not harm the character and amenities of the countryside or impose unacceptable pressures on the New Forest; and
- b can be provided with access, vehicle parking and services without works detrimental to the character of the countryside; and
- c will not significantly increase vehicle movements or environmental damage on minor roads.

In appropriate circumstances restrictive conditions may be used to control the type and scale of business use permitted if this is necessary to ensure that the use remains appropriate to the building and its location in the longer term.

E3.10 The policies of this plan continue to direct new employment uses principally to built-up areas, and specifically to sites allocated for these uses. However, the re-use and adaption of rural buildings for business purposes can make a significant

contribution to the diversification of the rural economy, bringing new life and activity to rural communities.

E3.11 While the first priority is to make use of existing buildings, the local planning authority acknowledges that some new or replacement buildings may be needed for farm diversification. In view of the special needs in this District, the construction of an abattoir in an appropriate location, i.e. one which has reasonable access to the main road network, and would not have an adverse impact on residential areas or other uses likely to be sensitive to this activity may be considered as an appropriate farm diversification enterprise.

E3.12 The local planning authority will be concerned to ensure that any employment use permitted will be of an appropriate scale and character compatible with its countryside location, and will not have an adverse affect, either directly or indirectly, on the rural environment, and particularly on areas subject to special designations, such as the Area of Outstanding Natural Beauty. Accordingly the local planning authority will make use of restrictive conditions on planning permissions granted where the use of such conditions will enable a particular proposal to be permitted but a more general unrestricted permission for an employment use would be considered unacceptable.

Existing employment uses

Policy CO-B3

Redevelopment of established employment sites in the countryside outside the New Forest

The redevelopment for industrial/ office/ business/ storage or distribution uses of established employment sites will only be permitted where:

- a there would be environmental benefits such as a reduction in the visual impact of the site in the landscape, an improvement to the amenities of nearby properties, or a reduction in traffic or other disturbances from the site; and
- b where feasible, the redevelopment scheme deals comprehensively with the full extent of the site; and
- c replacement buildings do not materially increase the existing floorspace or the level of business activity generated in terms of employment and traffic; and
- d the replacement buildings are appropriate to their surroundings in terms of scale, design and materials; and
- e the redevelopment scheme is contained within the existing site boundary.

Policy CO-B4

Extensions to employment premises in the countryside outside the New Forest

The extension of existing industrial/office/business/storage or distribution premises will be permitted where they are:

- a alterations or additions necessary for the efficient operation of the business, but which would not materially increase the level of business activity generated in terms of employment and traffic; and
- b contained within existing site boundaries; and
- c compatible with adjoining land uses.

E3.13 These policies seek to maintain existing businesses whilst avoiding adverse impacts on the countryside arising from additional activity. In implementing this policy the local planning authority will have regard to the District-wide policies in Part C and Policy CO-E1, Section E1.

Policy CO-B5

Retention of existing employment sites in the countryside outside the New Forest

Development which would result in the loss of industrial/ office/ business sites to other uses will only be permitted where:

- a the proposed development would only result in the loss of less than 100 square metres of floorspace or 0.05 hectares of land in employment use; or
- b the existing use is detrimental to the character or amenities of the area and the local planning authority is satisfied that the site is not capable of being satisfactorily used for an employment use, and that overriding local benefits would result from the proposed development; and
- c the proposed use would not be likely to restrict the range of uses which could be carried out by businesses on employment sites in close proximity.

E3.14 This policy seeks to retain local job opportunities.

Employment sites

E3.15 A number of existing employment sites lie beyond the defined built-up areas. Where they are close to the built-up area boundary, policies for them are included within the settlement specific policies of the local plan, as follows:

Fawley Oil Refinery: see Policy FA-1, Section F11;

Land adjoining Headlands Business Park, Ringwood: see Policy RW-11, Section F20.

E4 Tourism in the countryside outside the New Forest

E4.1 Much of the countryside and coast outside the New Forest is special in its own right (see Section E1). The local plan's policies seek to ensure that tourism related development is appropriate in scale and character to the area, and is particularly sensitive to the special countryside designations which apply. Further, there is a close relationship between the New Forest and the countryside around it. Increasing visitor accommodation and providing new attractions around the Forest will encourage more people into the area and because of the great attraction of the New Forest, almost inevitably increase visitor pressure on the Forest itself.

E4.2 In accordance with government policy to promote diversification of the rural economy, this plan allows some scope to increase visitor facilities in the countryside surrounding the New Forest by permitting the re-use of existing buildings for visitor accommodation or attractions. However, the local plan's policies do not seek to enhance the overall attraction of the area for tourism nor to increase the overall number of visitors.

~~Hotels and guest houses~~

~~Policy CO-TM1~~

~~New hotels in the countryside outside the New Forest~~

~~New hotel, guesthouse and other tourist accommodation will only be permitted through the change of use and/or conversion of existing buildings in accordance with Policy CO-RB1, Section E10.~~

~~E4.3 In accordance with the objectives of conserving the countryside, the local planning authority seeks to limit the development of new buildings in the countryside. However, the re-use of existing buildings for this purpose can assist in the diversification of the rural economy.~~

~~Policy CO-TM2~~

~~Retention of existing hotel accommodation~~

~~The loss of a hotel or guest house through redevelopment or change of use will only be permitted where less than eleven bedrooms would be lost.~~

~~E4.4 Many hotels and guest houses have been lost through their conversion to other uses over the years. Because of the need to restrict new hotel and guest house development, any major losses of existing accommodation from the New Forest will result in a further contraction of this economically valuable sector of the local tourist industry. Therefore, retention of the existing stock of hotel and guest house accommodation is considered an important part of helping to maintain the local economy. This policy applies to all sites or buildings where the established planning use of the site is within Class C1 of the Town and Country Planning (Use Classes) Order.~~

~~Policy CO-TM3~~

~~Extensions to hotels in the countryside outside the New Forest~~

~~Permission will be granted for extensions to existing hotels and guest houses, including an increase in the number of bedspaces provided that the local planning authority is satisfied that:~~

- ~~a the development will assist in maintaining an established hotel or guest house business; and~~
- ~~b existing buildings are fully utilised and incapable of further adaptation; and~~
- ~~c the proposed extension is appropriate in scale and design to the existing building, and does not have an adverse impact on the local landscape or other features of acknowledged importance.~~

~~Within the Green Belt only minor extensions will be considered appropriate.~~

~~E4.5 This policy allows established hotels and guest houses some flexibility to modify their operations and adapt their businesses in response to the changing expectations of their customers. This may entail the provision of new ancillary facilities, such as health suites, the upgrading of rooms, or simply measures to meet changing food, hygiene and fire regulations.~~

~~E4.6 An extension will normally be considered acceptable if it is capable of being achieved with minimal impact on the overall physical appearance of the building and does not result in a significant increased prominence of buildings within their setting. In implementing this Policy the local planning authority will have regard to Policies DW E1, Section C1, DW E34, Section C3, and CO E1, Section E1.~~

Holiday parks, tourist caravan and camping sites

Policy CO-TM4

Holiday parks and camp sites in the countryside outside the New Forest

Holiday parks, touring caravan and camping sites will not be permitted, except as provided for in Policy NF-TM6, Section D5.

E4.7 Certain caravan and camping organisations are, subject to limitations, exempt from the need to obtain planning permission for their own supervised sites and approved sites under paragraphs 5 and 6 of the First Schedule to the Caravan Sites and Control of Development Act, 1960, and under Part 5, Class A of the Town and Country Planning (General Permitted Development) Order 1995. New Forest District Council will liaise closely with exempted organisations to seek to ensure that they undertake their activities without conflicting with the objectives of the Local Plan.

Policy CO-TM5

Extensions to holiday parks and camp sites in the countryside outside the New Forest

Extensions to existing holiday parks, and camping and/or caravanning sites will not be permitted, except:

- a in exceptional circumstances, to enable the removal of pitches from sensitive areas, part of a site may be relocated to a less sensitive area adjoining an existing site providing:**
 - i there are overall environmental benefits; and**
 - ii there is no increase in the overall site area or site capacity; and**
 - iii the area where pitches or other facilities are removed from is fully restored to an appropriate countryside landscape, and any existing use rights are relinquished; or**
- b where a minor expansion, not involving an increase in the number of units or pitches on the site, is necessary to facilitate a scheme to improve the site layout and landscaping; providing**
 - i there are overall environmental benefits, including reducing the visual impact of the site from the surrounding countryside; and**
 - ii the Local Planning Authority is satisfied that the number of units/ pitches on the whole site can be controlled by appropriate planning conditions or agreements.**

E4.8 This type of holiday accommodation is well provided for in and around the New Forest. It is often visually intrusive, and imposes pressures on the countryside in the form of traffic and other activity. For these reasons, further provision is not considered appropriate in the countryside of this District, much of which is subject to special designations. This policy also forms part of the local plan's strategy of reducing visitor pressures on the New Forest. In exceptional circumstances, a new holiday park, caravan or camp site may be permitted to allow the relocation, permanent abandonment and full landscape and habitat restoration, of an existing site within the New Forest. The capacity of the replacement site should be no greater than the site it is to replace and should meet other policies of this plan. 'Holiday Parks' refer to static holiday caravans and chalets, and 'Camp sites' refer to touring caravan, motor home and tent sites.

Policy CO-TM6

Up-grading of holiday parks and touring caravan sites in the countryside outside the New Forest

Up-grading of facilities in holiday parks and touring caravan sites which do not increase the overall visitor capacity of the site will be permitted provided:

- a any new facility or building does not materially increase the overall impact of the site within its setting;
- b the facility to be provided is incidental to the holiday park/ caravan site use.

Appropriate planning conditions will be attached to planning permissions for accommodation on holiday parks and caravan sites to ensure that it is not used as permanent residential accommodation.

E4.9 Up-grading of facilities in response to customer demands for improved standards may include improving ancillary facilities, and provision of new amenities to cater for staying guests, but not increasing accommodation. The provision of new facilities should not increase the overall impact of the site in the landscape. Any new permanent buildings should be located within parts of the site where permanent structures already exist.

E4.10 This policy applies to sites catering primarily for static holiday caravans and chalets, touring caravans and motor homes. With improved facilities holiday parks are able to extend their season of operation. The local planning authority is concerned to ensure that accommodation on holiday parks is not used as permanent residential accommodation. The full closure of a site for a set period each year is one way of achieving this. However, in some circumstances the local planning authority may consider a series of staggered closures for static units on different parts of the site. This would enable the holiday park to remain open throughout the year, but ensure that no single unit is occupied for more than ten months each year. A legal agreement to secure this arrangement would be required.

Policy CO-TM7

Upgrading of camp (tenting) sites in the countryside outside the New Forest

The up-grading of facilities on camping sites will be limited to the development of ancillary service facilities. Development to provide facilities will be permitted where the proposal is for:

- a a new building which replaces an existing permanent building on the same site and providing that the new building has no greater impact than the existing building on the site; or
- b the re-use of existing buildings, in accordance with Policy CO-RB1, Section E10.

E4.11 This policy applies to camp sites primarily catering for tents. Existing sites offer a choice of facilities; some are well equipped, others only have basic amenities. With the relatively short visitor season, for much of the year many of these sites merge back into the countryside. Only the permanent buildings on the site have an impact all year round. While sites with only basic facilities may have only limited appeal, it is not the purpose of this plan to encourage additional visitors to use camp sites in the District by allowing additional facilities. Many small private sites are linked to farms where the use of farm buildings to provide facilities may be acceptable. Ancillary service facilities may include washing and laundry facilities, but excludes shops and indoor leisure/ recreation facilities.

~~Visitor attractions and facilities~~

~~Policy CO-TM8~~

~~Visitor attractions in the countryside outside the New Forest~~

~~New visitor attractions will only be permitted by change of use or conversion of existing buildings, in accordance with Policy CO-RB1, Section E10.~~

~~E4.12 The local planning authority seeks to protect the countryside from new building detrimental to its character, and these developments are therefore restricted to re-use of existing buildings.~~

Policy CO-TM9

Extensions to visitor attractions in the countryside outside the New Forest

Limited extensions or alterations to visitor attractions will be permitted where they:

- a are necessary for the efficient operation of the existing business; and
- b are contained within the existing site boundaries; and
- c are compatible with the countryside location and adjoining land uses; and
- d will not result in additional pressures on the New Forest.

E4.13 The local planning authority seeks to enable existing attractions to remain viable while avoiding adverse impacts on the countryside or the New Forest arising from additional development. The authority is particularly concerned to avoid increases in numbers of visitors in the countryside in locations which would result in additional pressures on the New Forest.

E5 Shopping in the countryside outside the New Forest

E5.1 Within the countryside outside the New Forest, retail development consists mainly of village shops, and a few farm shops and plant nurseries. Residents look mainly to the shops within the defined built-up areas for their convenience goods and local services. The number of village shops is declining as shopping patterns change.

E5.2 Village shops are important not only in terms of local shopping but often as a meeting and information point, especially for the elderly and those without means of access in relatively isolated communities. While planning policy itself cannot reverse the decline of village shops, it can seek to accommodate those shopping activities which are still viable, support the rural economy, and reduce the need for journeys elsewhere.

Shops in villages in the countryside outside the New Forest

Policy CO-S1

Shops in villages

In villages, the development of new small-scale convenience shops serving local needs, and extensions to existing shops, will be permitted provided:

- a they will not extend the curtilage of the premises into adjoining countryside; and
- b they have no unacceptable impact on adjoining land uses; and
- c where a new building is proposed to provide a small-scale convenience shop, the proposal meets a need not otherwise met within the local community.

~~Policy CO-S2~~

~~Loss of shops~~

~~In villages, the change of use of a shop to financial and professional services or other office/business uses will be permitted providing the proposal would not result in the loss of the last convenience shop serving the settlement. The change from retail to residential use will not normally be permitted.~~

~~E5.3 It is in the interests of village communities that new shops and/or the retention of existing shops are encouraged, although there is little that the planning authority itself can do directly to ensure their survival. In some villages particular shops cease to be viable but in granting permission for other commercial uses for such buildings, future scope for their re-use as shops may be retained. Where the proposal involves the loss of the last convenience shop, the local planning authority is unlikely to grant planning permission for an office/business use unless it is satisfied that all reasonable efforts have been made to sell or let the property as a shop and that it is not economically viable to retain the building for this purpose.~~

Shopping development outside villages in the countryside outside the New Forest

Policy CO-S3

Shops outside villages

New development or change of use for retail purposes will not be permitted in the open countryside.

E5.4 The local planning authority seeks to protect the countryside from inappropriate development. Shopping facilities will be encouraged to locate within the defined built-up areas. Garden centres fall within the category of retail development not normally permissible in the countryside.

E5.5 Farm shops selling goods produced on the farm do not normally require planning permission. They can provide a valuable local facility and an additional source of income for farms, and can help to sustain the rural economy. However, the selling of a significant proportion of goods other than those produced on the farm brings these enterprises within the definition of retail development covered by Policy CO-S3, and will not normally be permitted.

~~Amusement centres~~

~~Policy CO-S4~~

~~Amusement centres in the countryside outside the New Forest~~

~~Amusement centres will not be permitted.~~

~~E5.6 Amusement centres are not appropriate uses outside defined built up areas.~~

E6 Food and drink uses in the countryside outside the New Forest

E6.1 Food and drink (catering) uses, as defined by Class A3, Class A4 and Class A5 of the Town and Country Planning (Use Classes) Order 1987 (as amended), include all proposals for the sale of food or drink for consumption on the premises or of hot food for consumption off the premises, for example, public houses, restaurants, wine bars, cafes, snack bars and hot food shops.

E6.2 There is a need to balance the social and economic benefits that food and drink outlets can bring with other planning objectives, such as the conservation of the countryside. A flexible approach in considering facilities for residents, tourists and visitors in the countryside outside the New Forest may assist in taking pressure off the New Forest.

Policy CO-F1

Food and drink premises in the countryside outside the New Forest

The development of new buildings for food and drink outlets will not be permitted. The change of use of existing buildings for food and drink uses may be permitted in accordance with Policy CO-RB1, Section E10.

Extensions to existing food and drink premises and the provision of related outdoor facilities will be permitted provided that:

- a they have no unacceptable impact upon the amenities of neighbouring land or the character of the area; and**
- b no traffic hazard through servicing, or through increased parking on the road or verges will result; and**
- c equipment required to meet health, pollution and fire regulations is not visually intrusive.**

Extensions or alterations may include the provision of overnight guest accommodation.

E6.3 This policy seeks to enable some improvements to food and drink outlets in the countryside while minimising their environmental impact. They are intended to enable proposals which are small in scale and unobtrusive in the countryside.

E6.4 In implementing this policy, the local planning authority will have regard to Policies DW-E1, Section C1, and CO-E1, Section E1, including the impact by way of noise, fumes, smell, litter, traffic generation and parking. These effects can be particularly noticeable with take-away food outlets. The provision of related outdoor facilities, such as gardens and play areas, can also have an impact on the amenity of the area.

E6.5 In considering proposals for extensions, the local planning authority will have regard to previous proposals to extend the premises which have been implemented. The authority seeks to avoid harmful increases in the impact of these forms of development on the character and amenities of the countryside.

E6.6 Where appropriate, the hours of opening will be limited by means of a planning condition.

Loss of public houses

Policy CO-F2

Loss of public houses in the countryside outside the New Forest

Permission will only be granted for development or change of use resulting in the loss of a public house where:

- a there is another existing public house in the village or located close by; or**

- b the local planning authority is satisfied that all reasonable efforts have been made to sell or let the property as a public house.**

E6.7 Most settlements in the countryside have at least one public house. Public houses often play a vital social and economic role in the local community. While the success of a public house is dependent on market forces, within the limits of planning control this local plan seeks to ensure that a community does not lose the only public house serving it. However, the local planning authority recognises that there are limits to the successful implementation of this policy as in some circumstances a public house may be subject to a change of use without the need for planning permission, e.g. a change of use to a Class A1, A2 or A3 use¹.

¹ From 21 April 2005 Public Houses fall within Class A4, Drinking Establishments

E7 Recreation in the countryside outside the New Forest

E7.1 Government advice is generally to encourage appropriate recreational uses in the countryside, to increase public access to, and appreciation of the countryside, and to assist in diversifying the rural economy.

E7.2 Hampshire County Structure Plan Review Policy R3 indicates that in the countryside, recreational uses of an appropriate scale and character will be permitted which assist the local economy, relieve recreational pressure on the New Forest, meet the local community's recreational needs, or involve the re-use of existing buildings subject to environmental and transport criteria.

Outdoor recreation

Policy CO-R1

Outdoor recreation uses in the countryside outside the New Forest

Outdoor recreation uses will be permitted which will:

- a** assist in relieving pressures on the New Forest; or
- b** meet local recreational needs; or
- c** assist in the diversification of agricultural enterprises;

provided that they:

- i** will not result in any increased pressures on the New Forest or the coast; and
- ii** do not involve substantial new buildings such as stadia or indoor recreation facilities, or large areas of car parking (see also Policy CO-R2 below).

Noisy sports will only be permitted where they would have no unacceptable impact on the amenities of local residents or on other environmental or agricultural interests.

E7.3 The countryside and the coast can provide a valuable recreational resource, and the policy seeks to enable their use for these purposes without prejudicing their environmental quality. In implementing this policy, the local planning authority will have regard to the District-wide policies in Part C and Policy CO-E1, Section E1, particularly the impact on landscape, nature conservation and agricultural interests, and the implications of the activity in terms of actual or potential demands for lighting, spectator facilities, buildings, parking, traffic on adjoining roads and noise. Policy CO-R1 also provides a corollary to other policies in Section E7 and should be applied, as appropriate, together with policies CO-R2 to CO-R10 when considering development proposals. The authority will encourage recreational proposals which are of benefit to the local community.

Buildings and other facilities for outdoor recreation

Policy CO-R2

Development ancillary to recreation uses in the countryside outside the New Forest

The development of new buildings and/or other facilities in association with outdoor recreational uses (other than horsekeeping and riding - see Policies CO-R7 to CO-R10) will only be permitted where the local planning authority is satisfied that:

- a** they are ancillary to an otherwise acceptable recreational activity; and
- b** they cannot be accommodated in existing buildings or built-up areas.

All weather playing pitches will only be permitted on existing or proposed playing fields. Floodlighting will only be permitted where it can be demonstrated that it will have no significant adverse effect on the amenities of local residents or the character and appearance of the area.

E7.4 Outdoor sports, including coastal recreation, can bring with them requirements for buildings such as changing rooms, club rooms, stores, spectator viewing, conveniences, car parking etc., and a need for improved facilities such as all weather surfaces on playing pitches. The authority seeks to enable such provision whilst minimising impact on the countryside and the undeveloped coast.

E7.5 Floodlighting can be obtrusive because of the structures involved, and the visual impact of the lighting itself; it can also enable the continuation of activity into times of day when it becomes detrimental to residential amenities.

Golf courses

Policy CO-R3

Golf courses in the countryside outside the New Forest

Golf courses may be permitted, provided that associated buildings are kept to a minimum, of unobtrusive design and appearance, and strictly related to the golf course use; they will not include residential or hotel development.

E7.6 In accordance with government advice in Planning Policy Guidance Note 17 (PPG17), Planning for Open Space, Sport and Recreation 2002, this policy seeks to enable the development of golf courses, subject to environmental constraints. In implementing this policy, the local planning authority will have particular regard to District-wide policies in Part C and Policy CO-E1, Section E1, especially the impact of such proposals on Sites of Special Scientific Interest and other areas of nature conservation value, the Area of Outstanding Natural Beauty and historic landscapes. These constraints are likely to mean that opportunities for golf course development are limited.

E7.7 Golf course proposals should normally be directed towards lower grade agricultural land not subject to other environmental designations. However, where golf course proposals involve Grade 1, 2 or 3a agricultural land (see Policy DW-E42, Section C5), developers should supply sufficient detail of construction and layout of the course to enable the impact of the proposal on the agricultural value of the land to be assessed.

E7.8 Proposals for golf driving ranges will be determined against Policies CO-R1 and CO-R2 above.

Country recreation areas

Policy CO-R4

~~Country recreation areas in the countryside outside the New Forest~~

~~The creation of country recreation areas, defined as areas laid out and managed for quiet, countryside-related activities, will be permitted provided that:~~

- ~~a they are designed and managed so that they provide an attractive alternative to the New Forest; and~~
- ~~b they do not include special attractions or indoor recreation facilities; however, they may include low key ancillary facilities such as car parks, appropriate play facilities, education and interpretation facilities, conveniences and provision for refreshments.~~

~~E7.9 Country recreation areas can increase public access to the countryside, assist in the diversification of the rural economy and can be appropriate after uses for mineral workings. Provided that they are carefully located, they can also assist in relieving pressures on the New Forest.~~

~~E7.10 Quiet, countryside-related activities include walking, non-commercial cycling and horse riding, informal play and sporting activities, picnics, barbecues etc.. Where the area contains lakes, they may also include low key activities such as sailing, canoeing and fishing. They do not include indoor facilities, or special attractions such as caged animals or birds, amusements or public entertainment facilities, which in terms of both their appearance and the level of activity generated are likely to be detrimental to the character and amenities of the countryside.~~

~~E7.11 Examples of countryside areas where provision is being made for countryside recreational activities of this type are at the Avon Valley Lakes north of Ringwood (see Policy AV 6, Section E11), and, to a more limited extent, at the reservoir development known as Testwood Lakes to the north of Totton. The local planning authority will encourage further provision, particularly in conjunction with the restoration of mineral workings at Ringwood Forest, and north of Marchwood.~~

~~E7.12 In implementing this policy the local planning authority will have particular regard to Policy CO-R1 above and Policy CO-E1, Section E1.~~

Local recreational needs

~~Policy CO-R5~~

~~Outdoor recreation facilities for local needs in the countryside outside the New Forest~~

~~The development of formal and informal outdoor recreation facilities to meet the needs of local communities (including those within the built-up areas) will be permitted.~~

~~E7.13 This policy refers to open space facilities such as playing pitches, and to informal open space for general recreational use. The local planning authority seeks to ensure that so far as possible, open space is provided to meet the needs of local communities in accordance with the standards set out in Appendix G6. In implementing this policy, the local planning authority will have regard to District wide policies in Part C and Policy CO-E1, Section E1.~~

~~E7.14 Land in the countryside is allocated for public open space to serve a number of built-up areas (see proposals maps).~~

~~Policy CO-R6~~

~~Indoor recreation facilities for local needs in the countryside outside the New Forest~~

~~The building of indoor sports facilities will not be permitted in the countryside. The re-use of rural buildings to provide indoor recreation facilities to serve local needs may be permitted subject to Policy CO-RB1, Section E10.~~

~~E7.15 Indoor sports facilities should normally be provided in the built-up areas.~~

~~E7.16 However, some local community needs for indoor recreation facilities need to be met locally in countryside settlements. In order to avoid inappropriate new building in the countryside, the District Council will encourage the provision of these facilities by means of joint use of community buildings such as schools and village halls.~~

~~E7.17 This policy does not include the provision of recreation facilities in association with hotels, which are covered by Policy CO-TM3, Section E4.~~

Recreational horsekeeping and riding

~~Policy CO-R7~~

~~Commercial riding establishments in the countryside outside the New Forest~~

~~New commercial riding establishments and livery stables, and extensions to existing premises will be permitted provided that they will not:~~

- ~~a lead to increased riding pressures on the open New Forest; or~~
- ~~b have an unacceptable effect on residential amenities; or~~
- ~~c cause or increase danger to road users.~~

~~E7.18 Riding is a popular recreational activity in the countryside, and also provides potential for diversification of activities within agricultural enterprises. The policy seeks to enable this activity while avoiding adverse environmental impacts such as further damage to the New Forest. In implementing this policy, the local planning authority will have regard to the District-wide policies in Part C and to Policy CO-E1, Section E1. Particular concerns will be the impact on landscape, nature conservation~~

interests and residential amenity resulting from such matters as the introduction of new buildings and associated facilities (e.g. floodlighting), problems associated with stables (e.g. noise, smells, rats and flies), and the implications for traffic and hazards caused by riders on public roads.

Policy CO-R8

Recreational horse-keeping in the countryside outside the New Forest

Permission for recreational horse-keeping may be granted provided that the local planning authority is satisfied that it will not lead to increased riding pressures on the open Forest.

E7.19 Recreational horse keeping in the countryside around the New Forest can, through associated riding activity, cause erosion of the open Forest. It can also be accompanied by pressure for stabling and other facilities which can detract from the character and appearance of the countryside, and in implementing this policy, the local planning authority will have regard to the provisions of Policies DW-E1, Section C1 and CO-E1, Section E1.

E7.20 The local planning authority cannot control the use of land for grazing. However, the keeping of recreational horses involves a more intensive use of land which is subject to planning control (except where it occurs within residential curtilages when it may be classed as permitted development). The distinction between grazing and keeping is not always clear; however, a judgement can normally be made on the basis of the area of grazing land available per animal. As a guideline, the keeping of horses occurs where there is less than 0.3 ha (0.75 acre) of land per horse.

E7.21 This policy will be taken into account when considering applications for stables and field shelters.

Policy CO-R9

Stables and field shelters in the countryside outside the New Forest

Permission will be granted for field shelters or stables provided the building is:

- a sensitively sited to be unobtrusive in the landscape; and**
- b modest in scale and appearance; and**
- c constructed of appropriate materials.**

E7.22 The local planning authority seeks to limit the proliferation of buildings in the countryside. However, the need for shelter for horses is recognised, and the policy enables the provision of simple field shelters and stables, provided that they can be sited without a detrimental impact on the landscape.

Policy CO-R10

Maneges in the countryside outside the New Forest

Outdoor maneges will be permitted. Floodlighting will only be permitted where it can be demonstrated that it will have no significant adverse effect on the amenities of local residents or on the character and appearance of the area.

The development of new indoor maneges will not be permitted.

E7.23 Maneges are all-weather riding arenas, fenced and occasionally floodlit, used for the schooling of animals and riders. The local planning authority seeks to enable the provision of maneges whilst also minimising the environmental impact of these proposals arising from the excavations, surfacing materials, fencing etc. involved in their construction. Floodlighting can be obtrusive because of the structures involved, and the visual impact of the lighting itself; it can also enable the continuation of activity into times of day when it becomes detrimental to residential amenities. In implementing this Policy the local planning authority will have regard to the District-wide policies in Part C and Policy CO-E1, Section E1.

E7.24 Indoor maneges are generally large structures which, with associated car parking and access, are likely to have an undesirable impact on the landscape.

E8 Community facilities and services in the countryside outside the New Forest

E8.1 Community facilities and services include education, health and social service facilities, public and emergency services, village halls, community buildings, sports and social clubs, libraries, cultural facilities, places of worship, allotments and cemeteries. Access to a full range of these facilities is desirable for the well-being of communities. It is an objective of this local plan to enable the provision of community facilities to meet the needs of communities within the District. It is also an objective of the local plan to reduce dependence on the car, and it is therefore desirable that the facilities provided should be located within or adjoining villages to maximise opportunities for access by transport modes other than the car.

Education facilities

Policy CO-P1

New schools and extensions in the countryside outside the New Forest

New schools and other educational establishments will only be permitted where the proposal is for the change of use of an existing building, in accordance with Policy CO-RB1, Section E10, and is to serve the needs of communities within New Forest District. In exceptional circumstances, where a local need is established which cannot otherwise be met, and the proposal is within or adjoining an existing settlement which offers opportunities for access by transport modes alternative to the car, a site for a new building may need to be considered in the countryside.

Extensions to existing establishments will be permitted where they are:

- a required to serve the needs of the local community within their catchment area; or
- b necessary to upgrade existing facilities and will not lead to an intensification of the use of the site or materially increase their impact on the countryside.

E8.2 This policy gives limited scope for new facilities through the change of use of existing buildings. Such developments may, for example, include pre-school or nursery education establishments. It also enables the educational needs of local communities to be met through the extension and upgrading of existing facilities. In implementing this policy particular regard will be had to Policy DW-E1, Section C1 and DW-T7, Section C9, including consideration of the accessibility of the proposed development to its catchment community by transport modes alternative to the car, in particular public transport, walking and cycling.

E8.3 The local planning authority seeks to minimise built development in the open countryside, and therefore the policy does not normally allow the building of new schools. However, it is recognised that it may be impractical to locate new schools to serve the needs of local communities within existing built-up areas. Accordingly where a local need is established which cannot otherwise be met, a site may need to be considered in the countryside. The local planning authority will seek to ensure that any such proposal is located within or adjoining an existing settlement in order to maximise opportunities for access to it by public transport, walking and cycling.

Policy CO-P2

Redundant schools in the countryside outside the New Forest

Where a school in the countryside becomes redundant, proposals for re-use of the buildings which accord with Policy CO-RB1, Section E10, will normally be permitted. Development will not normally be permitted on any associated playing fields or outdoor sports facilities; if these are not required for outdoor uses by the new user or the local community, they should be converted to agricultural use, or other use appropriate to a location in the countryside.

E8.4 This policy seeks to enable the re-use of redundant schools without additional built development inappropriate in the countryside.

Health and social services facilities and care homes

E8.5 These include day care centres, rehabilitation units, group homes, nursing homes and residential care homes, and dentists, doctors and veterinary surgeries, health centres and clinics. The majority of these facilities are in the main built-up areas where they are most accessible, and well related to associated services. However, some may also be required to serve communities in the countryside.

~~Policy CO-P3~~

~~Health and social services facilities in the countryside outside the New Forest~~

~~The development or extension of new health, medical and social services facilities, other than nursing, rest, residential care, convalescent or group homes (see Policies CO-P4 and CO-P5 below) will not be permitted except where:~~

- ~~a the proposal is for the change of use of an existing building; or~~
- ~~b the local planning authority is satisfied that they are essential services and facilities which will be of clear and direct benefit to the village or rural community where the development is proposed; and where they cannot be accommodated in existing buildings or defined built-up areas, and they are located to maximise opportunities for access by alternative transport modes to the car.~~

~~E8.6 This policy covers developments such as doctors, dentists and veterinary surgeries to meet local community needs. It is not intended to allow larger scale developments capable of serving a wider area which would draw people into the countryside. The re-use of existing buildings to provide facilities is subject to Policy CO-RB1, Section E10. Any such proposals should be located within or adjoining existing settlements to maximise opportunities for access by public transport, walking and cycling.~~

Policy CO-P4

Care homes in the countryside outside the New Forest

The development of new care homes will only be permitted by change of use of existing buildings subject to Policy CO-RB1, Section E10.

Policy CO-P5

Extensions to care homes in the countryside outside the New Forest

The extension of existing care homes will be permitted providing this can be achieved in a satisfactory manner within the existing site and without having a harmful impact on the locality.

E8.7 Provision of homes of this type through new development would not be appropriate development in the countryside. However, such uses may be appropriate in existing rural buildings provided they meet the criteria in Policy CO-RB1, Section E10. Extensions to existing homes should not harmfully increase their impact on the countryside, either by way of visual intrusion or traffic generation. For the purposes of Policies CO-P3 to CO-P5 the uses referred to will be those falling within Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and does not include sheltered or other retirement housing falling within Use Class C3.

~~Community and cultural facilities~~

~~Policy CO-P6~~

~~Community facilities in the countryside outside the New Forest~~

~~Proposals to develop, improve or extend community and cultural facilities will be permitted provided that the proposal:~~

- ~~a is of clear and direct benefit to the local village or rural community where the development is proposed; and~~
- ~~b cannot be accommodated in existing buildings or defined built-up areas; and~~

- ~~c they are located to maximise opportunities for access by transport modes alternative to the car.~~

~~E8.8 This policy seeks to enable developments such as local village halls, sports and social clubs and community buildings needed by rural communities within or adjoining existing settlements in order to maximise opportunities for access by public transport, walking and cycling. It also includes provision for new, and extensions to existing allotments and cemeteries. It is not intended to allow the provision of facilities that would serve the wider public which are more appropriately provided in the main built up areas. Where possible, built facilities should be provided through the conversion and re-use of existing buildings, subject to Policy CO-RB1, Section E10.~~

~~E8.9 Sites for new allotments in the countryside are allocated at Totton (Policy TE-25, Section F22), and at New Milton (Policies NM-18 and NM-19, Section F19).~~

~~Retention of community facilities~~

~~Policy CO-P7~~

~~Loss of community facilities in the countryside outside the New Forest~~

~~Permission will not be granted for redevelopment or change of use which would result in the loss of an existing community facility, including schools and health and social service facilities, which is capable of providing a valuable and viable amenity or facility for the local community, except where the local planning authority is satisfied that:~~

- ~~a there is an equivalent facility in the village or close by capable of meeting the need; and~~
- ~~b all reasonable efforts have been made to retain the site in community use.; or~~
- ~~c the loss of the facility is part of a scheme of rationalisation of services which would result in an overall benefit in the level of provision to the local community in locations which are equally, or mre, accessible to the local population.~~

~~E8.10 Facilities such as village halls, sports and social clubs and other community buildings including schools and those used for health and social services facilities are essential for the maintenance of community life. The local planning authority will resist the loss of existing, well-used community facilities, where necessary working closely with the providers of such facilities and other agencies able to support them. In the case of health and social service facilities, the District Council will seek to ensure that proposals for closure and/or rationalisation do not result in a diminution of the level of service provided to local communities.~~

~~E9 Utilities in the countryside outside the New Forest~~

~~E9.1 Background information regarding the provision of water services, developments by electricity and gas suppliers, and telecommunications developments is in Section C11, which also contains a general policy for the development of power stations.~~

~~Infrastructure~~

~~Policy CO-P8~~

~~New utility infrastructure in the countryside outside the New Forest~~

~~The development of new reservoirs, and gas and electricity related infrastructure, including extensions to existing facilities and works, will be permitted in the countryside provided that:~~

- ~~a the development is required primarily to serve the needs of New Forest District (except for power stations allocated under Policy DW-P2, Section C11); and~~
- ~~b the local planning authority is satisfied that possible alternative sites and alternative means of provision have been examined and that the proposed development is overall the most environmentally acceptable way of achieving the purpose of the development; and~~
- ~~c the amenities of nearby developments are safeguarded; and~~
- ~~d appropriate measures to ameliorate the environmental impact of the development are incorporated in the development proposal.~~

~~Applicants will be required to enter into a legal agreement requiring the removal of plant and equipment and restoration of the site should the utility become surplus to requirements.~~

~~E9.2 Where new utility infrastructure developments are proposed, all options should be examined so that only the most appropriate sites are developed. The local planning authority seeks to protect the countryside, particularly areas which are subject to special designations, from inappropriate development and will have particular regard to the District wide policies in Part C and Policy CO-E1, Section E1. However, it is often impractical to site public utilities developments within built up areas, because of the lack of suitable sites and the impact on residential amenity.~~

~~E9.3 Where proposals are approved, measures to protect and enhance the landscape and other environmental protection measures will be encouraged to minimise any adverse effects. In the case of proposals for power lines, the local planning authority will encourage these to be laid underground.~~

~~E9.4 Some proposals will in addition be subject to environmental impact assessment in accordance with the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999 (see Section C8).~~

~~Telecommunications~~

~~Policy CO-P9~~

~~Telecommunications in the countryside outside the New Forest~~

~~The development of telecommunications facilities and related infrastructure will be permitted where having regard to technical and other considerations:~~

- ~~a the local planning authority is satisfied that alternative sites and means of provision including the possibility of mast or site sharing have been examined and that there is no more appropriate way of meeting the purposes of the development; and~~

- ~~b all possible steps are taken to minimise the environmental impact of the development.~~

~~A condition will be imposed on any planning permission granted requiring the removal of all equipment and restoration of the site should the facility cease to be used.~~

~~E9.5 While recognising the need to facilitate the growth of new and existing telecommunications systems, and the wider environmental benefits of telecommunications developments, it is also important to protect the countryside, in particular the New Forest, the AONB and other specially designated areas, and sites bordering or visible from these areas. The policy is intended to ensure that where the need for new development can be shown, all options are examined so that only the most appropriate sites are developed. In demonstrating the need for the development, applicants will be required to explain its significance in relation to the national network. Applicants should note that favourable consideration is more likely to be given to innovative design solutions that assist in minimising environmental impact. The local planning authority will consider producing a Supplementary Planning Document relating to the siting and design of telecommunications masts and apparatus. In implementing this policy, the local planning authority will have particular regard to the District wide policies in Part C and Policy CO E1, Section E1.~~

~~E9.6 Where proposals are approved a landscape and environmental protection scheme will be required to minimise any adverse effects. As part of technical considerations, proposals will be assessed to determine whether they will result in the displacement of existing masts or structures and/ or whether they will facilitate future network development by reducing the need for additional masts or structures.~~

~~E9.7 The attention of applicants is drawn to the health considerations relating to telecommunications masts outlined in PPG8 (August 2001). Applicants should include with their development proposals assurances that these meet the guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP).~~

~~E9.8 The relevant authorities will be consulted on planning applications for structures exceeding specified heights within the safeguarded areas for Bournemouth and Southampton International airports. All airport consultation zones are shown on the plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan. Issues surrounding development in the airport consultation zones are dealt with in detail by Policy DW E47 of the Plan and its supporting text (Section C6). See also Appendix G8.~~

E10 Re-use of buildings in the countryside outside the New Forest

Policy CO-RB1

Re-use of buildings in the countryside outside the New Forest

Permission will be granted for the re-use of buildings in the countryside for:

- a residential uses subject to the following criteria:
 - i the building is not appropriate in terms of its design and location for other uses acceptable under this Policy; or
 - ii there is no other means of securing that a building of architectural or historic interest is retained and conserved; or
 - iii the proposal is for an agricultural or forestry workers dwelling in accordance with Policy CO-H5 or provides dwellings for local needs in accordance with Policy CO-H7 Section E2; or
- b employment uses, in accordance with Policy CO-B2, Section E3; or
- c hotel, guesthouse or other tourist accommodation in accordance with Policy CO-TM1, Section E4; or
- d ancillary service facilities on existing caravan and camping sites, in accordance with Policy CO-TM7, Section E4;
- e visitor attractions in accordance with Policy CO-TM8, Section E4; or
- f food and drink uses in accordance with Policy CO-F1, Section E6; or
- g recreational uses for local needs in accordance with Policy CO-R6, Section E7; or
- h education, health, social service and community facilities, in accordance with policies CO-P1 to CO-P6, Section E8;

provided that the proposed use will not have an unacceptable impact on the character or amenities of the countryside or settlements, or result in unacceptable pressures on the New Forest, and the building:

- i is appropriate in scale and appearance to its location, and can be converted without significant extension or detriment to itself or its surroundings; and
- ii is structurally sound, and can be re-occupied without re-building; and
- iii can be provided with access, car parking and services without works detrimental to the character of the countryside.

On sites creating additional residential units the District Council will negotiate with developers for the provision of affordable housing in accordance with Policy AH-2, Section B4.

E10.1 The policy is intended to enable the re-use of buildings which are appropriate to their setting, a genuinely re-usable resource (ie. they can be refurbished economically to meet the required standards such as Building Regulations and Factory Act provisions), and are on sites which meet highway and other local authority standards. In order to avoid an increase in their environmental impact, such proposals should not rely on large extensions; once established, these uses will only be permitted to extend in accordance with the policies of this local plan. In accordance with government guidance in PPS7, Sustainable Development in Rural Areas, the need to accommodate local business and industry will be a material factor in considering proposals for the re-use of a building.

E10.2 Changes in both the profitability of farming and its methods of working have in recent years led to pressures for agricultural buildings in particular to be put to other uses. The local planning authority is sympathetic to the needs of those

wishing to diversify agricultural enterprises (see Section E3), but wishes to avoid a harmful impact, individually or cumulatively, on the rural environment.

E10.3 Purpose-built or pre-fabricated agricultural buildings, such as glasshouses or prefabricated barns, are usually large and obtrusive, and any re-use other than agricultural or horticultural is likely to be of a scale and type which the local planning authority would not wish to encourage in the countryside.

E10.4 The re-use of existing buildings to provide visitor accommodation can aid diversification of the rural economy. However, to accord with the local plan's aim of protecting the countryside from further development, it is important that such conversions can be achieved without the need for significant physical alteration.

E10.5 Although it is not possible to specify the type of visitor attraction which would be acceptable, in general, attractions should relate to and complement the unique character of the area. They should appeal to visitors who are already attracted to the District, and in particular those specifically seeking the quiet enjoyment of the New Forest or the surrounding countryside.

E10.6 The local planning authority seeks to enable some provision of food and drink outlets in the countryside whilst minimising their environmental impact and avoiding inappropriate new building. The policy enables proposals which are small in scale and unobtrusive in the countryside.

E10.7 The re-use of existing buildings to provide education, health, social service, recreation and community facilities can help towards meeting the needs of countryside settlements, thus avoiding inappropriate new building in the countryside.

E10.8 The Housing Needs Survey, detailed in Section B4 of this Plan, has revealed a significant need for affordable housing in rural areas throughout New Forest District. Where the re-use of a building for residential purposes is acceptable, a contribution towards the provision of affordable housing will be negotiated in accordance with Policy AH-2 (Section B4). If it is not practical or appropriate to make the affordable housing provision on site a financial contribution towards the provision of the affordable dwellings elsewhere will be negotiated.

E10.9 In implementing this policy, the local planning authority will have regard to the District-wide policies in Part C and Policy CO-E1, Section E1.

E11 Site specific policies in the countryside outside the New Forest

Avon Valley Lakes

E11.1 Sand and gravel workings in the area, principally to the east of the River Avon, north of Ringwood have resulted in the creation of a complex of lakes. The value of these lakes for recreation and nature conservation has been reflected in planning policies for the area since the 1970s. In the 1980s, following summer droughts in 1983 and 1984, the potential of the lakes for water storage was investigated by the then Wessex Water Authority. In 1987 work started on a scheme to use Ellingham, Ivy and Blashford Lakes for water storage. Planning permission for a second stage of the scheme, involving Rockford, Ibsley and North Somerley Lakes was granted in 1991. The summer drought of 1995 illustrated once again the importance of water reserves provided by the Blashford Lakes water storage facilities.

E11.2 In considering proposals for water storage use of the lakes the planning authority was mindful of potential conflicts which could arise between the use of the lakes for this purpose and:

- i recognised features of nature conservation importance, e.g. the Avon Valley SSSI, Linbrook and Dockens Water;
- ii the existing and potential recreation and nature conservation use of the lakes; and
- iii the need to conserve and enhance the character and landscape of the area.

E11.3 In an agreement associated with the planning permission for their scheme Wessex Water were asked to produce a Management Strategy and Plan for the Blashford Lakes area. The Blashford Lakes Consultative Committee was also established to help formulate management policies for the area, involving not only the District Council and Wessex Water, but also the County Council, Bournemouth and West Hampshire Water plc, English Nature, Hampshire Wildlife Trust, landowners, gravel companies, the Sports Council and local sports clubs. The Blashford Lakes Management Strategy and Plan is being updated and re-published as the Blashford Lakes Strategic Management Plan 2005. It will provide informal guidance to assist in the determination of planning applications in the area of the lakes.

E11.4 Sand and gravel extraction and restoration work will continue in the Blashford area for some years. Water storage is likely to remain the primary purpose of Blashford Lake, Ellingham Lake, Ellingham Pound, and Ibsley Water. Rockford and North Somerley Lakes also have the potential for water storage and supply. Hampshire County Council is responsible for determining planning applications for mineral extraction and site restoration in accordance with the Hampshire Portsmouth and Southampton Minerals and Waste Local Plan; New Forest District Council is consulted on such proposals. New Forest District Council determines planning applications for change of use of restored sites.

E11.5 In 1994, the Avon Valley (Bickton - Christchurch) Site of Special Scientific Interest (SSSI) was extended to include most of the Avon Valley Lakes in the Blashford area. The lakes are now of international and national importance for migratory wildfowl and wading birds, attracting large numbers of wintering gadwall, coot, and mute swans. The lakes provide crucial roosting sites for the flocks of wildfowl that feed in the valley. They are within the area included in a listed Ramsar site and classified Special Protection Area (SPA).

E11.6 The designation of the lakes as part of the SSSI and SPA/ Ramsar site can be seen as evidence of the successful balancing of nature conservation, recreation and water storage uses in the implementation of the Blashford Lakes scheme. The inclusion of the lakes in the SSSI and SPA/ Ramsar site should not prejudice continued recreation or water storage uses in the area but may require revision to aspects of management.

Policy AV-1

Avon Valley Lakes: nature conservation

The northern part of Ibsley Water, Ivy Lake, Mockbeggar Lakes, Rockford Lake, and any new lakes created by mineral workings in the Avon Valley will be safeguarded for nature conservation. Development which would prejudice the special interest of the sites subject to statutory nature conservation designations will not be permitted.

E11.7 The Blashford Lakes Management Strategy and Plan provided a detailed framework which ensured that water storage use, recreational uses and nature conservation interests could co-exist. Without the benefit of the Management Strategy and Plan some of the uses that have been successfully accommodated in the area could have had a potentially damaging effect on the Site of Special Scientific Interest, Special Protection Area and Ramsar site. The Strategic Management Plan has sought to maintain this balance between nature conservation and other uses while ensuring the protection of features of special nature conservation interest.

E11.8 Policies DW-E36 and DW-E37, Section C4 restrict development in nature conservation sites designated under national legislation and international directives. Within the area subject to the Blashford Lakes Strategic Management Plan the level of recreational, water storage and other activities will be strictly controlled and monitored, and subject to an appropriate management agreement to the satisfaction of the Blashford Lakes Consultative Forum and the local planning authority.

Policy AV-2

Avon Valley Lakes: water storage

With the exception of Mockbeggar Lake, the use of lakes created by sand and gravel workings in the Blashford-Ibsley area for water storage will be permitted provided that:

- a proposals include appropriate provision for recreational use and nature conservation interest; and**
- b the development would not have significant adverse affects on the Avon Valley SSSI, the ecological value of nearby watercourses, the Avon Valley floodplain, and the environs of lakes; and**
- c any associated bank reprofiling would be in keeping with the landscape character of the area, and important existing landscape features are retained; and**
- d private water supplies are safeguarded.**

E11.9 An Environmental Statement may be required by the local planning authority to accompany a planning application for a water storage scheme.

E11.10 The generally open, flat character of the floor of the Avon Valley does not lend itself easily to proposals requiring significant bunding around lakes. Any proposal necessitating the raising of banks around lakes will need to pay particular attention to measures to minimise the impact on the local landscape.

Policy AV-3

Avon Valley Lakes: water storage plant

Essential buildings, associated plant and infrastructure ancillary to water storage use of the lakes will be permitted. Buildings should be provided in a centralised location.

E11.11 A water treatment works to serve the lakes is located to the north of Ivy Lake. It is considered that this would be the preferred location for any additional operational buildings required in the future if operationally feasible.

Policy AV-4

Avon Valley Lakes: recreational uses

Recreational uses will be permitted on the following Avon Valley lakes:

Hightown Lake, Hucklesbrook Lakes, Hurst Ponds, Kingfisher Lakes, Moreys Lakes, North Somerley, Poulner Lake.

Recreational uses which do not prejudice any water storage use and are compatible with nature conservation interests, will be permitted on:

Blashford Lake, Ellingham Lake, Ibsley Water, Linbrook Lake, Snails Lake.

Policy AV-5

Avon Valley Lakes: recreation facilities

Recreation facilities in the Blashford Lakes area required to serve water-based recreational uses, and facilities to enhance the interpretation and enjoyment of wildlife will be permitted.

E11.12 Proposals for recreational use of the Avon Valley Lakes should be in accordance with Policy CO-R1, Section E7.

E11.13 While the Local Planning Authority recognises the value to nature conservation of the area, it also appreciates the special opportunities that the Avon Valley lakes offer for the development of in-shore water-based recreation. The use of some of the lakes for water sports such as sailing, board sailing and fishing, pre-dates both the use of the lakes for water storage and the emergence of the area as a nationally (and potentially internationally) important habitat for birds.

E11.14 The impact of recreational uses on the amenities of nearby residential properties will need to be taken into account when considering proposals.

Policy AV-6

Avon Valley Lakes: country recreation area

The area of lakes immediately to the north of Ringwood, as shown on the proposals map, is designated as a country recreation area.

E11.15 This proposal is intended to improve informal recreation facilities for Ringwood and reduce pressures on the New Forest. The management of the area for quiet, countryside related uses in accordance with Policy CO-R4, Section E7, will be encouraged.

Efford Horticultural Research Station

Policy EH-1

Efford Horticultural Research Station, Efford

The northern part of the Efford Horticultural Research Station is defined on the proposals map as a Major Developed Site in the Green Belt as defined by paragraph 3.4 and Annex C of Planning Policy Guidance Note 2 (PPG2) 1995. Redevelopment of this area will be permitted provided that:

- a the new use is for research and development only, as defined in Class B1(b) of the Town and Country Planning (Use Classes) Order 1987 as amended; and
- b there will be environmental benefits such as an improvement in the visual impact of the site in the landscape; and
- c where feasible, the redevelopment scheme deals comprehensively with the full extent of the site as defined on the proposals map; and
- d the replacement buildings are appropriate to their surroundings in terms of scale, design and materials; and
- e the redevelopment scheme is contained within the existing site boundary as defined on the proposals map; and
- f in the case of infilling development, the development would have no greater impact than the existing development on the purposes of including land in the Green Belt, the development would not exceed the height of the existing buildings, and the development would not lead to a major increase in the developed proportion of the site; and
- g in the case of redevelopment, the development should have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, the development should contribute to the achievement of the objectives for the use of land in the Green Belt, the

development should not exceed the height of the existing buildings, and the development should not occupy a larger area of the site than the existing buildings unless this would achieve a reduction in height which would benefit visual amenity.

E11.16 The northern part of the Efford Horticultural Research Station is already developed with buildings in use for horticultural research. It provides a number of professional and technical jobs that are of value to the local community and involve links to research and development initiatives at Southampton University. The site will form an important part of the Southampton Innovation Hub (SIH), a SEEDA-sponsored enterprise initiative based at the Chilworth Science Park, specialising in knowledge-based innovation and enterprise, with strong links to higher education and a substantial focus on business incubation.

E11.17 The importance of the site lies in the specialised horticultural research and development facilities that it provides, and the links that have been developed with Southampton University and the SIH. The site has the potential to provide the type of jobs identified in the District's Economic Strategy as being needed in the District. The policy enables further development of research and development facilities on the part of the site that is already developed for this purpose. However, the site lies in the Green Belt where new development for employment purposes is not normally permitted. The policy therefore removes rights under the Town and Country Planning (Use Classes) Order 1987 (as amended) for change of use without planning permission, e.g. to other uses in Class B1, or to Class B8, warehousing. The local planning authority will impose conditions and may seek Section 106 agreements in conjunction with any permission granted to limit the use of the site to Class B1(b) uses. The defined site should be the subject of a development brief or comprehensive scheme. Incremental or temporary development will not normally be considered appropriate in advance of the development brief or comprehensive scheme being agreed with the local planning authority. An environmental impact assessment may be required in connection with development proposals.

E11.18 In determining any proposals in accordance with this policy, the local planning authority will have regard to District-wide policies in Part C and policies for the countryside in Sections E1 and E3.

Sopley Camp

Policy SC-1

Sopley Camp

Development involving the re-use of land and existing buildings at Sopley Camp will not be permitted.

E11.19 Sopley Camp lies east of Sopley village, adjoining Bransgore. It is an ex-RAF domestic site originating from the time of the Second World War. The camp area, which lies on the north side of Derritt Lane, comprises some 15 hectares of land on which there are some 100 existing buildings and many substantial trees protected by Tree Preservation Order. The site was formerly part of the Manners Estate and has been subject to Green Belt policies since 1958.

E11.20 The Secretary of State has supported the view that restoration of the site to agriculture and forestry is economic and viable, and has given the view that even if the site became derelict it would not substantially detract from the appearance of the area. The local planning authority will encourage the full and proper restoration of the site to forestry or agriculture.

E11.21 The lawful use of the site has been established as "a training site and rest camp on an occasional basis". The existing buildings are not of a form, design or general appearance which justifies their retention through re-use.

Part F

Built-up areas outside the New Forest

- F1 Built-up areas
- F2 Town Centres
- F3 Housing in built-up areas outside town centres
- F4 Commercial and employment development in built-up areas outside town centres
- F5 Leisure & community uses in built-up areas outside town centres
- F6 Utilities in built-up areas
- F7 Ashford
- F8 Blackfield and Langley
- F9 Bransgore
- F10 Everton
- F11 Fawley
- F12 Fordingbridge
- F13 Hardley and Holbury
- F14 Hordle
- F15 Hythe and Dibden
- F16 Lymington and Pennington
- F17 Marchwood
- F18 Milford-on-Sea
- F19 New Milton and Barton-on-Sea
- F20 Ringwood
- F21 Sandleheath
- F22 Totton

F1 Built-up areas

F1.1 The built-up areas, to which the policies in Part F apply, are defined on the proposals maps. They are:

Ashford, Blackfield and Langley, Bransgore, Everton, Fawley, Fordingbridge, Hardley and Holbury, Hordle, Hythe and Dibden, Lymington and Pennington, Marchwood, Milford-on-Sea, New Milton and Barton-on-Sea, Ringwood, Sandleheath, and Totton and Eling.

F1.2 The defined built-up areas do not include all developed areas; smaller villages are subject to countryside policies as set out in Part E.

F1.3 The policies in Part F do not apply to any of the villages within the New Forest, which are covered by relevant policies in Part D.

F1.4 Section F2 sets out policies for the town centres of Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton. Sections F3 to F5 set out the policies applying generally within all of the defined built-up areas outside the defined town centres. Section F6 sets out the policy applying to utilities in built-up areas. Sections F7 to F22 include additional policies for individual built-up areas.

The sequential approach to retail and other development proposals

F1.5 Government policy requires a sequential approach to be taken when considering the siting of development proposals which would normally be appropriate within a town centre. This approach aims to ensure that town centres remain the focus of commercial, community and leisure activity within a town.

Policy BU-1

Assessment of development proposals

~~In considering proposals for retail and other development proposals, all town centre options should be thoroughly assessed before less central sites are considered for development for key town centre uses. The sequential approach requires that locations are considered in the following order:~~

- ~~i first, locations in existing centres where suitable sites or buildings for conversion are, or will become, available, taking account of an appropriate scale of development in relation to the centre; and then~~
- ~~ii edge-of-centre locations; and then~~
- ~~iii out-of-centre site.~~

~~In selecting sites for new retail development first preference will be given to sites within or immediately adjoining the defined primary shopping areas.~~

~~The scale of new facilities proposed should be directly related to the role and function of the centre and the catchment that they seek to serve. Uses which attract a lot of people should be located within centres that reflect the scale and catchment of the development proposed.~~

~~The scale of development should relate to:~~

- ~~• the role and function of the centre within the wider hierarchy and the catchment served;~~
- ~~• patterns of existing development within the centre; and~~
- ~~• the scale of existing buildings.~~

~~Outside town centres new proposals will be required to show a quantitative and qualitative need for the development. This will be assessed in accordance with Government advice.~~

~~F1.6 All town centre options should be thoroughly assessed before less central sites are considered. For the purposes of this Plan 'edge of centre' sites are considered to be those within but on the periphery of the defined town centre (as shown on the proposals maps).~~

~~F1.7 In applying the sequential approach, and considering alternative sites, developers and operators should be able to demonstrate that in seeking to find a site in or on the edge of existing centres they have been flexible about the following:~~

- ~~• the scale of their development;~~
- ~~• the format of their development, including the greater use of multi-storey, mixed-use developments to minimise the footprint of the proposed development; and car parking provision.~~

~~F1.8 In assessing the need for a development the following will be taken into consideration:~~

~~- **Quantitative Need**~~

~~Assessment will be made of the likely future demand for additional retail and leisure floorspace, based on existing and forecast population levels and expenditure in relation to the classes of goods to be sold, within the broad categories of 'convenience' and 'comparison' goods.~~

~~- **Qualitative Need**~~

~~The key consideration will be to provide for consumer choice. Consumer choice is enhanced by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially excluded groups.~~

~~Government Guidance on undertaking assessments of need for retail and leisure uses should be followed.~~

~~In demonstrating 'need', it will need to be shown that there is the capacity (in physical terms) and demand (in terms of available expenditure within the catchment area), and that the sequential test in Government Guidance has been applied. The local planning authority will assess the significance of the different factors which make up a demonstration of need, including capacity and demand.~~

~~F1.9 The local planning authority will undertake an assessment of need for retail, leisure and office development in the District at the earliest opportunity.~~

Definition of 'employment sites'

F1.10 Throughout Part F of this local plan:

"Office/ business" use refers to Class B1;

"Industrial/ office/ business" uses refers to Classes B1 and B2;

"Storage or distribution" use refers to Class B8; and

"Financial or professional services" refers to Class A2;

of the Town and Country Planning (Use Classes) Order 1987 (as amended).

F1.11 The phrase "employment sites" is used to refer to all sites in industrial/ office/ business, or storage or distribution, or financial or professional services, or similar employment uses.

F2 Town centres

F2.1 Town centres are important focal points for local communities, providing a broad range of facilities and services, employment and leisure opportunities. They are also important as a focus for public transport provision. This plan reflects the Government policy objective to “sustain and enhance the vitality and viability of town centres” and aims to support and initiate measures to improve town centres; and to resist proposals which would adversely affect their vitality and viability. In particular, the plan refers to measures aimed at maintaining and improving access to the town centres by a choice of transport modes, including the provision of appropriate amounts of car parking space.

F2.2 The town centres of Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton are all important district centres, providing a good range of shops, services and employment opportunities. However, the District is affected by the national trend towards polarisation of shopping functions towards large regional centres such as Southampton and Bournemouth. While town centres in the District will continue to remain important for convenience goods shopping and as local service centres, changing patterns of retail expenditure make it hard for them to compete with the shopping provision provided in these nearby regional centres. The challenge facing the District’s town centres is one of responding positively to change and enhancing their role as centres for community activity, providing not only a good range of shops, but also leisure, cultural and entertainment facilities, commercial and community services, and employment and educational opportunities. The Local Plan’s town centres strategy continues to be directed towards sustaining and enhancing the role of existing town centres. A detailed town centre strategy will be prepared as part of the Local Development Framework which will replace this Local Plan.

F2.3 This section sets out the policies which apply generally within town centres, as defined on the Local Plan Proposal Maps. Specific proposals for individual town centres (Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton) are included in the respective individual built-up area sections. The policies reflect government advice in Planning Policy Guidance Note 6 (PPG6), Town Centres and Retail Developments, and Policies S1 and S2 of the Hampshire County Structure Plan Review. More recent government advice in Planning Policy Statement 6 (PPS6), Planning for Town Centres will also be taken into account when considering development proposals. Several policies make reference to Classes A1, A2 and A3 of the Town and Country Planning (Use Classes) Order 1987 (as amended). This order defines these three Use Classes as follows:

- Class A1 Shops includes use for the retail sale of goods other than hot food, post offices, travel agents, hairdressers, funeral directors, hire shops, launderettes and shops for the reception of articles for repair or cleaning.
- Class A2 Financial & Professional Services includes banks, building societies, estate agents, betting offices, and other financial or professional service outlets where the services are provided principally to visiting members of the public.
- Class A3 Food & Drink includes restaurants, cafes, takeaways and other outlets for the sale of food or drink for consumption on the premises, or for hot food for consumption off the premises¹.

F2.4 Where town centres fall within designated Conservation Areas e.g. Fordingbridge, Hythe, Lymington and Ringwood, the local planning authority will have regard to the conservation policies DW-E23 to DW-E26, Section C2 when determining applications for development.

¹ Amendments to the Town and Country Planning (Use Classes) Order 1987 came into effect on 21 April 2005. The former Class A3 Food and Drink use class has been disaggregated to form three new use classes: A3, Restaurants and Cafes; Class A4, Drinking Establishments; and Class A5, Hot Food Takeaways. In this Local Plan, where a policy refers to the A3 use class, it should be interpreted as applying to A4 and A5 use classes also.

Shopping in town centres

Policy BU-TC1

Primary shopping areas

Subject to the requirements of Policy BU-1, Section F1, within the primary shopping areas, as defined on the proposals maps, the following will be permitted:

- a the improvement and expansion of existing retail premises and new retail developments;
- b uses within Class A2 (financial and professional services) and Class A3 (food and drink) of the Town and Country Planning (Use Classes) Order 1987 (as amended), where this will not unacceptably affect the vitality of the centre, taking account of vacancy levels, retailer representation, diversity of uses, and the position and prominence of the unit within the primary shopping area. As a guideline the Local Planning Authority will allow up to a maximum of 30% of the overall length of ground floor street frontage in a primary shopping area to be in a use outside Class A1 (retail), and will not permit non-retail uses to occupy more than two adjoining shop units;
- c on upper floors and at basement levels appropriate town centre uses will be permitted including, leisure and community facilities, offices and professional services, and residential uses.

F2.5 Shopping is the key activity which underpins the prosperity of a town centre. **Primary shopping areas** are those where a strong retail function is considered to be vital to the proper functioning of the town centres. While other uses, such as banks and cafes, make an important contribution to the overall vitality of these areas, it is important to retain a critical mass of retailing in these areas to ensure the continued attractiveness of the centre for shopping.

F2.6 This policy recognises that the retail function represents one of the key functions of a town centre and provides a focus for a vital and viable centre. The Local Planning Authority is committed to protecting the primary retail function of the District's main town centres and accordingly will only permit an appropriate level of non-retail use within primary frontages. In considering a proposal for a non-retail use, the Local Planning Authority will examine the proposal by reference to the criteria set out in the policy. When surveyed in mid 2000, shops were found to occupy between 62% and 72% of the potential shopping frontages within the defined primary shopping areas. Totton had the lowest proportion of retail frontage while New Milton had the highest. Only non-retail uses which complement the shopping function, such as food and drink uses or financial and professional services, are likely to be given favourable consideration in ground floor premises fronting streets within the primary shopping areas.

Policy BU-TC2

Shopping frontages outside the primary shopping area within defined town centres

In all other shopping frontages within the defined town centres, as defined on the proposals maps, and subject to Policy BU-1, Section F1, the following will be permitted;

- a the improvement and expansion of existing shopping, leisure, community or commercial premises, and new retail, leisure, community, or commercial developments appropriate to a town centre;
- b the change of use of retail premises (Class A1) to uses within Class A2 or A3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) where this would not harm the vitality of the town centre as a whole.

Residential development will not be permitted at ground floor level except where:

- i the proposal will not result in the loss of an existing retail, commercial, leisure, or community use premises; or

- ii **it is part of a mixed use development, where the proposed use on the street frontage is either retail, commercial, leisure, or community use, which will preserve or enhance the character or appearance of the town centre.**

F2.7 **'Other shopping frontages'** are frontages outside the primary shopping area, which are important areas not only for shopping but also for a variety of other town centre commercial and community activities.

F2.8 In shopping frontages outside the primary shopping area, a wider range of commercial and community uses are appropriate. A mix of shops with service and community uses, including restaurants, public houses, banks and professional services, entertainment and health facilities make an important contribution to the overall vitality of the centre. In a mixed use scheme the commercial units must have adequate provision for storage and servicing.

Policy BU-TC3

New shopping development outside primary shopping areas and other shopping frontages in town centres

Elsewhere in the defined town centres, new shopping development which complies with Policy BU-1, Section F1 will be permitted provided;

- a **there is no suitable alternative site within the primary shopping area or an existing shopping frontage in the town centre;**
- b **it maintains and enhances the vitality and viability of the town centre;**
- c **it is easily accessible to pedestrians, cyclists and those travelling by public transport; and**
- d **access and parking arrangements are satisfactory and local roads can accommodate anticipated traffic generation.**

Leisure uses in town centres

Policy BU-TC4

Leisure and entertainment facilities in town centres

The development of new indoor leisure and entertainment facilities (including food and drink uses) which comply with Policy BU-1, Section F1 will be permitted within town centres (as defined on the proposals maps) where:

- a **the proposal will contribute to the vitality and viability of the town centre; and**
- b **the proposal is not on the ground floor of a street frontage within the primary shopping area, unless in accordance with Policy BU-TC1; and**
- c **necessary measures are incorporated in the design to minimise the impact of the proposal on the amenities of people living nearby. Where appropriate, the hours of opening will be limited by means of a planning condition.**

F2.9 Leisure and entertainment facilities, including pubs and restaurants, make an important contribution to community life and the local economy in town centres, particularly in the evenings. Major leisure uses, for example, multi-screen cinemas, concert halls, and indoor bowling and games centres, which serve large catchment areas are provided in regional centres outside the District (Southampton, Salisbury and Bournemouth/Poole). Major facilities that would attract large volumes of traffic from within and outside the District, would not be appropriate within New Forest District because of the environmental sensitivity of much of the District. However the provision of smaller scale facilities, particularly when located within town centres, will contribute to community life and the vitality of the town centres, as well as being in the interests of sustainability by reducing the need to travel. In considering proposals for new leisure and entertainment facilities, the Local Planning Authority will ensure that the design of the development and conditions attached have particular regard to the impact of the proposal on residential amenities of people living nearby, taking into account its town centre rather than residential area location.

F2.10 Restaurants, cafes, public houses and bars add to the overall attractiveness of town centres. They are essential to the vitality and viability of town centres,

especially in the evenings. The location of food and drink uses within the town centre must complement rather than detract from primary shopping areas. Accordingly such uses will be strictly limited on ground floor street frontages within primary shopping areas.

F2.11 Hampshire County Council has produced Supplementary Planning Guidance, 'Major Commercial Leisure Uses (Leisure Parks and Cinemas)'. In considering any proposals for such development in this District, the District Council will have regard to this guidance.

Policy BU-TC5

Retention of leisure and entertainment uses in town centres

Within the defined town centres (as defined on the proposals map), development which involves the loss of public houses, restaurants, or other leisure or entertainment facilities, will not be permitted where the loss of such a use (uses) will have a detrimental impact on the vitality of the town centre's role as a centre for entertainment and leisure facilities.

F2.12 An important role of town centres is not only to provide shopping and services, but also to be a centre for leisure and entertainment facilities, particularly in the evenings. Such uses make an important contribution to the vitality of a town centre and the social life of the local community. It is important that a good range of such facilities continues in each town centre. In considering proposals which result in the loss of an existing leisure or entertainment facility, the local planning authority will take into account the nature of the alternative use proposed and the contribution it would make to the vitality of the town centre and the range of facilities provided serving the community.

Policy BU-TC6

~~Amusement centres in town centres~~

~~Amusement centres will only be permitted in defined town centres, outside the primary shopping area, and provided that:~~

- ~~a the site is not close to housing, a school, a church, a hotel, a hospital or a nursing home; and~~
- ~~b appropriate measures are taken to ensure noise levels outside the building are minimised.~~

~~F2.13 When considering proposals for amusement centres the impact on the amenity of an area is important. This policy considers nearby uses, as advised in PPS6, Planning for Town Centres. Noise and disturbance are particular concerns, and to minimise possible nuisance appropriate planning conditions will be used, such as requiring sound insulation and self-closing doors, and restrictions on opening hours. Where a proposal for an amusement centre is in a Conservation Area, special care needs to be taken to ensure that the external appearance of the amusement centre does not adversely affect visual amenity.~~

~~F2.14 In accordance with Hampshire County Structure Plan policies R1, R3 and R4, this plan aims to encourage a viable and prosperous tourist industry, which has positive benefits for the local economy, while ensuring that the special qualities of the District's environment continue to be protected.~~

Policy BU-TC7

Hotels and guest houses in town centres

New developments, conversions and extensions to hotels, guesthouses and other tourist accommodation will be permitted in town centres outside the primary shopping areas.

F2.15 Directing tourist accommodation to the District's town centres should assist in supporting the local tourist industry, consistent with the plan's tourism objectives.

Policy BU-TC8

Visitor attractions in town centres

New visitor attractions and extensions to existing visitor attractions will be permitted in town centres outside the primary shopping areas, provided they will not result in an unacceptable increase in pressure on the New Forest or the undeveloped coast.

F2.16 In implementing this policy, consideration will be given to both direct and indirect pressures arising from the proposal, including the effects of traffic on New Forest roads.

Community uses in town centres

Policy BU-TC9

Community facilities and services in town centres

New developments, changes of use and extensions/additions to improve or extend community facilities and services will be permitted in town centres, subject to the restrictions in primary shopping frontages in Policy BU-TC1.

F2.17 'Community facilities' include health, education, and social service facilities, and community buildings such as halls meeting rooms and cultural facilities. Community facilities can provide an important focal point for the community and are particularly important in town centres. Site-specific constraints may mean that a particular site is inappropriate for a particular use, for reasons set out in the District-wide policies in Part C.

Policy BU-TC10

~~Loss of community facilities in town centres~~

~~Permission will not be granted for redevelopment or change of use which would result in the loss of an existing community facility, including schools and health and social service facilities, which is capable of providing a valuable and viable amenity or facility for the local community, except where the local planning authority is satisfied that:~~

- ~~a having regard to the availability, suitability and capacity of nearby alternative facilities, the community's needs will be met during the plan period; and /or~~
- ~~b all reasonable efforts have been made to retain the site in community use; or~~
- ~~c the loss of the facility is part of a scheme of rationalisation of services which would result in an overall benefit in the level of provision to the local community, in locations which are equally or more accessible to the local population.~~

~~F2.18 The local planning authority will try to resist the loss of existing well supported community facilities, where necessary working closely with the providers of such facilities and other agencies able to support them.~~

Policy BU-TC11

~~Developer contributions from town centre development towards community and education facilities~~

~~The local planning authority will seek to negotiate with developers for contributions to, or the provision of community facilities (including education facilities) that are directly related to the proposed development in accordance with Policy DW-F1, Section C14.~~

~~F2.19 Where development creates, or adds to, the need for community facilities it is only appropriate that the development should contribute to their provision, as recognised in Circular 1/97 Planning Obligations. In some parts of the District it is likely that over the plan period deficiencies in the number of available school places will arise. Developers' contributions will be sought to provide additional school accommodation to cater for specific developments.~~

Residential uses in town centres

Policy BU-TC12

Residential uses and care homes in town centres

Residential uses and care homes will be permitted within defined town centres provided:

- a the proposal is not on a ground floor in the primary shopping area, or on a ground floor street frontage in other shopping streets; and
- b the proposal does not result in the loss of a leisure, social or community facility (policies BU-TC5 and BU-TC10) and does not conflict with Policy BU-TC14; and
- c in a mixed use scheme, viable retail or commercial floorspace is provided as part of the scheme; and
- d the impact of external alterations, including staircases and dustbin enclosures, is acceptable; and
- e where storage space is lost, satisfactory provision is made for alternative storage (including waste disposal).

F2.20 Bringing additional residential accommodation into the heart of the town centre can bring life into underused buildings, help maintain the vitality of the centre outside working hours, and provide a convenient and attractive living environment for residents with easy access to a wider range of facilities. However, such uses should not undermine commercial activity in the town centre. The residential amenities enjoyed by those living in or close to the town centre will not necessarily be the same as in residential areas.

F2.21 Planning permission is not normally needed for the change of use of premises above a shop to a single flat (the Town and Country Planning (General Permitted Development) Order 1995). (See also Policy AH-1 Affordable Housing in defined built-up areas, Section B4).

Employment uses in town centres

Policy BU-TC13

Town centre office development

New developments, redevelopments and changes of use to provide offices for financial or professional services or business use (Class A2 and Class B1), and the extension of existing premises will be permitted within the defined town centres of Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton provided there is no conflict with policies BU-TC1, BU-TC2, BU-TC5 and BU-TC10.

F2.22 Town centres have a vital role to play in providing a wide range of local employment opportunities. Offices for financial or professional services (Class A2 uses in the Town and Country Planning (Use Classes Order) 1987 as amended) provide a useful complementary function to shopping and other personal services within the centres of the towns and main villages but are best located outside or above the primary shopping frontages if the visual attraction and vitality of the main shopping areas is to be maintained.

Policy BU-TC14

Retention of employment sites in defined town centres

Development which would result in the loss of employment sites within the defined town centre to other uses will only be permitted where:

- a the proposal is primarily for alternative commercial, community or leisure uses; or
- b the existing use is inappropriate in the town centre in terms of its character and impact on amenities of the adjacent area, where:
 - i the local planning authority is satisfied that the site is not capable of being satisfactorily used for alternative employment use having regard to those considerations; and
 - ii overriding local benefits would result from the proposed development.

F2.23 Town centres provide a wide range of employment opportunities and are particularly important for providing small 'non-industrial estate' business premises, suitable for small or 'start-up' businesses. However such premises and sites in town centres are often attractive to other high value land uses, particularly residential development. While new residential development has its place in town centres, it is important that residential uses do not threaten commercial activity in the town centres.

~~F3 Housing in built up areas outside town centres~~

~~Residential development~~

~~Policy BU-H1~~

~~Residential infilling, redevelopment, or extensions outside town centres~~

~~Proposals for residential development, including infilling, redevelopment, subdivisions, extensions, conversions and outbuildings, will be permitted provided there is no conflict with:~~

- ~~a protection of employment uses (Policy BU-CE2, Section F4); or~~
- ~~b the policies protecting local shopping frontages at ground floor level (Policy BU-CE6, Section F4); or~~
- ~~c any of the policies in Part C or other policies in Part F.~~

~~F3.1 In accordance with government guidance in Planning Policy Guidance Note 3 (PPG3), Housing, this policy seeks to maximise the use of land within the District's towns and larger villages to meet housing requirements.~~

~~Sites allocated for residential development~~

~~F3.2 All sites committed for residential development at 1st April 2004 are listed in Appendix G5. Section B3 explains how these sites, together with other expected residential developments, provide for Structure Plan requirements.~~

~~Affordable housing~~

~~F3.3 PPG3 Housing and Hampshire County Structure Plan Review Policy H8 provide for local plans to indicate the local planning authority's intention to negotiate with developers to include an element of affordable housing, to help meet the local needs of those unable to afford full market rents or to purchase property outright. In accordance with policies AH 1 and AH 2 (Section B4) of this Local Plan, an element of affordable housing will be sought on allocated sites and on unidentified sites, as appropriate, which become available for development.~~

~~F3.4 On sites specifically allocated for residential development in this Local Plan, the site specific policy requires the negotiation of an element of affordable housing based on Policy AH 1 (Section B4).~~

~~F3.5 A detailed explanation of the affordable housing policies is given in Section B4 of the plan.~~

F4 Commercial and employment development in built-up areas outside town centres

F4.1 This section of the Plan sets out planning policies for commercial and employment development outside the town centres, and includes policies for shopping development outside town centres.

Industrial/ office/ business land allocations

F4.2 Section B5 explains how the industrial/ office/ business provisions of this plan meet the Structure Plan requirements.

F4.3 Appendix G2 lists the main sites which are allocated for industrial and/ or office/ business development during the plan period. These sites are shown on the proposals maps. Redevelopments of other sites may provide additional opportunities.

F4.4 The allocated sites are to be developed in accordance with the policies below, the District-wide policies in Part C, and the relevant site-specific policies in Sections F7 to F22. In some cases, these policies restrict the type of use acceptable on the site.

~~Extensions, changes of use, redevelopments and new industrial/ office/ business developments~~

~~Policy BU-CE1~~

~~Industrial/ office/ business development in built up areas outside town centres~~

~~Permission will be granted for:~~

- ~~a extensions to existing industrial/ office/ business premises; and~~
- ~~b redevelopment for industrial/ office/ business uses of existing industrial/ office/ business sites; and~~
- ~~c changes of use to provide industrial/ office/ business premises; and~~
- ~~d new small scale industrial/ office/ business developments;~~

~~where they are compatible with the amenity of adjoining and nearby uses, and provided there is no conflict with the policies protecting shopping frontages (Policy BU-CE6, Section F4).~~

~~In considering the impact on local amenity, regard will be had to whether the new business use is proposed in an area which is already in mixed use or whether the business use would result in a change in character in a well established residential area. Where appropriate, sites (or parts of sites) will be restricted to Class B1 uses.~~

F4.5 The allocated sites (listed in Appendix G2) will provide the main opportunities for industrial and business development. However, Policy BU-CE1, in line with Structure Plan Policy EC1 and Planning Policy Guidance Note 4 (PPG4), Industrial and Commercial Development and Small Firms, allows for additional industrial/ office/ business development within the defined built up areas in addition to the main allocations.

F4.6 This policy seeks to enable existing and new businesses to develop their activities where this is compatible with local amenity. Some business premises within areas of residential or mixed use can add variety and provide local employment. This is beneficial to the local economy. More jobs close to residential areas may also help in reducing journeys and saving energy.

F4.7 Particular encouragement will be given to developments including a mix of business and residential uses on appropriate town centre sites.

~~F4.8 Policy BU-CE1 will not allow businesses whose activities result in adverse environmental impacts on adjoining sites – for example from pollution (e.g. noise, smells), from traffic or parking effects, or from “eyesore” appearance (including outside storage) – to expand on their current sites or to establish themselves in inappropriate locations (see also Policy DW-E1, Section C1 and Policy DW-E43, Section C6; paragraph C6.4 also refers to possible restrictions on working hours).~~

~~F4.9 Encouragement will be given to the improvement of industrial buildings and sites, including the replacement of unsightly buildings and where appropriate the replacement of temporary buildings by permanent ones.~~

~~F4.10 Existing uses which are not compatible with the amenity of adjoining areas will be encouraged to relocate to more suitable sites, which could include the former Marchwood Power Station (Policy MA-2, Section F17), Husbands Shipyard (Policy MA-3, Section F17), the Ampress site at Lymington (Policy LP-7, Section F16), and parts of the industrial site east of Eling Lane at Totton (Policy TE-15, Section F22).~~

~~Retention of employment sites~~

~~Policy BU-CE2~~

~~Retention of employment sites in built up areas outside town centres~~

~~Development which would result in the loss of employment sites to other uses will only be permitted where the site is not a key industrial site and:~~

- ~~a the proposed development would only result in the loss of less than 100 sq metres of floorspace or 0.05 hectares of land in employment use; or~~
- ~~b the existing use is detrimental to the character or amenities of the adjacent area, and:

 - ~~i the local planning authority is satisfied that the site is not capable of being satisfactorily used for alternative employment use having regard to those considerations; and~~
 - ~~ii overriding local benefits would result from the proposed development;~~~~

~~and the proposed use would not be likely to restrict the range of uses which can be carried out by businesses on employment sites in close proximity.~~

~~F4.11 This policy applies both to sites already in employment uses, and to sites allocated for such uses but not yet developed.~~

~~F4.12 In recent years, there has been pressure to allow existing employment sites to be used for other uses, particularly housing and retailing. However, it is important that there continues to be a wide range of sites and buildings available to meet the needs of businesses, and to retain the existing range of local job opportunities. New industrial estates do not necessarily meet the needs of firms seeking cheaper premises, outside storage space or special characteristics which are often a feature of older buildings.~~

~~F4.13 Given environmental constraints in this District, it would be very difficult to make new allocations to replace employment sites lost to other uses.~~

~~F4.14 Key industrial sites are those which are conveniently located and particularly suitable for new or established companies to develop or expand their businesses within the District. These key sites will include those at Newmans Copse, Hounslowdown (Policy TE-16, Section F22); the site of the former Marchwood Power Station (Policy MA-2, Section F17); the Ampress site, Lymington (Policy LP-7, Section F16); east of Caird Avenue, New Milton (Policy NM-11, Section F19); and Christchurch Road, Ringwood (Policy RW-10, Section F20).~~

~~Offices for financial or professional services~~

~~Policy BU-CE3~~

~~Office development in local centres~~

~~Small scale developments, redevelopments and changes of use to provide offices for financial or professional services will be permitted within or adjacent to the defined~~

~~shopping frontages of Blackfield, Dibden Purlieu, Fawley, Holbury, Marchwood and Milford-on-Sea subject to the policies protecting local shopping frontages (Policy BU-CE6 below).~~

~~Policy BU-CE4~~

~~Extensions to offices in built up areas outside town centres~~

~~Extensions of existing offices used for financial or professional services will be permitted subject to the policies protecting local shopping frontages (Policies BU-CE6 and BU-CE8) and community facilities (Policy BU-LC9, Section F5).~~

~~F4.15 Offices for financial or professional services (Class A2 uses in the Town and Country Planning (Use Classes Order) 1987 as amended) provide a useful complementary function to shopping and other personal services within the centres of the towns and main villages but are best located outside or above the primary shopping frontages if the visual attraction and vitality of the main shopping areas is to be maintained.~~

~~F4.16 In implementing policies BU-CE3 and BU-CE4, particular regard will be had to the impact on local amenity (see Policy DW-E1, Section C1).~~

~~Storage and distribution development~~

~~Policy BU-CE5~~

~~Storage and distribution in built up areas outside town centres~~

~~Storage and distribution developments will only be permitted on sites allocated for industrial/ office/ business development which are close to, and have satisfactory access to, the strategic road network (see Section C9 of this local plan, paragraph C9.5), taking account of the amount of heavy vehicle traffic generated.~~

~~F4.17 It will be important to ensure that larger warehousing developments do not take place in locations where they would result in heavy vehicle movements on unsuitable roads.~~

~~F4.18 Proposals for warehousing developments which would not generate large amounts of heavy vehicle traffic may be acceptable on sites further from the strategic road network, but particular regard will be given to the impact on local amenity (Policy DW-E1, Section C1).~~

~~Shopping outside defined town centres~~

~~F4.19 In accordance with Government Guidance and policies S3 and S4 in the Hampshire County Structure Plan Review, major new shopping development should be focused on existing town centres. Government guidance in PPS6, Planning for Town Centres subjects development proposals to a 'sequential test'. Where there is an identified need, only in the absence of town centre or edge of centre sites should alternative locations be considered. However, outside of the main town centres, smaller district, local and village centres have an important role to play in providing shops and services to the local community.~~

~~Policy BU-CE6~~

~~Local shopping frontages outside town centres~~

~~Within the defined local shopping frontages, as defined on the proposals maps, shopping, financial and professional services, and food and drink uses (subject to Policy BU-LC1, Section F5) will be permitted, providing:~~

- ~~a the development is of a size and scale appropriate to the role of a local shopping frontage in serving the local community; and~~
- ~~b a minimum of 50% of ground floor units remain in shopping use in local centres at Blackfield, Bransgore, Dibden Purlieu, Marchwood and Milford-on-Sea; or~~
- ~~c a minimum of 40% of ground floor units remain in shopping use in other local frontages defined on the proposals maps.~~

~~Residential uses will not be permitted at ground floor level in a defined local frontage.~~

F4.20 It is important that retailing is maintained as a significant activity in these local shopping centres, which have an important role to fulfil in meeting the everyday needs of local residents. Consequently the local planning authority will seek to retain a minimum of 50% of units in retail use in local centres at Blackfield, Bransgore, Dibden Purlieu, Marchwood and Milford-on-Sea, and a minimum of 40% in other local frontages. The lower targets reflect the existing higher proportion of non-retail uses in certain centres.

Policy BU-CE7

~~New shopping developments outside town centres and local shopping frontages~~

~~New shopping development outside town centres and local shopping frontages (as defined on the proposals maps) will only be permitted where the local planning authority is satisfied that:~~

- ~~a in accordance with the requirements of Policy BU-1, Section F1, a need for new retail development has been demonstrated which can only be met outside the town centre and local shopping frontages; and~~
- ~~b either by itself or cumulatively with other committed developments it would not adversely affect the vitality and viability of a nearby town centre as a whole (to ensure this, conditions may be attached to permissions restricting the range of goods to be sold and the size of individual units); and~~
- ~~c there would be no impact on the character and amenity of the local area; and~~
- ~~d access and parking arrangements are satisfactory and local roads can accommodate anticipated traffic generation; and~~
- ~~e the site is readily accessible on foot, cycle and public transport.~~

~~F4.21 A priority of this plan is to ensure that town centres are not threatened by the excessive development of out-of-centre retail floorspace. Any retail proposal should also have regard to the policy for development and retention of key industrial sites (Policy BU-CE2).~~

~~F4.22 New small scale shops providing a local service will generally be acceptable within this policy, subject to consideration of the impact on residential amenity.~~

Policy BU-CE8

~~Loss of shops in built-up areas outside town centres and local shopping frontages~~

~~Changes of use of retail shops outside town centres and local shopping frontages to other acceptable uses will be permitted except where it would result in the loss of an important local shopping facility which it is essential to retain.~~

~~F4.23 While planning policy cannot ensure that existing local shops remain open, it can prevent the change of use of existing shopping premises to other uses. Where local shops provide an important local service it is important that this facility is retained wherever possible.~~

~~F4.24 Policies for food and drink (catering) uses are given in Section F5, Leisure and Community Uses in Built-up Areas Outside Town Centres.~~

F5 Leisure & community uses in built-up areas outside town centres

F5.1 Food and drink (catering) uses, as defined by Class A3, Class A4 and Class A5 of the Town and Country Planning (Use Classes) Order 1987 (as amended), include all proposals for “the sale of food or drink for consumption on the premises or of hot food for consumption off the premises” (for example, public houses, restaurants, wine bars, cafes, snack bars and hot food shops).

Policy BU-LC1

Food and drink uses in built-up areas outside town centres

Development of new food and drink outlets, including new build and change of use, will be permitted, provided that:

- a there is no detrimental effect arising from the development or associated parking on the character or amenities of neighbouring land uses; and
- b no traffic hazard through on-street parking or servicing will result; and
- c equipment required to meet health, pollution or fire regulations is not visually intrusive.

Extensions to existing premises (other than by change of use of adjoining premises in primary frontages), and provision of related outdoor facilities, will be permitted subject to criteria (a) to (c) above.

F5.2 Public houses and restaurants have an important role to play in the social life of a community. While town centres will be the main focal points for leisure and entertainment activities, in the larger towns of the District in particular, such uses are also appropriate in local centres.

F5.3 Proposals for food and drink outlets can cause environmental problems such as noise, fumes, smell, litter and parking. These effects can be particularly noticeable with take-away food outlets. Particular attention will be given to the need to safeguard residential amenities. Outdoor facilities such as gardens and play areas can also have an environmental impact.

F5.4 Where appropriate, the hours of opening will be limited by means of a planning condition.

Policy BU-LC2

Loss of Public Houses in built-up areas outside town centres

Permission will only be given to development proposals which would result in the loss of a public house where:

- a there is another public house or similar facility located within the neighbourhood served; or
- b the proposal is for an alternative community or public leisure use; or where
- c the current use is an inappropriate location and causes significant disturbance to local residents.

F5.5 In considering proposals under part c of the policy the local planning authority will need to be satisfied that the premises is not capable of being used for a leisure use without an unacceptable impact on the amenities of nearby residents.

Policy BU-LC3

Leisure and entertainment facilities in built-up areas outside town centres

The development of new indoor leisure and entertainment facilities, will be permitted outside defined town centres where it can be demonstrated that :

- a the proposal reflects the sequential approach set out in Policy BU-1, Section F1, no appropriate site can be found within the defined town centre and the proposal will not detract from the vitality and viability of the town centre; and
- b the proposal will meet a local need for leisure and entertainment facilities, and is not intended to serve a significantly wider population beyond the local community; and that
- c residential amenities of people living nearby are safeguarded and where necessary appropriate measures are taken to ensure noise levels outside the building are minimised.

Amusement centres will only be permitted in local shopping frontages (defined on the proposals maps) and providing the site is not close to a housing, a school, a church, hotel, hospital or a care home.

F5.6 Leisure and entertainment facilities make an important contribution to community life. The main concentration of such facilities should be in town centres. However the provision of some small scale facilities may be appropriate outside of town centres. The sequential approach outlined in PPS6, Planning for Town Centres, should be followed. In considering proposals for new leisure and entertainment facilities, the local planning authority will ensure that the design of the development and conditions attached have particular regard to the impact of the proposal on residential amenities of people living nearby. Noise and disturbance are particular concerns, and to minimise possible nuisance appropriate planning conditions will be used, such as requiring sound insulation and self-closing doors, and restrictions on opening hours.

~~Policy BU-LC4~~

~~Hotels and guest houses in built up areas outside town centres~~

~~New developments, conversions and extensions to hotels, guesthouses and other tourist accommodation will be permitted.~~

~~F5.7 In accordance with Hampshire County Structure Plan Review policies R1 and R7 this plan aims to encourage a viable and prosperous tourist industry, which has positive benefits for the local economy, while ensuring that the special qualities of the District's environment continue to be protected.~~

~~F5.8 Directing tourist accommodation to the District's main towns and villages should assist in supporting the local tourist industry, consistent with the plan's tourism objectives.~~

~~Policy BU-LC5~~

~~Visitor attractions in built up areas outside town centres~~

~~New visitor attractions and extensions to existing visitor attractions will only be permitted outside of town centres provided the proposals reflect the sequential approach set out in Policy BU-1, Section F1 and they:~~

- a ~~will not result in an unacceptable increase in pressure on the New Forest or the undeveloped coast;~~
- b ~~cannot be accommodated within the town centre and would not have a harmful impact on the vitality and viability of the town centre;~~
- c ~~are accessible by a choice of means of transport, and~~
- d ~~would not have a harmful impact on local residential amenity.~~

~~F5.9 Where possible, in accordance with Hampshire County Structure Plan Review Policy R1, new tourism related developments should be directed towards town centres. However, where this is not feasible sites elsewhere in the built up areas may be acceptable. Structure Plan Review Policy R1 gives the criteria which will be taken into account. Consideration will be given to both direct and indirect pressures arising from the proposal, including the effects of traffic on New Forest roads.~~

Policy BU-LC6

~~Recreational facilities to meet local needs in built up areas outside town centres~~

~~The development of new formal and informal outdoor and indoor recreation facilities which are of a type and scale designed to meet the needs of the local population will be permitted. Where these local facilities would attract people from a wider catchment they will only be permitted if they are located where they will be well served by public transport and will be assessed in accordance with the provisions of Policy BU 1, Section F1 of this Plan.~~

~~F5.10 This policy relates to open space facilities such as playing pitches, informal open space for general recreational use, buildings for indoor sports, and buildings ancillary to recreational uses.~~

~~F5.11 District wide Policies DW R1 to DW R3, Section C10 apply to existing and proposed open space in built up areas.~~

~~F5.12 The local planning authority seeks to ensure that so far as possible, open space is provided to meet the needs of local communities at least in accordance with the minimum standards set out in Appendix G6, and that provision is also made for indoor sports. The authority is also mindful of Government advice that the provision of publicly accessible recreation facilities can assist in the prevention of crime.~~

~~F5.13 Opportunities to provide outdoor sports facilities within built up areas may be limited, and Policy CO R5, Section E7, enables such facilities to be located in the countryside outside the New Forest adjoining defined built up areas. Specific allocations to meet the needs of individual communities are made in Sections F7 to F22.~~

~~F5.14 The Council will encourage the joint use of school and community facilities for recreational purposes.~~

Community, Education Health and Social Services Facilities

~~F5.15 Community facilities and services include education, health and social service facilities, public and emergency services, village halls, community buildings, social clubs, libraries, cultural facilities, places of worship, allotments and cemeteries. Access to a full range of these facilities is desirable for the well being of communities. This plan aims to enable the provision of community facilities to meet the needs of communities within the District (Objective 27, Section B2).~~

~~F5.16 The sections of the plan on the individual built up areas (Sections F7 to F22) provide, where possible, for the development of additional community facilities.~~

Policy BU-LC7

~~Community facilities and services in built up areas outside town centres~~

~~New developments, changes of use and extensions/additions to improve or extend community facilities and services will be permitted.~~

~~F5.17 Site specific constraints may mean that a particular site is inappropriate for a particular use, for reasons set out in the District wide policies in Part C.~~

~~F5.18 Policy BU-LC7 enables the development of facilities required for educational purposes within built up areas. Such facilities may include nursery schools and training centres.~~

~~F5.19 The local plan allocates land for new schools at Claypits Lane, Dibden (Policy HD 19, Section F15) and at Marchwood village centre (Policy MA 10, Section F17); and for a new school playing field at Noadswood School, Hythe (Policy HD 20, Section F15).~~

~~F5.20 At certain times, such as during school holidays, at weekends and in the evenings, facilities at educational establishments often remain unused. These facilities can provide a valuable asset for regular or occasional use by local community associations, groups and clubs. The District Council will therefore encourage strong links between schools and the community to encourage the education authorities to make the widest possible community use of school facilities where such use would not be harmful to residential amenities.~~

Developer contributions

Policy BU-LC8

~~Developer contributions for community and education facilities in built-up areas~~

~~The local planning authority will seek to negotiate with developers for the contribution to or the provision of community facilities (including education facilities) that are directly related to the proposed development in accordance with Policy DW-F1, Section C14.~~

~~F5.21 Given that the development creates, or adds to, the need for community facilities it is only appropriate that developments should contribute to their provision, as recognised in Circular 1/97 Planning Obligations. In some parts of the District it is likely that over the plan period deficiencies in the number of available school places will arise. Developers' contributions will be sought to provide additional school accommodation to cater for specific developments.~~

Loss of community facilities

Policy BU-LC9

~~Loss of community facilities in built-up areas outside town centres~~

~~Permission will not be granted for redevelopment or change of use which would result in the loss of an existing community facility, including schools, health and social service facilities, which is capable of providing a valuable and viable amenity or facility for the local community except where the local planning authority is satisfied that:~~

- ~~a having regard to the availability, suitability and capacity of nearby alternative facilities, the community's needs will be met during the plan period; and/ or~~
- ~~b all reasonable efforts have been made to retain the site in community use; or~~
- ~~c the loss of the facility is part of a scheme of rationalisation of services which would result in an overall benefit in the level of provision to the local community in locations which are equally, or more, accessible to the local population.~~

~~F5.22 The local planning authority will try to resist the loss of existing well supported community facilities, where necessary working closely with the providers of such facilities and other agencies able to support them.~~

F6 Utilities in built up areas

Policy BU-P1

Utilities in built up areas

The development of facilities and works required by statutory undertakers, private and public utility authorities and companies and telecommunications code systems operators will be permitted where, having regard to technical and other considerations, they are compatible with nearby uses and respect the amenities of local people.

F6.1 This policy refers to developments such as water service developments, electricity and gas installations, and telecommunications masts and dishes needed by the various suppliers and undertakers for the efficient provision of their services to the public.

F6.2 Many such developments are exempted from the need for planning permission by provisions in the Town and Country Planning (General Permitted Development) Order, 1995.

F6.3 Where permission is needed, proposals should generally be directed to built-up areas where they can often, with care, be accommodated without serious detriment to amenities (having regard to the general policies in Part C). Proposals which are necessary in the District but which cannot be accommodated satisfactorily in built-up areas may need to be located in the countryside or very exceptionally in the New Forest.

F6.4 The attention of applicants is drawn to the health considerations relating to telecommunications masts outlined in Planning Policy Guidance Note 8 (PPG8). Applicants should include with their development proposals assurances that these meet the guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP).

F6.5 The relevant authorities will be consulted on planning applications for structures exceeding specified heights within the safeguarded areas for Bournemouth and Southampton International airports. All airport consultation zones are shown on the plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan. Issues surrounding development in the airport consultation zones are dealt with in detail by Policy DW-E47 of the Plan and its supporting text (Section C6), and in Appendix G8.

F7 Ashford

F7.1 Ashford is a small settlement immediately west of Fordingbridge. It is mainly residential, but there is one industrial area adjoining the former railway line at Ashford Vineries

F7.2 On the western side of the settlement there is an area of low density housing in large mature gardens, the character of which is protected by Policy DW-E11, Section C1.

F7.3 Ashford is separated from Fordingbridge by a small area of countryside centred on Packham House. This area, which provides a setting for both settlements and is of some landscape value in itself, is an important Local Gap. It is accordingly protected by Policy DW-E33, Section C3.

F7.4 An even narrower strip of countryside separates Ashford from Sandleheath to the west. It is vital for the identity of both settlements that this separation is maintained. It is identified as a Local Gap to be protected by Policy DW-E33, Section C3.

F7.5 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this Plan apply to Ashford.

F8 Blackfield and Langley

F8.1 These predominantly residential settlements lie south of Holbury. They developed after the war along with the Fawley Oil Refinery and have since accommodated further residential development. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F8.2 Blackfield and Langley are bordered by the New Forest National Park, and there is direct access to the open Forest from their western boundaries. Blackfield lies within the Fawley hazard consultation zones, within which development is subject to Policy DW-E46, Section C6 (see also Appendix G8 and plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan).

F8.3 Other general policies in Part C and Sections F1 F3, F4, F5 and F6 of this plan apply to Blackfield and Langley.

F9 Bransgore

F9.1 Bransgore is situated at the intersection of the C27 Burley to Winkton and the C49 Highcliffe to Ringwood roads. It has grown considerably in recent years, from a scatter of old cottages and ribbon developments along and between a network of country lanes, to a fairly compact residential settlement. While the character of the village has inevitably been altered by the new estates, it retains a number of the features which formerly distinguished it, including many fine trees and hedgerows.

F9.2 Development within the village is controlled by the general policies in Part C, and policies applying within the defined built-up areas (see Sections F1, F3, F4, F5 and F6).

F9.3 A local shopping frontage has been defined to which Policy BU-CE6, Section F4 applies.

Policy BG-1

Open space in Bransgore

3.02 hectares of land to the north of Burley Road, Bransgore is allocated as public open space.

F9.4 Bransgore has witnessed a considerable amount of residential development in the last 15-20 years, with a lag developing between public open space demand and supply. The village is currently almost 7 hectares short in open space; see Appendix G6, Annex 1.

F9.5 The County Council owns this site, which was originally intended for a school to replace the existing school on the Ringwood Road. Following a review of educational facilities within the village, the County Council recognises that a replacement school will be a long term project but wishes to retain this option. A 25 year lease has been granted to the Parish Council, and playing fields are in the process of being developed on the site. Fences and landscaping have been completed, and the site is operational for junior football games. There is scope to develop the site as a dual-use facility, with both community and school access. If the education authority declare the site surplus to their educational requirements its use as public open space should become permanent. Completion of recreational facilities at this site will cancel out most of the formal open space deficit in the Parish.

F10 Everton

F10.1 Everton is a small, compact residential settlement southeast of Hordle. It is surrounded by the Green Belt. An existing residential allocation off Everton Road is carried forward into this local plan (Policy EV-1).

F10.2 The village lies within Hordle parish which contains some open space facilities that contribute to meeting the needs of the parish as a whole. Further provision is made at Everton in order to meet the particular open space needs of the village and add to provision for the parish (Policy EV-2).

F10.3 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Everton.

Everton Road

Policy EV-1

Land off Everton Road

1.7 hectares of land off Everton Road, Everton is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-2, Section B4.

F10.4 This site, which is predominantly flat, comprises meadows and rear curtilages of properties fronting Everton Road and Farmers Walk. Further guidance on the form that development on this site should take will be given in the Supplementary Planning Guidance for the site.

Public open space

Policy EV-2

Land at Everton recreation ground

2.19 hectares of land at Everton recreation ground, off Frys Lane is allocated as public open space.

F10.5 This policy will provide for further pitches within the parish by extending the existing recreation ground. The development recreational facilities at this site will cancel out most of the formal open space deficit in the Parish. This site is outside the defined built-up area.

F11 Fawley

F11.1 Fawley adjoins and is dominated by the Fawley Oil Refinery. Although it has accommodated some new development, its growth has been less dramatic than that of other settlements in the Waterside, and it retains a village character. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4. The settlement lies within the Fawley major hazard consultation zones within which development is subject to Policy DW-E46, Section C6 (see plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan).

F11.2 Policy FA-1 relates to the Refinery and adjoining petrochemical complex, and Policy FA-2 provides for some additional open space. A policy on Fawley Power Station is at Policy FP-1, Section E11.

F11.3 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Fawley.

Fawley Oil Refinery

Policy FA-1

Fawley Oil Refinery

Within the Fawley Oil Refinery and petrochemical complex, land may be developed for uses directly related to the petrochemical industry, provided development does not conflict with any other policies in the Plan. In particular proposals for development will need to satisfy landscape requirements set out in Policies DW-E6 and DW-E7 (Section C1).

F11.4 The oil refinery and petrochemical industries are major local employers. Extensive areas of land at Fawley were granted permission for these uses during the 1940s and 1950s. Some have not been developed and on a number of these areas permission has since lapsed. This policy provides for further development in response to the future aspirations of the oil refinery and petrochemical industries while retaining as much as possible of the remaining features of landscape and ecological importance in this area. Permission will not normally be granted for any development other than uses directly related to the petrochemical industry because there is a need to retain opportunities for this type of use. The term "petrochemical uses" includes developments arising from on- and off-shore oil and gas exploration.

F11.5 The refinery, petrochemical complex and adjoining land in the same ownership (Esso) formerly comprised parts of large estates, fringing and closely related to the New Forest. There remain within them areas of woodland which may include ancient woodland, heath, valley mire and agriculturally unimproved meadows which are of considerable ecological interest and landscape value, mitigating the visual impact of the refinery in views from Southampton Water and inland as well as screening the petrochemical complex from Hythe. The retention and conservation of these areas will be encouraged, if necessary by means of management agreements. Land north of the depot is within the New Forest SSSI and is protected accordingly (see Policy DW-E37). The peripheral landscape belt planted by the landowners is also of landscape importance, and is protected by Policy DW-E12, Section C1.

F11.6 The refinery is outside the defined built-up area. ~~Land to the north-west of the existing development is included in the Hythe-Fawley Strategic Gap (Policy DW-E32, Section C3).~~

Public open space

Policy FA-2

Land at Church Lane

~~1.46 hectares of land at Church Lane, Fawley is allocated as public open space.~~

F11.7 ~~This site will be amenity open space as an integral part of adjoining residential development.~~

F12 Fordingbridge

F12.1 Fordingbridge is a small town on the western bank of the River Avon. Although there has been some growth in the last thirty years, mainly northwards from the original settlement, Fordingbridge has not had the major expansion experienced by many other towns in the District. Further development is constrained by the A338 by-pass to the east, the River Avon floodplain to the east and south, and good quality agricultural land to the north. To the west, open farmland provides an important Local Gap separating Fordingbridge and Ashford (see Policy DW-E33, Section C3). Development to the west is also constrained by the local road system, which brings traffic from this direction through the narrow roads of the town centre, causing significant environmental problems.

F12.2 This plan gives particular attention to the town centre (Policies FB-1 to FB-11) and provides for additional open space (Policies FB-12 to FB-13).

F12.3 Other general policies in Part C and Sections F1 to F6 of this plan apply to Fordingbridge.

Fordingbridge town centre

Character and opportunities for change

F12.4 The town centre is characterised by small-scale buildings in a mix of architectural styles and periods, generally of simple design, fronting narrow streets which follow a medieval street pattern. Interspersed with the historic buildings are some more recent, less attractive structures.

F12.5 Many of the frontage buildings are early town houses converted to shops. There are arched entrances to inn yards and alleyways leading to land at the rear.

F12.6 The small scale pattern of medieval buildings has largely been lost to the north-west of High Street, with some large new buildings and the main car park and access roads.

F12.7 The High Street is built clear of the floodplain of the Avon, and to the south, long gardens drop away down to the river. The impression is of a well-treed area with few buildings; the view of it from the bridge is a widely recognised local scene. The area south of High Street has been gardens for many years, and as a result has a special character. It is important that new buildings do not encroach upon it, but there could be limited public access.

F12.8 Most of the town centre is within a Conservation Area. It contains a number of listed buildings, including the Town Hall and the Manor House which are both prominent. However, there are many other attractive buildings and groups of buildings, which although not listed, make an important contribution to the character of the town. All development proposals within the Fordingbridge Conservation Area will be expected to be designed to a high standard, reflecting the traditional scale, character, materials and variety of building in the town.

F12.9 The visual and historic quality of Fordingbridge town centre has suffered both from neglect and from insensitive development. A range of actions has been taken by the County and District Councils to improve the environment. A co-ordinated scheme of paving, planting and signing has been implemented, aimed at reducing the impact of motor vehicles by reclaiming parts of the road for pedestrian use, and by making parts of the main streets more attractive. Concurrently, the District Council has been managing a Town Scheme which provides grants for the repair and maintenance of historic buildings.

F12.10 There is still much scope for improving the town centre environment, through:

- i well-designed new development and redevelopment, focusing on key sites;
- ii extending earlier improvement schemes to resolve ugly boundaries and create new paved spaces, for example at the Market Place and at Salisbury Street by the former Post Office and the Manor House; and

- iii encouraging re-modelling of less attractive buildings, such as the supermarket in the High Street.

Traffic/ pedestrians

F12.11 The problem of traffic, particularly heavy goods vehicles through the town's narrow main streets, is likely to remain unresolved. There is no solution that would be realistic or acceptable in environmental and financial terms.

F12.12 There are however, some opportunities to improve pedestrians' environment in the centre, and give them more priority, for example by:

- i providing a new pedestrian route and bridge over the Avon linking the town centre and other areas west of the river with the recreation ground;
- ii improving existing links between the car park and the High Street; and
- iii providing new connections to the rear of shops south of the High Street.

F12.13 In addition, it may be possible to improve vehicular access and servicing arrangements for properties south of the High Street, which could help to reduce congestion.

Shopping

F12.14 Shops in Fordingbridge serve a relatively small catchment area and comprise a varied mix of independent retailers in small units. Only two national non-food multiples are present. However, vacancy levels are low, and the level of pedestrian flows indicates a busy centre. For a small centre, it retains a relatively high level of the day-to-day expenditure generated from the local area.

F12.15 Small scale, well designed rear extensions integrated with footpaths could make more of the area south of the High Street.

F12.16 The boundary of the town centre, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section. Non-retail uses occupy about a third of the shop units in the primary shopping area of Fordingbridge town centre. Overall, the existing balance between retail and non-retail uses in Fordingbridge town centre is acceptable, but it is important that any additional non-retail uses are directed to peripheral areas of the centre.

Community

F12.17 As well as shops and other commercial premises, Fordingbridge town centre also contains a range of community facilities and residential accommodation. There is already some residential use of upper floors above shops.

F12.18 There is some further scope to increase residential accommodation in the centre through small scale developments which reflect the scale and quality of the historic centre.

Tourism

F12.19 Although not viewed at present as a significant tourist destination, Fordingbridge is well placed as a touring centre for visitors to the area. Its traditional character, riverside location, and proximity to the New Forest are all assets. The town has a history of rural and industrial activity, and there is scope to improve awareness of the town's heritage.

Policies for Fordingbridge town centre

F12.20 The policies for the town centre are intended to assist in improving the appearance and character of the centre while also strengthening its vitality. They include proposals to:

- i promote new development which will:
 - provide housing or community facilities

- improve the appearance of the centre
 - help to conserve the historic fabric
- ii reduce traffic impact and make pedestrian movement safer and easier by:
- extending environmental improvement schemes in High Street and Salisbury Street
 - improving footpaths and creating new footpaths and cycleways
 - implementing the findings of a traffic/ servicing study of the area south of High Street
- iii improve the image of the town centre by:
- environmental improvements to car parks and service areas
 - encouraging improvements to the appearance of key buildings north of the High Street and Salisbury Street

North of the High Street and Salisbury Street

F12.21 The area north of the High Street and Salisbury Street is dominated by the public car park. There are opportunities to improve the appearance of the car park and its links with the adjoining shopping streets, and to promote new development which will enhance the environment on key sites.

Policy FB-1

The Dairy/ Salvation Army site

The land adjacent to the Hundred to the north of Salisbury Street, including the Dairy and Salvation Army Hall sites, is allocated for retail, food and drink, community and entertainment/leisure uses, with a requirement for Roundhill frontage to be in retail use. On upper floors office/ business/ financial and professional services uses will also be permitted.

F12.22 This policy will come into effect if the site is no longer needed for its current uses. The site's location makes it a key site for strengthening the commercial role of the southern end of Salisbury Street and promoting stronger links between the car park and Salisbury Street. At present it contains a mixture of buildings, some of which could be redeveloped and others which could be adapted. In view of the site's location in the Conservation Area, and the need to retain listed buildings on the Salisbury Street frontage, the policy is directed towards achieving a mixed development of smaller scale uses. Further guidance on the development of this site is given in the Supplementary Planning Guidance for the site.

South of the High Street and Provost Street

F12.23 The access links between the town centre, the River Avon and the recreation ground on its eastern bank are very poor. Unless approaching the town from the east along Bridge Street, it is easy to forget the centre's riverside setting. Access to the recreation ground is currently via Bridge Street.

F12.24 The area of undeveloped land between the rear of the High Street and the river provides an important setting for the town, essential to its character. Planning policies to protect this area from the encroachment of development are well established. It would be a major benefit to the amenities of the town if some public access could be created, linking the town centre to the river bank, creating a new pedestrian link to the recreation ground by constructing a footbridge, and possibly providing a riverside walk on the west bank.

Policy FB-2

New footpath

A pedestrian route will be created from Provost Street to the recreation ground, including a footbridge over the River Avon.

F12.25 This footpath would link with the footpath proposed to the southwest (Policy DW-T10.15, Section C9) and with the cycleway along the eastern river bank

(Policy DW-T11.6, Section C9). In the longer term, it might be extended north along the west bank of the river to link with development proposed behind The George public house (see Policy FB-3). The path and the bridge should make provision for those with impaired or restricted mobility in accordance with Policy DW-E15, Section C1. The Environment Agency will be consulted on the implementation of these proposals within the floodplain of the River Avon.

Policy FB-3

Rear of Nos. 2 to 14 Bridge Street and 1 to 9 High Street

Land to the rear of Nos. 2 to 14 Bridge Street and 1 to 9 High Street (within the defined built-up area) is allocated for retail/ food and drink uses/ office/ business/ financial and professional services/ residential accommodation, subject to policies BU-TC1 and BU-TC2, Section F2. Development shall provide for public access along the river frontage.

F12.26 Although the area covered by Policy FB-3 is already substantially developed, the existing use of the site does not take advantage of its riverside setting. There is scope to allow some additional development which would draw people down to the riverside. Policies FB-5 and FB-6 also apply to this site.

Policy FB-4

Nos. 5 to 11 Provost Street

The site of Nos. 5, 7, 9 and 11 Provost Street and land to the rear (within the defined built-up area) is allocated for shops/ office/ business/ financial and professional services/ food and drink/ residential uses subject to Policy BU-TC2. The development shall include a public footpath through the site from Provost Street to the easternmost corner adjoining the watermeadow, and provide a footpath link to the riverside as far as the proposed footbridge (Policy FB-2).

F12.27 This site lies at the entrance of Provost Street and extends back to an area of watermeadow by the Avon. This policy provides the opportunity for redevelopment in order to improve the Provost Street frontage and create a new public access to the riverside. Policies FB-5 and FB-6 also apply to this site.

Policy FB-5

South side of the High Street and Provost Street

New development and the extension of existing buildings within the defined built-up area on the south side of the High Street and Nos. 5 to 11 Provost Street will only be permitted where the proposals:

- a respect the historic plot definitions; and**
- b maintain or enhance the visual appearance of the rear of properties; and**
- c can make provision for any on-site car parking requirement in an environmentally acceptable manner, within the built-up area boundary.**

F12.28 The south side of the High Street/ Provost Street lies within the Fordingbridge Conservation Area. It consists of a mix of buildings of historic and/or architectural interest, and their associated, mostly private gardens extending down to the River Avon. Some buildings have been extended unsympathetically.

F12.29 Although environmental constraints limit opportunities, there is scope to make better use of the backland to the rear of the High Street as part of the town centre. With its sunny aspect, historic character and the adjoining undeveloped land leading down to the river, a pleasant pedestrian environment could be created, as an alternative to the High Street.

Policy FB-6

Rear access to properties on the south side of the High Street and Provost Street.

The improvement of vehicular access to the rear of properties to the south of the High Street will be permitted where:

- a the vehicular access already exists; and
- b vehicle manoeuvres are acceptable; and
- c there is no unacceptable impact on the character of buildings and spaces.

F12.30 The creation of turning spaces and shared service areas to the rear of premises could help improve servicing arrangements. In conjunction with the highway authority, the local planning authority will investigate opportunities for improvements.

North of Provost Street

Policy FB-7

22 Provost Street

The site of the garage at 22 Provost Street is allocated for residential development.

F12.31 This policy would come into force if the current garage use ceases. The development of housing on this site would enable a significant improvement to the character and appearance of this part of the Conservation Area. Any scheme should include frontage development which should enhance the street scene and reflect the historic character and scale of Provost Street.

Policy FB-8

~~53 to 55 Shaftesbury Street and land east of Sweatfords Water~~

~~The site of 53 to 55 Shaftesbury Street and land east of Sweatfords Water is allocated for residential development. The site lies within the indicative floodplain and development will only be permitted where the provisions of Policy DW-E49, Section C7 are satisfied.~~

~~F12.32 Some flood mitigation measures have been implemented alongside Sweatfords Water in association with new housing development, adjacent to the south east of the allocated site. Proposals for development should allow for approximately a 10 metre undeveloped strip of land alongside Sweatfords Water which is outside proposed residential curtilages, in order to protect the existing flood defence. In addition, the layout should, if possible, include provision for rear vehicular access and parking for Nos. 57 to 71 Shaftesbury Street.~~

Policy FB-9

~~Land west of West Street~~

~~Approximately 0.65 hectares of land west of West Street, as shown on the proposals map, is allocated for B1 office / business use. Development should ensure that:~~

- a ~~a landscape buffer is provided between the housing and office/business allocations;~~
- b ~~the office/business development is designed to minimise adverse impact on residential amenities;~~
- c ~~contributions towards the provision of transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.~~

~~F12.33 The site lies on the western edge of the town adjoining the Fordingbridge Conservation Area.~~

~~F12.34 The site forms a part of the supply of industrial land in the District, and it is therefore important that it should be retained in employment uses. Appropriate measures will need to be taken at the detailed design stage to ensure that a satisfactory separation is achieved between the employment and residential uses in terms of visual screening, noise attenuation measures and access arrangements/internal road layout (see Policies DW-E1, DW-E6 and DW-E7, Section C1).~~

~~F12.35 Further guidance on the development of this site has been given in the Supplementary Planning Guidance for the site. [Note: planning permission has now been given for affordable housing on this site.]~~

Environmental improvements

Policy FB-10

Sites in Fordingbridge Conservation Area

Development proposals which improve the character of the Fordingbridge Conservation Area will be encouraged, in particular in the following locations:

- a the Market Place;**
- b the supermarket at 38 to 50 High Street;**
- c the Working Men's Club in Roundhill; and**
- d the former Post Office and the northern end of Salisbury Street.**

F12.36 The Market Place and the northern end of Salisbury Street are important town centre spaces on the approaches to the centre. Both currently suffer from the poor appearance of highways, ugly signing and assorted street paraphernalia and there is some danger to pedestrians in the Green Lane area. A townscape scheme, possibly in conjunction with appropriate traffic calming measures, will aim to enhance the character and quality of these spaces, reducing highway impact and reflecting their historic status.

F12.37 Redevelopment, or remodelling of the external appearance of the other buildings listed in the above policy would also be of particular environmental benefit.

F12.38 Works were carried out at the Market Place in 2003/4 to enhance the conservation area and improve conditions for pedestrians. The District Council will continue to explore with Hampshire County Council ways of improving conditions for pedestrians elsewhere in the High Street area, including the remodelling of Roundhill and measures to reduce the impact of lorries and other traffic in the High Street.

Environmental improvements to car parks and pedestrian routes

F12.39 The District Council will carry out environmental improvements to the car park, and to pedestrian links between the public car park and the shopping centre as follows:

- i improved surfacing and signing of the route to High Street via the Crown Public House; and**
- ii improved surfacing, signing and landscaping of the route to the High Street via the Library.**

F12.40 The local planning authority will also encourage improved arrangements for pedestrians around the Salisbury Street, High Street and Bridge Street junction and, where the pavement is inadequate, on the northern side of Salisbury Street.

F12.41 The above measures aim to improve the pedestrian environment in the town centre between the main car park and shopping areas. They are aimed primarily at improving the visual quality and appeal of these routes, though convenience and safety will also be important considerations.

Parking

Policy FB-11

Car park extension

If required, the public car park adjoining the A338 slip road will be extended.

F12.42 Subject to appropriate landscaping and screening measures, it is likely that this extension could provide some 30 extra parking spaces (up to a total capacity of about 100 spaces), which were estimated as necessary in order to accommodate forecast requirements up to 2001. The need for this additional capacity will be reassessed in the light of the district-wide car parking study (see Section C9), and of the scope for using alternative parking facilities (on the highway and on the nearby recreation ground) at peak times.

Fordingbridge outside the town centre

Public open space

Policy FB-12

Public open space allocations

Land is allocated for public open space at:

- a south of the recreation ground (1.52 hectares); and**
- b north of Whitsbury Road adjoining Burgate School (8.37 hectares).**

F12.43 The recreation ground, on the eastern bank of the River Avon, provides formal playing fields, a children's playground, riverside walk and amenity area. This policy provides for a small extension to this existing facility. The site lies outside the defined built-up area. Pedestrian access to the recreation ground from the town centre will be improved by a footbridge over the River Avon (see Policy FB-2). There is a proposal for a riverside walk, to link the recreation ground to Bickton Mill (see Policy DW-T11.6, Section C9). Further extension of the public open space on land to the south and west of the proposed additional allocation would be acceptable in principle.

F12.44 The land off Whitsbury Road, which also lies outside the built-up area, provides a level, well drained site with good access. It improves the distribution of open space in the town and provides an opportunity to develop dual use facilities for the community and the adjoining school.

Policy FB-13

Land at Whitsbury Road/ Parsonage Park Drive

0.27 hectares of land at the junction of Whitsbury Road and Parsonage Park Drive is allocated for public open space.

F12.45 This is an outstanding commitment arising from nearby residential development. Buffer planting should be provided along the boundary with the adjoining residential property in the interest of security and residential amenity.

F13 Hardley and Holbury

F13.1 Hardley and Holbury have grown substantially since the war, along with the development of the Fawley Oil Refinery and petrochemical complex. Large areas were allocated for residential development in the non-statutory local plan prepared by the County Council in the 1970's. These have mostly been built. There is an industrial estate at Hardley, adjoining which there remains an area of land to be developed (Policy HH-1). Policy HH-2 provides for some additional public open space. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F13.2 The settlements are bordered by the New Forest to the west. Also to the west, the Parish Council have created an area of informal open space around Holbury Manor. Hardley and Holbury lie within the Fawley major hazard consultation zones, within which development is subject to Policy DW-E46, Section C6 (see also Appendix G8 and plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan).

F13.3 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this Plan apply to Hardley and Holbury.

Hardley industrial estate

Policy HH-1

Land adjoining Hardley industrial estate

One hectare of land adjoining the Hardley Industrial Estate, as shown on the proposals map, is allocated for industrial / office / business development provided that:

- a existing trees along the northern and eastern boundaries are retained and protected;**
- b a landscape buffer is provided between the housing and office/business allocations;**
- c industrial / office / business development bordering the new residential development is designed to minimise adverse impact on residential amenities;**
- d the existing footpath along the northern boundary is retained;**
- e direct pedestrian / cycle access is secured between the site and Long Lane via Falconer Court;**
- f vehicular access to the industrial area is from Lime Kiln Lane; and**
- g contributions towards transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9, DW-R3, Section C10 and DW-F1, Section C14.**

F13.4 This site lies between the Hardley Industrial Estate to the north and the residential area of Little Holbury to the south. It forms a part of the supply of industrial land for the District, and is the only site allocated for employment purposes in the south-east corner of the District (outside the Fawley Oil Refinery and petrochemicals complex). It is therefore important that the site remains available for employment use. Housing has been developed to the south of the site. Appropriate measures will need to be taken at the detailed design stage to ensure a satisfactory separation is achieved between the two uses in terms of visual screening and noise attenuation measures (see Policies DW-E1, DW-E6 and DW-E7, Section C1). Contributions may also be sought towards the provision of a cycle route to Hythe and Applemore (see Policy DW-T10.23, Section C9).

Public open space

Policy HH-2

~~Land at Lime Kiln Lane/ Holbury Drove~~

~~0.33 hectare of land at the junction of Lime Kiln Lane and Holbury Drove, Holbury is allocated as public open space.~~

~~F13.5 This site will be laid out as amenity open space as an integral part of adjoining residential development.~~

F14 Hordle

F14.1 Hordle is a scattered, predominantly residential settlement a short distance east of New Milton. It borders the New Forest to the north and east and is closely surrounded by and partly within the Green Belt. The village is interspersed with fields and woodland which divide it into two parts.

F14.2 Hordle parish as a whole is deficient in open space partly because of land contamination at the Dudley Avenue Sports Ground. Further provision is made at Everton (Policy EV-2, Section F10).

F14.3 General policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Hordle.

F15 Hythe and Dibden

F15.1 Hythe and Dibden, formerly separate settlements, have grown considerably since the 1950s, and now merge to form a continuous built-up area. Important features are Hythe's historic centre, most of which is a Conservation Area, and its proximity to Southampton Water.

F15.2 Hythe developed originally as a ferry stage and fishing village. It was a yachting base in the Edwardian era. It formerly accommodated a number of boat yards, and has a secure place in the history of flying boats, becoming a focus of coastal industrial and military activity, particularly during the Second World War. There remain a boat repair yard and a NATO base in active use. The centre is known today for its Victorian pier and the marina built immediately to the north in the mid-1980s. However, public access to the waterside is generally poor.

F15.3 The loss of industrial sites to residential uses has resulted in a lack of local employment opportunities, and the local planning authority is therefore anxious to retain those which remain.

F15.4 Dibden and Dibden Purlieu were once small settlements but have expanded considerably. In Dibden there remain some residential allocations, a distributor road and a local centre to be completed (Policies HD-14, HD-18, and HD-21). The area was characterised by mature woodland, and the local planning authority has made considerable efforts to retain as much of this as possible, in the form of amenity open space.

F15.5 Policy DW-E11, Section C1 gives special protection to an area of low density housing in the Noads Way and Lime Walk area of Dibden Purlieu. Also in Dibden Purlieu, a local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F15.6 North of Dibden and west of Hythe there is an important open area which includes mature woodland and attractive open slopes affording panoramic views across the countryside and Southampton Water. This area is excluded from the built-up area, and protected by Policy DW-E12, Section C1.

F15.7 This plan provides for additional open space (Policies HD-16 and HD-17), a school site (Policy HD-19), school playing fields (Policy HD-20) and allotments (Policy HD-22), and allocates land for a new railway station (Policy HD-12).

F15.8 Other general policies in Part C and Sections F1 to F6 of this plan apply to Hythe and Dibden.

Hythe Centre

F15.9 Hythe developed from two clusters of cottages, one centred on the High Street, Prospect Place and Jones Lane, and the other centred on the junction of St John's Street and South Street. The first group contained the Drummond Arms Hotel, the Nelson Public House and the village school; the second included the parsonage and the old post office.

F15.10 Since the 1950s, the old village centre has become the main commercial and community centre for Dibden and Dibden Purlieu as well as Hythe. However, despite its role as a centre for a settlement of 20,000 people, it seeks to retain its village identity.

Character and opportunities for change

F15.11 The compact historic core of Hythe, extending from West Street towards Shore Road, is designated as a Conservation Area. Principal features are:

- i the street pattern which is still defined by 18th century buildings;
- ii the waterfront, in particular the pier built in 1879 from which the ferry provides an important public transport link to Southampton; and
- iii the remnants of the large houses and cottages whose gardens ran down to the water.

Car parks

F15.12 The centre is well served by conveniently located public car parks. However, these important points of entry could be improved through careful attention to design and landscaping in and around the car parks and better signing.

Streets and spaces

F15.13 Pedestrianisation of the High Street has enhanced its appeal. The Marsh is bisected by the main traffic route through the centre, but has benefited from a joint scheme to enhance pedestrian space and reduce the dominance of traffic. Pylewell Precinct is still somewhat hampered by the poor quality of buildings and spaces but the new library development at its northern end has gone some way towards giving this area a fresh image and vitality.

F15.14 The Marsh and Pylewell Precinct could be enhanced by further environmental improvements to the highways and public spaces, by remodelling of some frontage buildings, and by providing some residential accommodation in Marsh Parade's service area.

The waterfront

F15.15 On the whole, Hythe fails to take full advantage of its waterfront location.

F15.16 The green open space beside the water at Prospect Place is an important amenity area with one of the few remaining natural beaches in the centre. It provides valuable views of Southampton Water, the marina and the recently restored listed buildings on the road frontage.

F15.17 The Pier Head and the old hard are dominated by Hotspur House, a three-storey flat-roofed building, the sheds associated with the Pier, the ferry and its ticket office, and the industrial uses to the rear. This site is a fulcrum within the centre; it dominates the northern approach, is highly visible from the water and the marina, links the buses, ferry and taxis, and is capable of being linked to the Promenade as part of a waterfront footpath. It provides a major opportunity to enhance the waterfront image of Hythe and provide visitor facilities while maintaining and improving the public transport infrastructure.

F15.18 The Promenade is alien to the character of Hythe. It opens up the backs of High Street properties whose gardens once ran down to the shore, to provide a utilitarian service road for the shops and supermarket. It does not take advantage of its waterside location, and the short length of concrete sea wall seems out of place. However, for all its harshness, the Promenade provides some of the more impressive views from Hythe over Southampton Water and the rich wildlife of the tidal mudflats. It has the potential to be a more attractive space, enhancing the character of the centre and the waterfront.

F15.19 The boatyard in St John's Street helps to maintain the working maritime character of Hythe.

F15.20 The Grove, with its fine treed garden on the water frontage, now accommodates the Parish Council offices. This is a key community use which will draw people to this part of the centre. It has also helped to provide a public footpath link to the shore.

F15.21 The redevelopment of the BMT, Dreamland and Arno-Scholl sites in Shore Road has had a substantial impact on the appearance of the waterfront and public access to it, and on the character and vitality of the town.

Trees

F15.22 The character of the centre is established by groups of large trees visible over a wide area. These include the trees along the railway line, in the churchyard, in the garden of The Grove, in the car parks and in The Marsh. Retention and future management of these trees and finding sites for future planting will be an important feature of the District Council's environmental action in Hythe centre.

Shopping

F15.23 The shopping centre of Hythe is focused around two parallel, but contrasting streets - the High Street and the Marsh. The High Street is characterised by historic buildings of a domestic scale, which have been adapted to provide shop premises. The modern supermarket development at the southern end of the High Street, although at odds with the character of the rest of the street, plays a vital role in attracting shoppers to the centre. The Marsh and Pylewell Precinct provide essentially more modern purpose-built shop premises of undistinguished appearance.

F15.24 The types of shop units available in Hythe centre have favoured local independent retailers rather than attracting national multiple retailers. There are few national multiple comparison traders present and no known unsatisfied requirements from such traders. This is reflected in the relatively low rentals of premises in the centre. The busy weekly market in St. John's Street is an important attraction. The centre has a tight catchment area, and is dependent upon its convenience shopping function. The proximity and accessibility of Southampton inhibits the role of the centre for comparison goods shopping. The centre also has to compete with the large food superstore at Dibden.

F15.25 The town centre boundary, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section.

F15.26 Non-retail uses currently occupy just over a third of the shop units in the primary shopping area of Hythe centre. Given the compact nature and layout of Hythe centre, it is particularly important that the retail function of the defined shopping frontages is protected.

Tourism

F15.27 The tourist potential of Hythe could be increased by improving the environment of the centre, better opportunities for access to the waterfront and attractions based on the maritime history of the area.

Community

F15.28 A number of community facilities serving Hythe are located in the centre. These include the community centre, the library, Parish Council offices and the District Council local information office.

Parking

F15.29 In general, except for market days, Hythe is well provided with parking. While the construction of the St John's Street/ New Road link road will decrease the number of spaces available, it is estimated that there will be sufficient parking spaces at least in the short term. This plan includes proposals (Policies HD-6 and HD-11) to replace parking spaces lost as a consequence of the new station proposal at New Road car park. The situation will be monitored and reviewed in the light of the District-wide parking study.

F15.30 The weekly market held on the St John's Street car park reduces the amount of parking available, but increases demand. Relocation of the market to an alternative site that is not a car park would obviously ease parking problems on market days.

Policies for Hythe centre

F15.31 Policies for Hythe centre are directed towards maintaining its popularity and appeal for shopping, for visiting and as a centre of community activity. They include proposals to:

- i strengthen the image of the waterfront by promoting development at the Pier Head, creating new pedestrian priority spaces at the Pier Head and the Promenade, and linking the two areas; also by careful control of new development in the area of the Dreamland site;

- ii improve pedestrian links, in particular from New Road car park and the Promenade, creating a new pedestrian space at the junction of The Marsh and St John's Street;
- iii improve the quality of the main car parks and service areas; and
- iv improve community facilities.

Hythe waterfront

F15.32 In addition to Policies HD-1 to HD-7, development proposals in this area will need to take account of the Hythe Waterfront Supplementary Planning Guidance 1995.

The Pier Head and the Promenade

Policy HD-1

The Pier Head

The comprehensive redevelopment of buildings adjacent to the Pier Head for a tourist, leisure or community facility (possibly including a visitor centre) and/or an office/ business/ financial and professional services use requiring high quality premises, will be permitted. The development shall incorporate the public conveniences and provide public access along the water frontage of the site.

F15.33 The promontory to the north of the Pier Head, currently occupied by Hotspur House and the adjacent works, is a key site in Hythe centre. Its location on the waterfront, adjacent to the pier, and on the edge of the shopping centre make it a unique development opportunity. Redevelopment of this site should seek to improve the appearance of the area and also encourage it to make a more positive contribution to Hythe centre. Uses in this area should complement rather than compete with others in the centre.

F15.34 This site would lend itself to the development of a visitor attraction based on Hythe's historic associations with the aviation, marine and hovercraft industries. This would add to the attraction of the centre of Hythe to visitors.

F15.35 As an alternative, favourable consideration would also be given to a high quality scheme providing office/ business accommodation on this site or part of it.

F15.36 Further guidance on this proposal is given in the Hythe Waterfront Supplementary Planning Guidance.

Policy HD-2

Ferry ticket office

The improvement or replacement of the ferry ticket office will be permitted. A visitor information centre may be provided here or in adjacent buildings.

Policy HD-3

Pedestrian link between the Pier Head and Promenade

A pedestrian link between the Pier Head and the Promenade will be provided, in the form of a boardwalk.

F15.37 In considering the re-organisation of uses around the Pier Head the opportunity should be taken to create a pedestrian link from this area to the Promenade, accessible also to disabled people and cyclists on foot. This should be achieved without land reclamation.

Environmental improvements to the Pier Head and Promenade

F15.38 The District Council will carry out environmental improvements to the space around the Pier Head and Promenade.

F15.39 At present the space around the Pier Head is unattractive and dominated by vehicles. Its use as a public transport interchange between buses, taxis and the ferry is important but needs to be rationalised to enable the overall environment of this area to be upgraded. Improvements will include new surfacing, landscaping and street

furniture and should aim to make this a more pleasant place to wait for public transport connections whilst not compromising the efficiency of the services. Management measures to reduce through traffic will also be investigated.

F15.40 The Promenade is an underused space. At present it is a dead end, with a harsh unappealing environment. Much could be done to improve its character with new landscaping, surfacing and street furniture, and a pedestrian link through to Prospect Place (Policy HD-3). Improvements to the landscaping of the Waitrose car park to reduce its impact on the approach to the Promenade will be encouraged.

F15.41 A small amount of additional retail/ community/ office/ business/ residential development could generate activity and help fund the improvement works.

F15.42 Further guidance on these proposals is given in the Hythe Waterfront Supplementary Planning Guidance.

Shore Road

Policy HD-4

Dreamland, Shore Road

Approximately 4.0 hectares of land at the former Dreamland and Arno-Scholl sites is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, and a limited amount of commercial development. Public access in the form of a promenade shall be provided to the entire waterfront of the site, linking in with the wider footpath network. A public slipway shall be provided for the launching of leisure craft, with associated parking for cars and trailers and to serve the promenade. Contributions will be required to improvements to Shore Road and the proposed St John's Street - New Road link road (Policy HD-7) consistent with the requirements of Policy DW-T8, Section C9, and Policy DW-F1, Section C14.

F15.43 Since 1993 the site of the former Dreamland factory has been the subject of a number of planning permissions for major residential redevelopment, commercial floorspace, ancillary parking, open space and public access to the waterfront. Most of the site is now redeveloped.

F15.44 The site provides a rare opportunity to create a new waterfront development relating to Hythe centre and Southampton Water, enabling substantial improvement to public access to the waterfront in Hythe.

F15.45 The adjoining MoD site is a source of noise at times, and dwellings will need appropriate sound insulation in order to protect the amenities of occupiers. There is also a need to ensure that the security of the MoD site is not prejudiced.

F15.46 Further guidance on the development of this area is given in the Hythe Waterfront Supplementary Planning Guidance.

Policy HD-5

~~Goods yard, Shore Road~~

~~Approximately 0.6 hectares of land at the former goods yard, Shore Road, Hythe is allocated for industrial / office / business uses. The site lies within the indicative coastal flood risk area and development will only be permitted where:~~

- ~~a it would not result in additional flooding elsewhere; and~~
- ~~b the developer can make arrangements to improve and maintain the necessary flood defences; and~~
- ~~c other works required to safeguard the development from the effects of flooding are acceptable in environmental terms.~~

~~In addition, the development will be required to make a contribution towards the cost of the proposed St John's Street - New Road link road and improvements to Shore Road (Policy HD-7) consistent with the requirements of Policy DW-T8, Section C9, and Policy DW-F1, Section C14.~~

~~F15.47 This narrow site, adjoining the railway line, lies within an indicative area at risk from flooding defined by the Environment Agency. Current flood defences are considered inadequate and will need to be improved to an adequate standard of protection by the developer before the site can be developed. Other measures to protect the development from the effects of flooding may be required by the Environment Agency.~~

St John's Street

Policy HD-6

Builder's yard adjoining St John's Street car park

The builder's yard adjoining St John's Street car park is allocated for an extension to the car park.

F15.48 This policy provides for additional car parking at the St John's Street car park to replace the public car parking lost in New Road car park, in the event of the proposed rail station being developed. It offers an opportunity to rationalise the car park's boundaries and layout.

Policy HD-7

~~St John's Street/ New Road/ Shore Road link road and road improvements~~

~~In association with development proposals at St John's Street and Shore Road, the following are proposed:~~

- ~~a subject to the need to protect the single pine tree on the St John's Street car park frontage, a new link road between St John's Street and New Road; and~~
- ~~b improvements to St John's Street and Shore Road including new footways where appropriate.~~

~~[NB: this policy is under review]~~

~~F15.49 The proposal for a new link road between St John's Street and New Road is intended to accommodate increased traffic generated by new development in the Shore Road area and relieve the St John's Street/ High Street/ The Marsh junction. In association with this scheme, parts of St John's Street and Shore Road are also being improved and re-aligned.~~

~~F15.50 The need for traffic calming and traffic management at the South Street/ St John's Street/ Shore Road junction will be investigated following implementation of the scheme. Improvements should be made to the surfacing in the area of the junction, using traditional materials.~~

~~F15.51 Following the opening of the St John's Street/ New Road link road, it is possible that the St John's Street junction with High Street will be closed. This would provide an opportunity to improve the pedestrian environment between the Marsh and High Street.~~

~~F15.52 The alignment of the proposed link road will be heavily constrained by the need to protect a single Monterey pine tree of the highest quality which stands close to the St John's Street frontage of the car park and makes an important contribution to the character of the Hythe conservation area. In view of this constraint it may become necessary to realign the proposed road and/or limit its scale whilst still allowing it to make an effective contribution to the reduction of traffic in the St John's Street and Shore Road areas.~~

Environmental improvements, St John's Street car park

F15.53 When the link road is built the layout of the St John's Street car park will be revised. Walled boundaries with well defined entrances and gates will be created around the new car park and to define footpath routes across the area. The car park will be subject to a landscaping, surfacing, tree planting and lighting scheme. The new layout should relate well to, and have convenient access to, the Parish Council offices in The Grove.

The Marsh, Pylewell Precinct and New Road car park

F15.54 The Marsh is conveniently served by car parking, but its shopping environment is poor. The reduction of traffic would bring environmental benefits to the area, and would also enable the carriageway and pedestrian spaces in the street to be re-designed with greater emphasis given to pedestrians. Opportunities to reduce traffic movements through Hythe centre, and in particular The Marsh, will be investigated. Improvements to the service yard between The Marsh and High Street will be encouraged.

F15.55 Improvements to the appearance of the Marsh Parade complex (both on the street frontage and in the service area to the rear) and of Pylewell Precinct will be encouraged.

Policy HD-8

Marsh Parade

Permission will be granted for extensions of existing buildings in the Marsh Parade complex to provide for the expansion of existing uses and also residential development. Where appropriate environmental improvements to the courtyard should be provided. Existing rear service and parking areas should be retained.

F15.56 Limited new building development in the inner courtyard, provides an opportunity to secure further residential accommodation in the centre (see paragraph F15.14) and an improvement in the appearance of the area.

Policy HD-9

Marsh Parade street frontages

Development proposals within the street frontages of Marsh Parade will be encouraged to improve its appearance by means of remodelling shopfronts.

F15.57 There is considerable scope to improve the attraction of this area.

Policy HD-10

Pylewell Precinct

Development proposals within Pylewell Precinct will be encouraged to improve its appearance by means of remodelling shopfronts and/or by contributing to a landscape scheme.

F15.58 This 1960s development is an important pedestrian link to the High Street from the New Road car park and School Road. A re-modelling of the street frontage of the existing buildings would help to improve its appearance.

F15.59 The District Council will carry out environmental improvements in the form of landscaping, surfacing and street furniture.

Policy HD-11

Premises fronting the New Road car park

Land between the properties on New Road and the public car park is allocated for an extension to the car park.

F15.60 This policy provides for additional car parking to replace the public car parking lost in New Road car park in the event of the proposed railway station being developed (Policy HD-12 below). It offers an opportunity to rationalise the car park's boundaries and layout. Alternative accommodation for the existing Red Cross facility will need to be considered.

Policy HD-12

Railway station, New Road car park

Land at the southern end of New Road car park is allocated for the provision of a railway station, forecourt and associated parking area, together with a pedestrian and cycle link to School Road.

F15.61 The library has moved from its site adjacent to the railway line in the New Road car park. The possible restoration of passenger rail services is discussed more fully in Section C9.

Improvements to pedestrian areas

F15.62 The District Council will carry out environmental improvements to pedestrian areas in The Marsh, in particular at its junction with St John's Street and the High Street, as part of an overall scheme to improve the pedestrian route between the New Road car park and the Promenade.

Jones Lane car park

F15.63 The District Council will carry out environmental improvements to the car park and to the following footpaths:

- i alongside the Working Men's Club between the car park and Pylewell Road;
- ii alongside the Drummond Arms Hotel; and
- iii strengthening the central link across the car park between Jones Lane and The Marsh.

F15.64 The path alongside the Working Men's Club is one of the principal links between the shopping streets, the car park and the Community Centre. A landscaping and surfacing scheme is needed to enhance its appearance. Landscape planting is also needed to enhance the appearance of the footpath alongside the Drummond Arms leading to Prospect Place.

Policy HD-13

Community centre

The site of the Community Centre in the Jones Lane car park is allocated for community purposes.

F15.65 The existing pre-fabricated community centre building is in need of replacement. Although relocation of the use to another site is not ruled out, the provision of a new building on the existing site will be encouraged as it will help improve the character of the Jones Lane car park.

Footpaths

F15.66 There is a need to improve pedestrian circulation around the shopping areas of the centre, to provide better access to the waterfront, and to improve the appearance of some existing footpaths. Improved pedestrian routes and signing will be promoted in Hythe centre, as follows:

- i the Promenade to New Road car park via the Marsh and Pylewell Precinct;
- ii the Promenade to the Marina Village via the Pier Head (see also Policy HD-3 above);
- iii the Promenade to the "Dreamland" site via St John's Street, The Grove and the water frontage of Sir Christopher Court;
- iv New Road to South Street centre (Policy DW-T10.27, Section C9); and
- v footpaths to Jones Lane car park (see paragraph F15.63 above).

F15.67 Where appropriate, provision for these improved pedestrian links will be required as part of development proposals. Contributions towards the implementation of these schemes may also be sought from development in the vicinity.

Hythe and Dibden outside the centre

Residential

Policy HD-14

The Orchard site

~~Approximately 0.8 hectares of land at The Orchard, Dibden is allocated for residential development including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH 1, Section B4.~~

~~Access to the site should be from the adjoining housing site. An emergency access will also be required to the adjoining local centre site. A footpath link should be provided between the site and the existing footpath network adjacent to the south-west boundary of the site.~~

~~The developer will be required to contribute towards the construction of the Dibden Distributor Road (see Policy HD 18 below) consistent with the requirements of Policy DW-T8, Section C9, and Policy DW-F1, Section C14.~~

~~F15.68 The site is occupied by a dwelling known as The Orchard and some old buildings associated with a former smallholding. It is level and contains important peripheral trees which are covered by a Tree Preservation Order. It is bounded to the north by the new housing development. To the west is the small woodland which will form part of the proposed school site and to the east is the site of the proposed local centre. Further guidance on the form that development on this site should take and the contributions sought is given in Supplementary Planning Guidance for the site.~~

Industrial and business development

Policy HD-15

Land adjoining Jones Lane

Approximately 0.2 hectares of land adjoining Jones Lane, Hythe is allocated for industrial/ office/ business development. Access to the site shall be from the service road adjoining Southampton Road via the adjoining garage site.

F15.69 This site offers an opportunity to provide some additional local employment.

Public open space

F15.70 The Clayfields Sports Ground includes two floodlit all-weather courts, two soccer pitches and a synthetic cricket wicket.

Policy HD-16

Land south of Cedar Road

3.00 hectares of land to the south of Cedar Road and to the west of Fawley Road is allocated for public open space.

F15.71 Land south of Cedar Road, Hythe will be developed as public playing fields. This is outside the defined built-up area. Bringing this site into public use will improve access to formal open space in the Buttsash area, and contribute to the overall provision for Hythe as a whole.

F15.72 While the site is located just within Fawley Parish, the proposed facility would relate primarily to, and serve the residents of Hythe and Dibden. Future management and maintenance arrangements and costs would need to reflect this situation.

Policy HD-17

Land off Mullins Lane

2.13 hectares of land off Mullins Lane is allocated for informal public open space.

F15.73 This wooded and open area will be managed as informal public open space to serve the Hollybank Estate and Mountfield area and relieve the deficiency in this area. This is outside the defined built-up area. The western half of the site was dedicated to the Parish Council along with access to Lower Mullins Lane, when

permission for the Mountfield development was granted. It is intended that the Parish Council will eventually acquire the remainder of the site. The existing dedicated access may not be the most appropriate, and the Parish Council is actively seeking an alternative. Policy DW-T10.20 (Section C9) provides for footpath access from Tamar Grove.

Transport

Policy HD-18

Dibden Distributor Road

Land is safeguarded for a new distributor road, funded partly in association with development, to link Stage 2 of the Dibden Distributor Road to the C97 Southampton Road.

F15.74 The Dibden Distributor Road is a three-stage scheme required to serve the development area. Stage 2 links to Claypits Lane near Draper's Copse. Contributions towards Stage 3 have been made from development sites in Dibden. However substantial additional funds are likely to be required if the road is to be completed. The outstanding costs, impacts and benefits of the scheme (including those affecting cyclists on Claypits Lane), and any reasonable alternative means of achieving those benefits, will be reassessed during the plan period, and alternative proposals may be brought forward through the forthcoming Local Development Framework.

Community facilities

Policy HD-19

Primary school, Claypits Lane

Land at Claypits Lane, Dibden is allocated for a primary school.

Policy HD-20

Extension to Noadswood School playing fields

Land adjacent to the existing playing fields at Noadswood school, Hythe is reserved for an extension of the school playing fields.

F15.75 These allocations have been made at the request of the education authorities to meet educational needs in the area.

Policy HD-21

Dibden local centre

1.2 hectares of land adjoining Challenger Way, Dibden is allocated for the development of a local centre.

F15.76 Development of this site should make provision for a place of worship, community centre, space for a mobile library unit and preferably a shop, together with ancillary parking and emergency access from the Orchard site (Policy HD-14 above). The development should incorporate access for pedestrians and cyclists to the footpath route along the south-west boundary of the site, and the upgrading of that path to cycleway standard between that access point and Challenger Way (see Policy DW-T10.19, Section C9).

Policy HD-22

Allotments, Claypits Lane

Approximately 0.4 hectares of land adjoining the existing allotment site at Claypits Lane, Dibden is allocated for use as allotments.

F15.77 This policy provides for an extension to the existing allotment site at Claypits Lane to meet future needs.

F16 Lymington and Pennington

F16.1 Lymington was one of the earliest towns established in this area following the Norman conquest, and from the beginning was closely associated with the salt trade. In medieval times, the salterns in the estuary of the Lymington River were the main source of the town's wealth. Subsequently, other trade developed and many buildings date from the 18th century, reflecting the general prosperity of the town at that time. More recently, Lymington has become associated with the tourism and recreation trade, particularly through the marinas and the Isle of Wight ferry, and these and related industries are of considerable importance to the local economy.

F16.2 Industry is concentrated to the north and east. Because of environmental constraints, there is no opportunity to extend the town, and it is therefore important for the maintenance of the local economy to retain the sites within or close to the settlement which provide local employment.

F16.3 The town is surrounded by the Green Belt, and the New Forest lies close by to the north and east.

F16.4 This plan gives particular attention to Lymington town centre (Policies LP-1 to LP-5). In the rest of the town, Policies LP-7 to LP-18 cover various sites where change is proposed or likely to occur. These include additional recreational facilities (Policy LP-11), open space (Policies LP-12 to LP-14) and road improvements (Policies LP-17 and LP-18). Policy DW-E11, Section C1 gives special protection to an Area of Special Character in the Buckland area.

F16.5 Other general policies in Part C and Sections F1 to F6 of this plan apply to Lymington.

Lymington town centre

Character and opportunities for change

Street pattern

F16.6 The core of the town was established in the 12th and 13th centuries when, growing from the Quay, the present High Street took shape as a wide, straight thoroughfare running west-east down the slope to the river. The regular width and length of the building plots ("burgage" plots) have very largely determined the structure of the town until the present day. The town centre is still characterised by a strong, linear plan and varied, narrow-frontage developments along St. Thomas' Street and High Street, with walled burgage plots to the rear terminated by the ancient back lanes - the Tins and Madeira Walk.

F16.7 The ancient lanes are a valuable feature and form the basis of a well used footpath system linking important public spaces - the car parks, churchyard, Grove Gardens etc. Bearing in mind the significance of these routes, they would benefit from environmental improvements such as new surfacing, signing and lighting. They should also be better integrated with crossing points on High Street and St Thomas' Street.

F16.8 To the north of High Street and St Thomas' Street a remarkable continuity of open spaces and car parking has preserved the sense of the medieval street plan. To the south, relatively poor access and the topography (the land falls from High Street) have achieved a similar result. Despite erosion during the last half of this century, the remaining pattern of ancient streets and boundaries must be regarded as one of the most important features of Lymington.

Buildings

F16.9 Lymington has been a wealthy town, which is reflected in the general quality of architecture and construction and the speed with which its inhabitants have responded to changes in fashion. The overall impression is one of architectural quality and diversity, and it is clear that for long periods of the town's history, architecture and public spaces were of great importance. The local plan seeks to restore and maintain this tradition.

F16.10 Apart from St Thomas' church, there are no easily accessible medieval buildings, but it is evident from recent alterations that a number of 18th and 19th century frontages conceal relics of much earlier structures.

F16.11 The street pattern has had a strong impact upon the architecture and spaces of the town. Buildings are relatively tall and are built hard up to the streets and passageways to make the most of narrow plots. Narrow passages lead off High Street into quiet courtyards; and yards and gardens are enclosed by high brick walls, some of which have a serpentine plan form - the crinkle-crankle walls.

F16.12 There are a number of unattractive buildings and small gaps in the fabric of the town centre which have an adverse impact out of proportion to their scale. Some sensitive new building would improve the town centre environment and strengthen the vitality and viability of the town.

F16.13 The Lymington Conservation Area, which is one of the largest and most important urban Conservation Areas in the District, includes the medieval core of the town and surrounding areas which impinge on it. It centres on the High Street and St Thomas' Street, and extends west to take in Priestlands Place and east to include Quay Hill and Quay Street. It contains many listed buildings. Development proposals within the Conservation Area will be expected to be of a high standard of design commensurate with this designation.

The Quay

F16.14 The area around the Quay retains a considerable charm although much altered in recent years. Improvements to the Quay area are enhancing what is for many visitors the focal point of their trip to the town.

Views and topography

F16.15 The town is built on the slopes leading down to the Lymington River, and a major feature is the views out from the centre, eastward from the top of High Street and Cannon Street to the wooded slopes of Walhampton, and from parts of the town southward across to the Isle of Wight, framed by walled lanes and trees. There are equally impressive views of the town from outside it, for example from Walhampton Hill and Undershore Road.

F16.16 The topography of the town demands particular attention when considering proposals ranging from new buildings to street lighting.

Traffic

F16.17 Despite the generally high environmental quality of the town centre, concerns have been expressed about the intrusion of traffic in the High Street. The Hampshire Local Transport Plan provides for improvements to be carried out to reduce this intrusion. An alternative route for some traffic is being developed to the south of the town (see Policy LP-18 and accompanying paragraphs).

Shopping

F16.18 Lymington is the largest retail centre in the District in terms of the number of individual shop units and the extent of national multiple representation. The centre contains a wide variety of small shops, including specialist outlets catering for the tourist trade and yachting interests, but few modern units.

F16.19 There are several larger shops, and with three food supermarkets, the town has adequate large scale shopping floor space for the foreseeable future. A popular street market operates in the High Street on Saturdays.

F16.20 The main shopping area in the town extends along both sides of St Thomas' Street and High Street, and continues into Quay Hill. Continued commercial activity is essential to the character of these streets, both to sustain the local economy and to generate the funds necessary to maintain the historic buildings.

F16.21 Trade is increased by tourist expenditure during the summer months.

F16.22 The town centre boundary, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section.

Tourism

F16.23 Tourist activity is focused on the High Street, the Quay and the waterfront. Sailing and related activities are important features of the town, and the Isle of Wight ferry service also has a major influence. A new Visitor Information Centre has been established on New Street in the former school, with the town's new museum, the St Barbe Museum and Art Gallery. A particular issue is the movement and parking of tourist coaches.

Community

F16.24 Most of Lymington's community needs are met in the town centre, with facilities grouped within a relatively short distance of each other. There are some outstanding needs to be met, in particular a larger multi-purpose hall for public meetings, concerts, drama etc.. The local plan seeks to enable these facilities to be provided in or near the town centre where there is reasonable access to the main public car parks and easy access by public transport.

F16.25 Policy LP-3 identifies the furniture repository on New Street as suitable for community uses. Further opportunities might become available at Lymington Infirmary (Policy LP-8).

F16.26 This plan also seeks to foster a residential community in the town centre, in particular by encouraging the use of upper floors for residential development.

Approaches to the town centre

F16.27 The approaches to Lymington town centre from the north and east belie its significance as an historic settlement and important tourist destination. The local plan identifies a number of improvements, small in themselves but cumulatively effective.

Policies for Lymington town centre

F16.28 The local plan seeks to enable the community's needs to be met without damaging the town's high environmental quality. The policies and proposals for the town centre are intended to enhance its character and appearance while maintaining its vitality. They include proposals to:

- i encourage high quality new building on identified sites to accommodate uses contributing to the economic and community life of the town, and to restore a sense of excellence;
- ii improve and enhance the ancient footpath network;
- iii improve the approaches to the centre along Southampton Road, Queen Street, Marsh Lane and Bridge Road; and
- iv maintain and expand existing community facilities by providing for an extended campus of community buildings including a public hall.

The medieval core

F16.29 St Thomas' Street, High Street, Quay Hill and Quay Street form the medieval core of the town. High Street and St Thomas' Street are its commercial centre. The main focal point is St Thomas' Church, which dominates views of the High Street and St Thomas' Street, and is a prominent feature of the skyline of the town viewed from more distant locations.

F16.30 The largest buildings are on High Street, while in St Thomas' Street they are of more modest scale and link into the residential streets of Church Lane, Priestlands Place and Belmore Lane. The medieval burgage plot pattern is evident in the narrow frontages and in the attractive rear gardens, which in some instances provide fine settings for the listed buildings.

F16.31 The town's main open spaces, at the churchyard, Grove Gardens, the Sports Ground and the Quay are all accessible from these streets. Two ancient footpaths, Madeira Walk and The Tins run parallel with the High Street and St Thomas' Street respectively, following the line of the medieval curtilages, and permitting views of the rear elevations of the buildings on the street frontage. They are linked to the main streets via Ashley Lane and the footpaths through the churchyard.

Policy LP-1

37 to 39 St Thomas' Street

The site between 37 and 39 St Thomas' Street is allocated for retail, food and drink, and/or office/ business/ financial and professional services on the ground floor. On upper floors and to the rear, residential uses will also be permitted. A joint pedestrian/cycle /emergency vehicle access at least 3.0 metres wide shall be provided between St Thomas' Street and St Thomas Park, at a location to be agreed by the local planning authority.

F16.32 This site, which includes a closed-off roadway, is the one significant gap in the frontage development on the north side of St Thomas' Street. It was created by the demolition of a building. It should be redeveloped with a well-designed building on the frontage.

Policy LP-2

77 to 90 High Street/ School Lane

The land between 77 and 90 High Street is allocated for retail, food and drink, office/ business/ financial and professional services uses and entertainment/ leisure uses on the ground floor, with a requirement for the High Street and New Street frontages to be in retail use. On upper floors, residential uses will also be permitted. Development must retain listed buildings and other features of historic interest, including ancient boundary walls. The proposals shall incorporate provision for widening the footway on New Street adjoining the site and pedestrian access from the Emsworth Road car park to the High Street.

F16.33 This area includes land to the rear of the High Street properties and the rear sections of the plots which adjoin School Lane. From New Street, the impression of the area is poor. The rear extensions to the High Street properties are generally of poor quality, and some have destroyed or amalgamated the ancient burgage plot pattern; from School Lane, the area has a generally poor and uncoordinated appearance. However, there remain within it a number of the ancient crinkle-crinkle walls characteristic of the old plot boundaries. The site presents an opportunity to create a mews development and a pleasing articulation of rooflines.

F16.34 The provision of a pedestrian route through this area would be beneficial, connecting the car park and the main shopping street, and helping to remove the backland character that might otherwise prevail.

F16.35 The High Street frontage of this area is within the defined primary shopping area (see Policy BU-TC1, Section F2).

Policy LP-3

Furniture repository, New Street/ Emsworth Road

The furniture repository and adjacent shop units are allocated for community/ office/ business/ financial and professional services/ retail and food and drink uses. A mixed use scheme which includes residential uses on upper floors will also be permitted.

F16.36 Should the current use of the furniture repository cease, its replacement with a sensitively designed scheme would enhance the appearance of the Conservation Area and the New Street approach to the town centre. The site provides an opportunity for a key new building to complement adjacent buildings of architectural and historic interest. The shopping uses on Emsworth Road could be retained or included in the redevelopment.

Policy LP-4

Burgage plots

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

- a Nos. 2 to 24 High Street;
- b Nos. 45 to 51 High Street;
- c Nos. 55 to 58 High Street;

- d Nos. 63 to 75 High Street;
- e Nos. 124 to 131 High Street;
- f Nos. 43 to 48 St Thomas' Street.

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

F16.37 These are areas where the burgrave strip pattern of development is still clearly recognisable, and are therefore important for historic and townscape reasons. Most enable views of the backs of historic High Street properties. They also provide areas of open land within the core of the town which contribute to its overall character.

F16.38 In the area to the rear of 124 to 131 High Street, the pedestrian route from the car park via a passage to the High Street is an important asset which enables these features to be appreciated.

F16.39 To the rear of 63-75 High Street, there has been some encroachment by car parking and new building; however, the plot subdivision remains essentially intact and the area remains of historic significance.

Environmental improvements in School Lane

F16.40 The District Council has undertaken environmental improvements in the vicinity of the St Barbe Museum and the Visitor Information Centre in School Lane to enhance the former school building and its setting.

Cannon Street

F16.41 The Cannon Street area contains the main car parks and community buildings serving the town. It acts as a buffer between the medieval High Street and more recent development to the north. It makes an important contribution to the town. It affords the widest panorama of views out of the town of any space within Lymington. These views are important to the character of this area.

F16.42 There are three important pedestrian links between the car parks and the High Street frontage, via Angel Court, Earley Court and the former garden centre site.

F16.43 The main opportunities for change within this area are further environmental improvements to the car park and pedestrian links. Improvement to the area currently occupied by the lock-up garages, possibly involving redevelopment for small workshops/studios, would also be encouraged should this opportunity arise.

Policy LP-5 Earley Court

Development proposals which improve the appearance of the buildings and the pedestrian route will be encouraged.

F16.44 Earley Court provides an important link between the Cannon Street car park and High Street. However, the current flat-roofed buildings are unattractive and the pedestrian route is poor in appearance, and involves negotiating the private car parking area to the rear.

F16.45 The local planning authority will encourage proposals which:

- i replace flat roofs with traditional rooflines which do not obstruct or compromise the amenities of adjacent buildings;
- ii remodel or make minor extensions to rear elevations to provide shop display windows and additional floorspace or storage facilities;
- iii give better definition of the route by means of improved surface treatment and landscaping; and
- iv improve the quality of street furniture and signing.

Approaches to the town centre

F16.46 The local planning authority will encourage environmental improvements to the following approaches.

Southampton Road

F16.47 Encouragement will be given to the re-introduction of appropriate iron railings to the frontages of Nos. 1 to 89 Southampton Road which complement the character of the buildings, and landscaping of the frontages of residential properties opposite.

New Street

F16.48 Encouragement will be given to improving this approach by a coordinated landscape scheme along the frontages of properties in the northern part of the street and, in the southern part, by the redevelopment of the area on the western side.

Marsh Lane

F16.49 The environment of Marsh Lane deteriorates in quality as it approaches the junction with East Hill. The industrial premises on the eastern side, and the Council depot on the western side detract from the appearance of this approach. Coordinated planting schemes on the frontages of these properties would improve the quality of this approach to the town. The local planning authority will seek to achieve improvements primarily in conjunction with development proposals.

Bridge Road

F16.50 The main eastern approach to the town, via Bridge Road, is also the route to the Isle of Wight ferry terminal. It is marred by the quality of the adjoining development, particularly on the southern side and on the corner with Gosport Street. Layouts and landscaping which enhance the appearance of this approach will be encouraged in any proposals for redevelopment of the developed frontages, including the Bridge Road/ Gosport Street corner. Outside the built-up area, Bridge Road would be improved by better quality and maintenance of the footways and fences over the causeway, where possible opening up views of the river and the reed beds.

Environmental improvements to footpaths

F16.51 The District Council will undertake environmental improvements to the following footpath routes:

- i Ashley Lane;
- ii Madeira Walk; and
- iii The Tins, and its continuation via School Lane.

F16.52 Ashley Lane runs between High Street and Grove Gardens, and Madeira Walk connects Grove Gardens to Captain's Row. These are ancient routes established as part of the medieval street plan. They need resurfacing, improved lighting, signing and other landscape improvements to enhance their attractiveness and the experience they offer of the medieval layout of the town.

F16.53 The Tins, an ancient pedestrian route north of St Thomas' Street, could be improved by replacing the unsightly concrete boundary wall to the recreation ground, improved lighting, and enhancing the surfacing and boundary treatment along the School Lane section. This route continues east through the churchyard to School Lane, where improvement to surface treatment and lighting is also needed.

The riverside

F16.54 Despite the town's historic links with the river, the waterside is relatively inaccessible; at present, only the Quay offers public access to the riverside in the town centre. Beyond the centre, the yacht clubs, Seawater Baths and recreation ground off Bath Road offer more extensive views and access, and in the long term it would be desirable to provide a link between these and the Quay; the only link at present is along Bath Road, which lacks footways along parts of the northern section and is not

on the river frontage. If the sites fronting the river were to be redeveloped, Policy DW-C8, Section C13 would apply (this seeks to achieve public access to the shore with coastal developments). It would also be desirable to provide a riverside walk between the Quay and Bridge Road, and this is proposed in Policy DW-T11.11, Section C9.

F16.55 Measures have been taken to improve pedestrian safety and comfort along parts of Bath Road between The Quay and the site at Lymington Marina (Policy LP-16). Some further works are required nearer the Quay, and from the site at Lymington Marina to the recreation ground.

Parking

F16.56 It is estimated that in 2001 there was a shortfall against demand of about 90 car spaces in Lymington town centre. Losses from redevelopment and other changes have since compounded this problem. Some adjustment of the long/ short term parking areas may be beneficial. While a park-and-ride scheme, located on the main northern approach to the town has been suggested, this is unlikely to be viable within the plan period given the size of Lymington and the opportunities for parking in the centre. The situation will be monitored and reviewed in the light of the district-wide parking study.

Coaches

F16.57 Tourist coaches experience difficulties in dropping passengers close to the centre and parking, although they are now permitted to use bus stops subject to bus clearance orders. The District Council wishes to encourage tourism within the town, and will therefore seek to provide coach parking near the Town Hall. Reorganisation of the existing car parks and associated accesses are likely to be required. Part of the grassed area in the north eastern part of the Town Hall grounds is likely to be required for a new access which may need to incorporate traffic signals at its junction with Avenue Road in the interests of highway safety.

Land at Queen Katherine Road/ Grove Road

Policy LP-6

Land at Queen Katherine Road / Grove Road

Approximately 0.5 hectares of land at Queen Katherine Road / Grove Road, as shown on the proposals map, is allocated for residential development, including affordable housing to be negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.

F16.58 The site is an appropriate location for a development including affordable housing for which there is an identified local need. It borders the Lymington Conservation Area.

Lymington outside the town centre

Employment and business development

Policy LP-7

Ampress Works

The Ampress Works site is allocated for industrial/ office/ business development. Development proposals in terms of building design, site layout, development density and landscaping will be required:

- a to respect the location of the site on the edge of the built-up area adjoining the New Forest National Park, the Green Belt and the Lymington River Reedbeds SSSI; and
- b to ensure that there is no adverse visual impact on the character of Lymington when viewed from Marsh Lane; and

c to reflect the open character of the southerly part of the site.

Development proposals will also be required:

- d** to provide for improvements to the junction of the site access with the A337 and for bus pick-up/drop down facilities on the A337 site frontage, in the context of policies DW-T8, Section C9 and DW-F1, Section C14 of the Local Plan;
- e** to provide for the operation of buses within the site and pedestrian, cycle and car access to the existing railway halt;
- f** to contribute towards the provision of a cycle route to Harvester Way (Policy DW-T10.37, Section C9).

F16.59 The Ampress Works lies on the northern edge of Lymington. It is in a sensitive location, bordered by the Lymington River Reedbeds SSSI and the New Forest National Park, and visible from the adjoining parts of the built-up area. The woodlands bordering it form part of the setting of the town. The policy seeks to enable re-use of the site while avoiding proposals detrimental to the local environment, and development should pay careful regard to visual impact on the countryside to the east, and on the setting of the town viewed from Marsh Lane.

F16.60 A small part of the site on its north-eastern boundary encroaches into a site of archaeological interest, which is the remains of a fort possibly of Iron Age origin. Development affecting the area of archaeological interest on the site is subject to Policies DW-E27 to DW-E28, Section C2.

F16.61 The site was formerly occupied by Wellworthy Limited, and accommodated industrial and office uses. It is the largest industrial site accessible to Lymington and it is important that this key site is retained in industrial/ office/ business use. The only exception to this would be if there were a proven overriding need to relocate the Lymington hospital facilities onto part of the site. Should the hospital development go ahead, a cycleway/ pedestrian link should be provided from Marsh Lane to the hospital.

F16.62 In view of the previous use of the site, a soil survey will be required to assess the extent of any contamination. Necessary remedial measures should be agreed with the local planning authority in consultation with the Environment Agency and be undertaken to an agreed programme prior to redevelopment of the existing developed areas (see Policy DW-E48, Section C6).

F16.63 Further guidance on the form that this development should take is given in Supplementary Planning Guidance for this site.

Lymington hospital sites

F16.64 The New Forest Primary Care Trust has reviewed the provision of health service facilities in Lymington and the surrounding area. The two remaining hospital sites - the Hospital and the the Infirmary - will be rationalised/ redeveloped and a new hospital will be built on the Ampress site.

F16.65 Proposals to redevelop the existing hospital sites will be considered in the context of the following policies. A comprehensive scheme will need to be agreed with the local planning authority for the development of each of these sites. Further hospital development proposals on the existing sites will be considered under Policy BU-LC7, Section F5.

Policy LP-8

Lymington Infirmary

Should all or part of the Lymington Infirmary site become surplus to health service requirements, the site will be allocated for residential and/ or hotel/ leisure and/ or community and/ or office/ business uses. Residential development shall include an appropriate proportion of affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4.

F16.66 The site is situated on the fringe of the town centre and is about 1.0 hectare in area. It is prominent on a main approach to the town centre and in distant views of the town

from the east. Business uses would be appropriate in view of the site's edge of town centre location. The extent of the requirement for office/ business use on this site will be reviewed if and when the existing Lymington hospital facilities are rationalised or relocated to the Ampress works site.

Policy LP-9

Lymington Hospital

Should all or part of the Lymington Hospital site become surplus to health service requirements, the site will be allocated for residential development. The development shall include an appropriate proportion of affordable dwellings negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. Access to the new development should be from Queen Elizabeth Avenue and/or King's Road. The existing accesses to Southampton Road should be closed.

F16.67 This site currently provides the main surgical hospital facilities in Lymington. It extends to some 1.5 hectares and contains an assortment of existing buildings of varying construction.

Gurney Dixon Centre

Policy LP-10

Gurney Dixon Centre

A public footpath (see Policy DW-T11.15, Section C9) shall be provided through this site linking the A337 Milford Road and Priestlands Lane (and if possible providing access to the Recreation Centre), and the woodland site (2.51 hectares) shall be available as public open space.

F16.68 The trees and woodland on the site are of considerable value to the character and appearance of this part of Lymington, and in their own right. The wooded area has long been recognised as a good opportunity to enhance pedestrian links, and improve informal recreation opportunities within the town. It should be retained as informal open space and made accessible to the public by means of a footpath which could also serve the Recreation Centre.

Recreation

Policy LP-11

Indoor recreation at Priestlands School

Further indoor public recreation facilities complementary to the existing recreation centre may be permitted on the Priestlands School site. Any expansion of facilities shall only proceed in conjunction with proposals for management of traffic generated by the site as a whole.

F16.69 The District Council recognises the need of the Lymington area for indoor sports facilities. It is the Council's policy to pursue joint provision with the County Council on education sites because of the benefits associated with dual use. In Lymington the most suitable school site is at Priestlands, where further indoor recreation facilities could complement the existing indoor recreation centre. An overall traffic management plan for the Priestlands School/ Recreation Centre will be prepared.

Public open space

F16.70 Relative to other towns in the District, Lymington is well provided with open space. It is particularly well provided with amenity open space. However, this is due almost entirely to the existence of Pennington Common on the western edge of the town. There is currently a shortfall of nearly 7 hectares in playing fields (see Appendix G6, Annex 1, Table 2). Implementation of the proposal at Woodside (Policy LP-12) will ensure that playing field provision meets the minimum formal open space standards by the end of the plan period.

Policy LP-12

Land at Woodside

8.22 hectares of land at Woodside is allocated as public open space.

F16.71 The site is in two parts, either side of the existing informal open space and formal playing fields. The eastern part of the allocation is included in a SINC, which could restrict the potential for laying out additional pitches. Existing landscape features e.g. trees and hedgerows on the allocated areas should be retained and enhanced both to safeguard intrinsic landscape qualities and to protect residential amenity.

Policy LP-13

Vitre Gardens

0.79 hectares of land, known as Vitre Gardens, is allocated as public open space.

F16.72 This site will be laid out as amenity open space as an integral part of adjoining residential development. It will incorporate a landscaped public footpath (see Policy DW-T10.29, Section C9).

Policy LP-14

Land off Bramble Walk

0.47 hectares of land off Bramble Walk is allocated as public open space.

F16.73 This site will be laid out as informal open space forming an integral part of adjoining residential development. It is outside the defined built-up area.

Other recreational uses

Policy LP-15

Seawater baths area

Land off Bath Road, Lymington, including the yacht clubs, boat parks, sea water baths, harbour master's office and public car park, is allocated for coast-related recreational uses only. Other uses normally acceptable in the built-up area will not be permitted.

F16.74 This is an important area of low-lying land influencing the character of the town from the seaward approach to the Lymington River. It is dominated by sailing and other water-related activities and provides valuable facilities for coast-related recreational uses which could not be replaced elsewhere in the District. Coast-related recreational activities are defined as those dependent on access to the water such as recreational sailing, water sports, fishing or swimming.

F16.75 Recent development has been piecemeal and has diminished the quality of the area. The relationship between existing buildings, uses and spaces could be improved. This could involve some new development.

F16.76 Encouragement will be given to proposals for development or redevelopment which incorporate environmental improvements to enhance the area. The District Council will also undertake environmental improvements.

F16.77 This area is within the area at risk from flooding, where Policy DW-E49, Section C7 applies. The land to the south is retained in the Green Belt (see Policy DW-E30, Section C3).

Policy LP-16

Land at Lymington Marina

Land at Lymington Marina, Bath Road, is allocated for marina-related uses. Development shall contribute towards the improvement of pedestrian facilities along Bath Road (see paragraph F16.54) consistent with the requirements of Policy DW-T8, Section C9 and Policy DW-F1, Section C14.

F16.78 This site occupies important and prominent position on the Lymington River

frontage. The basis of its allocation is for the development of facilities related to the Lymington Marina. The development should incorporate flood defences in accordance with Policy DW-E49, Section C7.

F16.79 Development of the site will be required to be of a high design standard that will enhance the site when viewed both from land and from the river. Improvements to pedestrian safety on Bath Road should also enhance the local environment. In accordance with Policies DW-T8, Section C9 and DW-F1, Section C14, contributions may be sought to the improvement of the southern access road (Policy LP-18). A development brief should be prepared for the site, to be agreed by the local planning authority before a planning application for development under Policy LP-16 can be considered.

Transport

Policy LP-17

Alexandra Road/ A337

The junction of Alexandra Road and the A337 will be improved.

F16.80 Following the installation of a roundabout at this junction, further minor improvements are proposed, particularly to improve accessibility for cyclists and pedestrians. Options include traffic lights incorporating controlled crossing facilities.

Policy LP-18

Southern access route

As part of a southern access route for Lymington, it is proposed to upgrade Rookes Lane and the northern section of Ridgeway Lane.

F16.81 In the town centre, St Thomas' Street and High Street suffer from a certain amount of through traffic. In order to address this issue, traffic for southern Lymington and the lower riverside area is being encouraged through traffic management and road improvement to use instead a southern access route following Ridgeway Lane, Rookes Lane and All Saints Road. This strategy is well established and a number of improvements to the southern access route have already been made, including a roundabout at the junction of Belmore Lane, Rookes Lane and All Saints Road. Further works proposed include an improved junction between Rookes Lane and Ridgeway Lane, and footways along Rookes Lane.

F16.82 In the Waterford area, minor improvements and/ or traffic management measures, including lorry controls and measures for the improvement of pedestrian safety on Bath Road, will be considered if necessary to overcome localised and seasonal problems.

F17 Marchwood

F17.1 Marchwood lies near the coast between Totton and Hythe. The village has grown considerably in recent years. Pooksgreen remains detached from the main built-up area of the village.

F17.2 Several large sites and strategic installations separate the village from Southampton Water. Outside the built-up area to the north there are the Slowhill Copse sewage treatment works and County Council waste incinerator. Within the built-up area there are the former Royal Naval Armaments Depot (RNAD - see Policy MA-1), the former Marchwood power station site (see Policy MA-2) and Husbands Shipyard (see Policy MA-3). Outside the built-up area to the south there is the Marchwood Military Port (see Policy MA-4).

F17.3 Opportunities will be sought to improve public access to the waterfront. Road improvements are provided for in Policy MA-8, and Policy MA-9 allocates land for a new railway station. Policy MA-10 reserves land for a new infant school. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F17.4 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Marchwood.

Former Royal Naval Armaments Depot

Policy MA-1

Royal Naval Armaments Depot (RNAD)

The site of the former Royal Naval Armaments Depot totalling 8.14 ha is allocated for residential development including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14. Development proposals shall also make provision for:

- i **the restoration of the sea wall abutting the site which shall be consistent with proposals to enable public access to the waterfront (Policy DW-T10.41, Section C9); and**
- ii **the restoration of features and structures of architectural or historic interest on the site, including the restoration and refurbishment of Magazine A, the Receiving Rooms and the Examining Rooms for community use.**

F17.5 This site of 8.14 hectares lies on the northern side of Marchwood village abutting Southampton Water. It is an important historic site, prominent on the coast, and contains a number of listed buildings and structures, and enclosures, together with important hedgerows and mature trees protected by a Tree Preservation Order. It was designated a Conservation Area in July 1997. Outline planning permission has been granted for the site's development along with some detailed consents. Residential development has commenced and some is occupied. Some of the listed buildings e.g. the former Police Section House (on site MA-1) and two former gate houses (off-site) have been refurbished, but the buildings, enclosure walls and blast walls on the waterfront are in need of restoration. Allowing additional development on the site provides an opportunity for conserving these important Georgian military works, for both their architectural and historic interest. With the restoration of the sea wall and the integration of new pedestrian areas on the footway proposed under Policy DW-T10.41, the potential exists to create a high quality public waterfront. Three of the listed buildings on the waterfront - the Receiving Rooms, Magazine A, and the Examining Rooms, are to be restored and refurbished for community use. However, the District Council may negotiate with developers to secure contributions towards restoration work of any of the listed buildings or structures (e.g. enclosure walls, blast walls), in order to preserve them and the coherence and integrity of the Conservation Area. Residential development of this site should provide for a measure of affordable housing.

Marchwood power station site

Policy MA-2

Marchwood power station site

The site of the former Marchwood power station, including the engineering laboratories, is allocated for the following uses:

- a industrial / office / business uses; and / or
- b limited storage and distribution facilities; and / or
- c a power station (see Policy DW-P2, Section C11).

In addition:

- d appropriate areas shall be reserved for uses requiring access to deep water and for open storage uses; and
- e development proposals shall ensure that existing landscape features and areas of ecological interest are retained and, where appropriate, enhanced; and
- f the development shall incorporate an emergency access from Cracknorehard Lane; and
- g in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14, contributions will be sought for off-site transport infrastructure as appropriate; and
- h provision shall be made for public footway access across the site from Magazine Lane through to the waterfront (Policy DW-T10.43, Section C9); and
- i provision shall be made for retention of a community facility on the site.

F17.6 This site comprises approximately 54.5 hectares of flat land with an extensive frontage to Southampton Water. It is a key industrial site (see Policy BU-CE2, Section F4) and offers a major opportunity for a variety of industrial uses, including those needing access to deep water. Its redevelopment has major implications, not only for the local environment and transportation network, but for Southampton Water and the New Forest. Approximately 3.8 hectares has been developed for an integrated waste management / waste processing plant as proposed in the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan.

F17.7 A Sports and Social Club and the local youth club occupy premises on the site. This or similar facilities should continue to be provided on the site for the benefit of the local community.

F17.8 The site may be developed in conjunction with the adjoining Husband's Shipyard (Policy MA-3). Development on the site should take into account all relevant factors including:

- i existing site conditions;
- ii existing landscape features and ecology of the site (parts of the site are well treed, and the ponds have become features of some ecological value);
- iii contamination;
- iv impact on the surrounding area, including traffic impact and the effect of noise, dust and fumes; and
- v existing footpaths and potential for public access to the waterfront and areas of environmental or ecological interest within the site. The route of the footpath shown on Proposals Map Inset 2 is an indicative alignment that may be amended to fit in with the detail of site redevelopment proposals.

F17.9 A full Environmental Impact Assessment, to include a transport assessment, is likely to be required (see Section C8).

Husbands Shipyard

Policy MA-3

Husbands Shipyard

Approximately 12.5 hectares of land at Husbands Shipyard, Marchwood is allocated for redevelopment for the following uses:

- i industrial / office / business uses, and / or
- ii limited storage and distribution facilities.

Developers shall:

- a widen and realign Cracknorehard Lane within the site; land shall also be reserved from the realigned road to provide for an emergency access for the future development of the site of the former Marchwood Power Station (see Policy MA-2); and
- b contribute towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14 as appropriate; and
- c make provision along Cracknorehard Lane (following its realignment) for a public footpath, linking north to the footpath (Policy DW-T10.43) at the waterfront of the former Marchwood Power Station site; and
- d ensure that public access for launching and landing boats at Cracknore Hard is safeguarded, and that environmental improvements for the site (MA-3) are compatible with improvements to this facility.

F17.10 Husbands Shipyard comprises an area of existing industry fronting the coast at Cracknore Hard, together with two undeveloped areas. One of these is an area of rough land east of the shipyard partly used for open storage. The other lies between the existing and proposed alignments of Cracknorehard Lane and was formerly part of the military port landholding. The existing industry is very prominent in the views of the coast and is in some need of improvement. The undeveloped sites are predominantly flat and featureless. There are several mature trees adjoining the existing Cracknorehard Lane.

F17.11 This site offers the opportunity to create additional local employment and at the same time to improve the appearance of this visually prominent waterfront area. It also provides the opportunity to provide for enhanced public access in association with development of the adjoining former power station site.

F17.12 The road works on the site and off-site will need to be phased with new development in view of the unsuitability of the existing Cracknorehard Lane for significant additional traffic. Part of Cracknorehard Lane will be retained as an emergency access until an alternative access to serve the former Marchwood Power Station site is available. The route of the footpath shown on Proposals Map Inset 2 is an indicative alignment that may be amended to fit in with the detail of the site redevelopment proposals. The District Council may negotiate with developers to secure contributions towards works of improvement to the public boat mooring and launching facilities and to public car parking at Cracknore Hard.

F17.13 Further details of the development of this site may be included in a joint development brief with site MA-2 Marchwood Power Station.

Marchwood Military Port

Policy MA-4

Marchwood Military Port

Development proposals at Marchwood Military Port should:

- a be designed to minimise the visual impact of the scheme on views into the site from adjoining public roads and footpaths, and from Southampton Water; and
- b avoid adverse impact on any existing areas of landscape or nature conservation value within and adjoining the site; and

- c have regard to the implications for adjoining residential development; and
- d contribute to off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14 as appropriate.

F17.14 The port occupies a large, flat, exposed area on the southeastern boundary of Marchwood. It is outside the defined built-up area.

F17.15 Access to the site is via the Marchwood Distributor Road, and Bury Road to the north. The site is also served by a branch railway which runs along its northwestern edge.

F17.16 In the port's current use and ownership, the local planning authority does not have the powers to determine the Ministry of Defence's own applications for development at the port; these are dealt with by the Ministry of Defence itself. Under Circular 18/84, Crown Land and Crown Development, the authority is consulted and is able to make representations. This policy is intended to provide guidance to the military authorities in making proposals, and to provide a basis for the local planning authority to respond to consultations. However, any other development proposals, including those related to a disposal of land, would be determined by the local planning authority.

F17.17 The local planning authority is fully aware of the national importance of the Military Port, and wishes to cooperate with the military authorities to ensure its continued efficient operation. However, the District Council is also concerned to avoid detriment to the local environment, and the policy is intended to draw to the attention of the authorities the need to minimise the environmental impact of development proposals at the Military Port. The local planning authority will cooperate with the Ministry of Defence in the preparation of a landscape/ environmental management plan for this site.

Residential development

Policy MA-5

~~Land south of Hythe Road~~

~~Approximately 1.0 hectare of land south of Hythe Road, as shown on the proposals map, is allocated for residential development, including affordable housing to be negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a the landscape scheme provides adequate screening of the site from public viewpoints;~~
- ~~b access is from Hythe Road; and~~
- ~~c contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F17.18 The site lies at the south west tip of Marchwood. It is a flat, open featureless field with a hedge boundary to Hythe Road. The implementation of the proposal will require significant additional planting in order to screen the development from public viewpoints. There is a need for additional affordable housing in Marchwood. The local planning authority will also seek appropriate off-site highway contributions towards the cost of making necessary improvements to inadequate road junctions in the immediate vicinity of the site.~~

Policy MA-6

Land between Cracknore Hard Lane and Normandy Way

Approximately 0.6 hectares of land between Normandy Way and Cracknore Hard Lane, as shown on the proposals map, is identified to meet the Structure Plan reserve dwelling provision. The release of the reserve provision will be determined in accordance with Policy H-1, Section B3.

Development will include affordable housing to be negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4.

F17.19 Detailed requirements, including on and off-site measures to ensure

adequate access to the site by walking, cycling and public transport, will be set out in a supplementary planning document which will be prepared by the local planning authority prior to the release of the land for development.

Public open space

F17.20 Open space provision in Marchwood has been improved by recent allocations. However, there will remain a shortfall in formal open space provision and the village will be nearly just over 1 hectare deficient in playing fields by the end of the plan period. The local planning authority will seek to make up this shortfall in open space provision through negotiations, where appropriate with developers, proposing additional development in Marchwood.

Transport

Policy MA-7

Twiggs Lane junction

The junction of the C173 Twiggs Lane with the A326 will be improved.

F17.21 This proposal will improve access between the village and the adjacent strategic road network and will contribute to improved management of traffic in accordance with the Totton and Waterside Transport Strategy (see Chapter C9). It involves the realignment of Twiggs Lane (north-east of the A326) to form a crossroads and the installation of traffic signals. Financial contributions will be sought from development proposals in Marchwood towards the construction of the Twiggs Lane junction improvement within the context of Policies DW-T8, Section C9 and DW-F1, Section C14.

F17.22 The County Council as highway authority proposes to promote a traffic order to reduce accidents at the A326/U141 Staplewood Lane junction by restricting movements at the junction to left turns off the A326 only. This may increase the use of Twiggs Lane and Jacob's Gutter Lane.

Policy MA-8

Railway station, Plantation Drive

Land at Plantation Drive is allocated for the provision of a railway station and forecourt with provision for limited car parking and cycle parking.

F17.23 The possible restoration of passenger rail services is discussed more fully in Section C9.

Education and community facilities

Policy MA-9

New infant school

Land adjacent to Marchwood County Junior School is reserved for a new school to replace the Marchwood Church of England controlled infant school.

F17.24 This allocation is at the request of the education authority to meet educational needs in the area, although following the refurbishment of the existing infant school this allocation may not be needed within the plan period.

Youth club

F17.25 The District Council will assist in seeking premises for a youth club.

Allotments

F17.27 The Parish Council has identified a need for a 0.8 hectare site for allotments and a suitable site is being sought.

F18 Milford-on-Sea

F18.1 Milford-on-Sea originated in the middle of an agricultural parish, when the coastline was further south than it is now. Although the sea encroached on the village in the 18th century, it retains its ancient nucleus around the Green in the valley of the Danes Stream. Parts of the village are of architectural and historic interest, reflected in their designation as Conservation Areas; much of the rest is of high environmental quality. Milford-on-Sea has been ruled out for any significant expansion in view of the high quality agricultural land which surrounds it, and its sensitive position in the landscape and on the coast; it is closely surrounded by the Green Belt. There are also significant drainage problems in the village, which are yet to be resolved.

F18.2 The village developed around the Green, including the church just to the north, and extended along a track towards Keyhaven. This area forms the basis of the designated Conservation Areas. During the last 100 years, the village has expanded rapidly. Stylish late Victorian houses between Hordle Cliff and the Danes Stream were followed by spacious detached houses during the 1930s, and since the war, by higher density estate development. The older properties often have large, mature gardens which create a pleasant environment vulnerable to insensitive redevelopment. They are accordingly protected as Areas of Special Character by Policy DW-E11, Section C1.

F18.3 There has been substantial redevelopment at the western end of the cliff top in recent years, including blocks of flats of somewhat insensitive design. Further developments of this sort are therefore discouraged by a policy limiting the height of redevelopment on the cliff-top frontage (Policy MS-1). Policies MS-2 and MS-3 provide for additional open space. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F18.4 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Milford-on-Sea.

Seafront

Policy MS-1

Development on the seafront

The development of new buildings of more than two storeys in height (excluding appropriately designed accommodation in the roofspace) will not be permitted along those parts of the seafront and clifftop frontages of Milford-on-Sea defined on the proposals map.

F18.5 The proliferation of development of three storeys and above, particularly in the form of high density flats on the seafront, has gradually encroached on the character of the village, giving it an urban, intensively built-up form alien to the rest of the village. This policy seeks to protect the seafront and clifftop areas whose character has not already been changed.

Milford War Memorial Hospital

F18.6 The Southampton Community Health Services NHS Trust is currently reviewing the provision of health services in Lymington and the surrounding area, which includes Milford. A preferred solution for Milford involves the retention of the War Memorial Hospital with a small reduction in beds and a possible extension to accommodate local health services, and demolition of the existing temporary surgery. Implementation of these proposals is subject to the availability of private finance. Any proposals for the site needing planning permission will be considered in the context of Policy BU-LC7, Section F5, and the general policies applying to built-up areas and the District as a whole (including parking policies).

Public open space

F18.7 With the Hordle Cliff and Rook Cliff open spaces along the sea front, and the extensive Studland Common and pleasure grounds to the west of the village,

Milford is well provided with amenity open space. However, there is currently a shortfall of 4.79 hectares in playing field provision and even with the implementation of the allocation at Lymington Road/School Lane, there will still remain a deficit of 3.12 hectares of formal open space by the end of the plan period (see Appendix G6, Annex 1, Table 2).

Policy MS-2

Land at Lymington Road/ School Lane

1.92 hectares of land at the junction of Lymington Road and School Lane, south of Milford primary school are allocated as public open space including parking provision. Vehicular access should be from Lymington Road close to the north-west corner of the site, and the development will be required to provide space for cars to set down and pick up children attending the school.

F18.8 This area will be laid out as public playing fields which can be used by the local community and the school to their mutual benefit. In view of the location of the school outside the village and adjoining a busy main road, the setting down and picking up of school children currently creates local difficulties. The development of the land to the south as playing fields creates an opportunity to provide off-road car parking space which could be used jointly for the playing fields and by callers at the school.

Policy MS-3

Land adjacent to the White House

0.21 hectares of land adjacent to the White House is allocated as informal public open space.

F18.9 This is an integral part of the associated residential development.

Parking

F18.10 Sea Road car park is at effective capacity for short periods during certain times and any appropriate opportunity to extend it will be pursued.

F19 New Milton and Barton-on-Sea

F19.1 New Milton is substantially a modern settlement. The original settlement of Old Milton was centred on the green and the church, which have recently been included in a Conservation Area. Modern expansion effectively began with the advent of the railway and the opening of the station in 1888. The town grew northwards to and around the station, and southwards to the cliffs at Barton. It has expanded considerably in recent years. This plan gives particular attention to New Milton town centre (Policies NM-1 to NM-5).

F19.2 Policy DW-E11, Section C1 gives special protection to Areas of Special Character fronting Barton Common and at Barrs Avenue, New Milton. Policies NM-6 to NM-9 provide for housing development, and policies NM-11 and NM-12 provide for employment development. Policy NM-10 controls development on Barton-on-Sea seafront. Other policies provide for open space (Policies NM-13 to NM-16); junction improvements (Policy NM-17); and allotments (Policies NM-18 and NM-19). Policy NM-20 covers Naish Farm Holiday Park.

F19.3 Other general policies in Part C and Sections F1 to F6 of this plan apply to New Milton and Barton-on-Sea.

New Milton town centre

Character and opportunities for change

F19.4 Maintaining the appeal of the town centre as a place to shop has become more important since the opening of the out-of-centre foodstore at Caird Avenue. While it is unlikely that there will be major new development in the centre itself, much can be achieved to enhance it by environmental improvements, improvements to vehicular and pedestrian circulation, and encouraging more community activity within the centre.

F19.5 The general appearance of the town centre could be enhanced significantly by improving landscaping and tree planting. Improvements are needed to the town's approaches and central spaces, and to the peripheral streets - Elm Avenue, Whitefield Road and Spencer Road. A strong landscape structure is needed to boost the town's image and identity; this is likely to be more effective than relying on the redevelopment or replacement of the buildings.

The shopping streets

F19.6 The town centre is predominantly linear in form. The main shopping street extends south from the railway station along Station Road. It centres on the Ashley Road/ Old Milton Road crossroads. A secondary shopping area lies along Old Milton Road to the southwest of the centre. The main approaches to it are from Fernhill Lane, Ashley Road, Old Milton Road and Station Road (south); the appearance of some of these detracts from the image of the town centre.

F19.7 The broad road and footpaths of Station Road give a spacious feel to the main shopping street. However, it is an environment which the car, rather than the pedestrian appears to dominate, with easy kerbside parking, traffic lights and traffic barriers being prominent features. The street scene could be made more attractive and interesting through a programme of improvements to shopfronts, prepared in conjunction with owners.

F19.8 There are few trees in Station Road and its linking car parks, and those that there are tend not to be good specimens. The central area also lacks green spaces and the overall impression is harsher than might be expected in such a small centre. The recreation ground is a valued feature of the town centre, and could make a greater contribution to its enjoyment, particularly if more accessible from the main shopping streets.

Rear service yards

F19.9 Rear service areas are particularly unattractive, and are visible from a number of roads and car parks. The most obvious examples are the rear elevations of properties fronting Station Road (south), visible from the car parks at Elm Avenue and Spencer Road; those of the shops on the east side of Station Road (north of the Osborne Road junction) are also visible and in need of improvement.

Buildings

F19.10 The building fabric of the town centre is comparatively recent. The great majority of buildings still have a long useful life, and major changes, such as those which took place in the 1970s, are not anticipated in the near future.

F19.11 Within the centre, buildings are predominantly of this century. While the early shopping parades have some character, the more modern development of the 1960s and 1970s tends to be bland and out of scale with the older developments.

F19.12 The redevelopment of a number of sites, as proposed in this section, could assist in improving the image of the town centre and bring about improvements to pedestrian circulation.

Shopping

F19.13 The town is an important service centre. It offers numerous retail outlets, mainly small shops, but with several larger stores selling food, convenience and durable goods. It also contains a number of banks, building societies and estate agents, together with a variety of other commercial and service premises.

F19.14 The town centre offers a mix of local independent and national multiple retailers serving a relatively restricted catchment area. Household survey evidence points to it being the most frequently visited centre in the District for non-food shopping. Shop vacancy rates are less than the national average, and there are indications that further national multiples are interested in representation in the centre.

F19.15 The town centre boundary, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section. The intention is to maintain the prime shopping function of Station Road, whilst allowing other town centre uses in the more peripheral frontages and in Old Milton Road.

F19.16 Particular encouragement will be given to the expansion of the main foodstores in order to maintain their viability. All proposals for expansion and new development in the shopping streets will be encouraged to incorporate improvements to the street frontages (Policy NM-5), and in Station Road also the rear elevations (Policy NM-4).

Community activity

F19.17 Activity and community life in the centre could be encouraged by re-introducing residential accommodation, particularly by making use of upper storeys, and enabling a mix of accommodation types. Should the site of the telephone exchange on Spencer Road (north) become redundant during the plan period it would provide an appropriate location for community uses such as library and/or health/social services or other community activities. The local planning authority will encourage its re-use or redevelopment for those purposes.

Policies for New Milton town centre

F19.18 The proposals for the town centre are intended to assist in improving its appearance and character while also strengthening its vitality. They include proposals to:

- i encourage new buildings on key sites in the commercial centre;
- ii promote the use of the recreation ground and improve its relationship to the town centre;

- iii improve the approaches to the town;
- iv improve the appearance of shops and stores;
- v reduce the impact of traffic and develop the character of pedestrian spaces by environmental improvement schemes; and
- vi strengthen the town centre community by encouraging residential use of upper floors and enabling community facilities to be relocated in the centre.

Station Road

Policy NM-1

36 to 46 Station Road

The site of Nos. 36 to 46 Station Road is allocated for retail, food and drink, and entertainment/leisure uses on the ground floor, with a requirement for the Station Road frontage to be in retail use. On upper floors, in addition to retail, food and drink, and entertainment/leisure uses, office/ business/ financial and professional services uses will also be permitted. The scheme must maintain or enhance the pedestrian link between Station Road and the recreation ground.

F19.19 This policy will come into effect if the site is no longer needed for its current uses. Redevelopment of this site would have the benefit of improving the Station Road frontage and would increase activity in this area. It would also enable the improvement of the existing pedestrian link between the main shopping street and the recreation ground (see Policy DW-T11.23, Section C9). Further guidance on the development of this site is given in Supplementary Planning Guidance.

Policy NM-2

The post office, 22 to 24 Station Road

The post office building and yard fronting Station Road is allocated for retail, food and drink, and entertainment/leisure uses on the ground floor, with a requirement for the Station Road frontage to be in retail use. The existing post office building should be retained. On upper floors, in addition to retail, food and drink, and entertainment/leisure uses, office/ business/ financial and professional services uses will also be permitted. Proposals for the site shall incorporate a pedestrian link between Station Road and the Elm Avenue car park.

F19.20 This policy will come into effect if the site is no longer needed for its current use. The site has the potential for increased use, which would enable the improvement of both the Station Road frontage and the rear elevation to the car park. It would also provide an opportunity to create a covered footpath link between the car park and the main shopping street, integrated with the uses on the site (see Policy DW-T11.24, Section C9).

Policy NM-3

The Rydal Public House, Station Road

Development proposals that result in the loss of the public house use from The Rydal Public House will not be permitted.

F19.21 Policy BU-TC5, Section F2 seeks to retain leisure and entertainment uses in town centres. The Rydal is the last remaining public house in New Milton town centre. Its retention is therefore vital if the town centre is to retain a role as a centre for leisure and entertainment facilities for the town. There has been particular concern in New Milton about the loss of public houses in the town centre. At present the town centre has few social or entertainment facilities. It is considered that the level of such facilities in New Milton town centre is now so limited that where possible planning policies should restrict their further loss. Policy BU-TC4, Section F2 seeks to encourage new provision of leisure and entertainment facilities in town centres.

Environmental improvements: Station Road

Policy NM-4

Improvements to rear service areas

The local planning authority will encourage proposals for the extension or redevelopment of shops and commercial premises on Station Road to include environmental improvements to rear service areas as follows:

- a on Station Road south (west side) and Station Road north (east side), improvements to the rear elevations; and
- b on Station Road south (east side), improvements to rear access and servicing arrangements.

F19.22 The rear elevations are open to view from the public car parks at Elm Avenue and Osborne Road. They are unattractive, and detract from the image of the centre. While they have to incorporate servicing, refuse disposal facilities, etc. it should be possible for them to be redesigned to a higher standard; where appropriate, the rear elevations could also include display areas onto the car parks, provided that trading remains from the main street frontage only.

Other environmental improvements in Station Road

F19.23 Developers' contributions will be used to fund in part the following environmental improvement schemes which will be carried out by the District Council in association with the County Council:

- i the junction of Fernhill Lane/ Avenue Road/ Manor Road, where improvements are needed to reduce the impact of the road junction, to reinforce existing trees, and to enhance the seating area and the shop forecourts;
- ii the footbridges over the railway on Station Road (north) which need repair, redecoration and resurfacing, and removal of adjoining scrub and decaying fencing;
- iii the junction of Station Road (south)/ Spencer Road (south) and Elm Avenue, where tree planting would enhance existing trees and provide an attractive frame to the approach; and,
- iv along Station Road itself, where a coordinated scheme of planting, paving, seating and other improvements will assist in giving the town an improved image and sense of identity.

The Recreation Ground

F19.24 The Recreation Ground is the only green open space within the town centre. It is essential that it should be protected from built development and it is therefore subject to Policy DW-R1, Section C10. The relocation of the football club has created an opportunity to improve the image and accessibility of this part of the recreation ground, and provide the town centre with a much-needed green space for informal recreation, which should include a kickabout area and could include a more formal "town park" on part of the area. Policy NM-1 provides the opportunity for a public footpath from Station Road through to the Recreation Ground (Policy DW-T11.23, Section C9), where it could continue to Old Milton Road.

Spencer Road

F19.25 7 to 23 Spencer Road is one of a few areas around the core of the town where office/ business uses or surgeries, which are often associated with town centres, can be located satisfactorily. This part of Spencer Road contains relatively few dwellings, and is well located in relation to the town centre. The change of use or redevelopment of properties for office/ business or surgery uses in this area is considered appropriate provided there is no significant loss of amenity to adjoining dwellings (see Policy DW-E1, Section C1).

Shopping frontages

Policy NM-5

Improvements to shopping frontages

Development proposals on the shopping streets, as indicated on the proposals map, will be encouraged to incorporate improvements to the street frontages.

F19.26 There is scope to improve the appearance of the shopfronts while retaining some variety of character. Particular encouragement will be given to proposals to expand the foodstores into adjoining premises, or to the rear as appropriate, which are accompanied by improvements to the street scene. This could include extending the frontage, which would enable some increase in floorspace while providing scope to improve their otherwise bland elevations. Such improvements should help to improve the visual quality and image of the centre.

Footpaths

F19.27 Pedestrian routes in the town centre would benefit from some improvements. The majority of the car parks do not offer direct pedestrian access to the main shopping streets. Better access to the recreation ground is needed from the main shopping streets and the car park closest to it at Elm Avenue.

F19.28 The following improvements to pedestrian routes are proposed in conjunction with development proposals:

- i a footpath link between Station Road and the recreation ground (see Policy NM-1);
- ii a footpath link between the Elm Avenue car park and Station Road (south) (see Policy NM-2);

F19.29 These proposals are intended to improve the accessibility of the shopping streets and the recreation ground. The possibility of a further footpath link to the north-west of the National Westminster Bank will also be investigated.

Highways

F19.30 The town centre has been the subject of a study by Hampshire County Council as highway authority (the New Milton Town Centre Traffic Study). This identifies a number of traffic issues in the town centre which include the needs for:

- i junction improvements;
- ii reduced levels of traffic, particularly in the main shopping streets;
- iii improved pedestrian and cycle facilities; and
- iv better access to car parks.

F19.31 The town centre is affected by industrial traffic from Stem Lane and Gore Road. The centre may be relieved of some light traffic by improvements to Caird Avenue (see Policy NM-17).

F19.32 The Study proposes a package of incremental measures in three stages, progressing from rationalisation of waiting restrictions and signing, to junction and other improvements on the west and east sides of the town. These proposals are included as appropriate as policies of this local plan. An optional fourth stage is the possible closure of Station Road (south) to through traffic.

F19.33 Most of the alterations and improvements in the Study have been carried out, and their effects are to be monitored. Depending on the outcome of this review, a further set of traffic signals may be installed at the Station Road / Osborne Road / Whitefield Road junction, following which consideration will be given to any necessary changes to pedestrian crossing facilities on Station Road (north).

Parking

F19.34 The main car parks serving the centre are located in Elm Avenue, Osborne Road and Spencer Road; there is also one at Crossmead Avenue serving Old Milton Road. The station car park is also available to shoppers at a reduced off-peak charge. There is also on-street parking on several roads in and around the town centre.

F19.35 It is estimated that approximately 30 more parking spaces are needed in the town centre to accommodate current demands. While there is no firm commitment in this plan to provide this extra car parking in public car parks, if a suitable opportunity arises it will be investigated by the District Council. Any development proposal which comes forward whilst such provision is in prospect may then be required to make an appropriate financial contribution towards the provision of the car park in accordance with Policy DW-T9, Section C9. The situation will be monitored and reviewed in the light of the district-wide parking study.

New Milton outside the town centre

Residential

Policy NM-6

Land at Durlston Court School

~~Approximately 1.5 hectares of land on the northern part of the site of Durlston Court School, as defined on the proposals map, is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a the developer provides 1.5 hectares of formal open space of equivalent or greater quantity and quality in the locality prior to the commencement of development;~~
- ~~b access to the development site is from Highlands Road; and~~
- ~~c contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F19.36 Durlston Court School is situated to the west of Becton Lane in Barton on Sea, approximately 1.5 kilometres south of New Milton town centre. Its playing fields form a valued green area within the built-up area of Barton on Sea. As a whole, New Milton is deficient by some 23.46 hectares of formal open space, although proposed allocations up to 2001 will, it is hoped reduce this deficiency to 11.34 hectares. Almost all formal open space in New Milton is located to the north of Barton on Sea meaning that provision in the southern part of the parish is very limited. It is essential therefore that the recreation potential of the surplus playing fields allocated for development is replaced in the locality of Barton on Sea as a requirement of any development.~~

~~F19.37 Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.~~

Policy NM-7

Land east of Ashley Common Road

~~Approximately 3.7 hectares of land east of Ashley Common Road, as defined on the proposals map is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a access to the site is from Ashley Common Road at a point to be agreed with the highway authority;~~
- ~~b the development secures the implementation of the part of the proposed footpath safeguarded under Policy DW-T11.20, Section C9 which runs through the site; and~~
- ~~c contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F19.38 This site lies to the east of Ashley Common Road, behind dwellings on the road frontage. Beyond the eastern edge of the site, land slopes down into the valley of the Danes Stream and towards the boundary of the New Forest Heritage Area. The railway runs along the southern boundary.~~

~~F19.39 Policy DW-T11.20, Section C9 seeks to safeguard a proposed footpath route from Sway Road to Lower Ashley providing a recreational walk through countryside to the east of New Milton. Part of this safeguarded route runs through this residential allocation and any development should secure provision of this part of the footpath route, and contribute to the implementation of the remainder.~~

~~F19.40 Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.~~

Policy NM-8

Land east of Fernhill Lane

0.8 hectares of land east of Fernhill Lane, New Milton is allocated for residential development including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. Access should be from Forest Oak Drive. No direct vehicular access will be permitted from Fernhill Lane. Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14.

F19.41 This site is the residual part of a larger former allocation extending to the north (now developed) and comprises former grazing land bordered by mature oak hedgerows.

Policy NM-9

Land east of Caird Avenue/ south of Carrick Way

Approximately 2.0 hectares of land east of Caird Avenue and south of Carrick Way, New Milton will be allocated for residential development, including affordable housing to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, if the site is no longer required for gravel washing facilities. Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.

F19.42 This site is currently in use in association with nearby gravel workings. Should this use cease during the timescale of the local plan, the site should then be developed for residential purposes in accordance with the above policy. Contributions may be sought to the funding of the improvement of the junctions of Caird Avenue with Ashley Road and with the A337 Lymington Road, and to local cycleway proposals under policies DW-T10.50 and DW-T10.57 in particular. Further guidance on the development of this site will be given in Supplementary Planning Guidance for the site.

Policy NM-10

Development on the seafront, Barton-on-Sea

The development of new buildings of more than two storeys in height (excluding appropriately designed accommodation in the roofspace) will not be permitted along those parts of the sea front and cliff top frontages of Barton-on-Sea defined on the Proposals Map.

F19.43 The development on the north side of Marine Drive between the golf course and Naish Farm Holiday Park overlooks the grassed clifftop recreation areas and establishes the low-key, informal character of Barton seafront. Currently, the form of development is mainly large two-storey houses, but there are two comparatively restricted sections of three- and four-storey flats around the Sea Road and Barton Court Avenue junctions. Many of the two-storey houses lie in large plots. This policy seeks to prevent further multi-storey redevelopment schemes which would lead to an erosion of the existing character of the seafront and produce a more urban, built-up atmosphere to the coastal strip.

Employment and business development

Policy NM-11

Land east of Caird Avenue (southern part)

Approximately 4.2 hectares of land east of Caird Avenue, New Milton is allocated for industrial/ office/ business uses, provided that:

- a **development on the northern part of the site adjoining the proposed housing allocation is restricted to office/ business use; and**
- b **access is from Caird Avenue via the existing roundabout serving the superstore. A link shall be safeguarded from the new access road for a possible access into the adjoining housing allocation to the north (Policy NM-9); and**
- c **contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.**

F19.44 This key site is an area of flat reclaimed gravel workings, visually prominent from the A337. It was safeguarded but not allocated for industrial development in the previous local plan. Contributions may be sought to the funding of the improvement of the junctions of Caird Avenue with Ashley Road and with the A337 Lymington Road, and to local cycleway proposals under policies DW-T10.50 and DW-T10.57 in particular. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

Policy NM-12

Land west of Caird Avenue

Approximately 1.3 hectares of land west of Caird Avenue, Lower Ashley, New Milton is allocated for industrial/ office/ business development, or for non-food retail warehousing. Access shall be from the adjoining superstore service road. Contributions may be sought towards off-site transport infrastructure in accordance with Policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.

F19.45 This site was part of a larger allocation in the previous local plan for the area but a substantial part of it has now been developed for a superstore. Planning permissions exist for the development of this site but these may not be compatible with the superstore. Contributions to the road improvements specified are required because the traffic generated by the development will impose additional pressures on these roads. The New Milton Town Centre Traffic Study has been undertaken by Hampshire County Council as highway authority (see paragraphs F19.30 to F19.33). Contributions may be sought to the funding of the improvement of the junctions of Caird Avenue with Ashley Road and with the A337 Lymington Road, and to local cycleway proposals under Policies DW-T8, DW-T13, DW-T10.50 and DW-T10.57, Section C9. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

Public open space

F19.46 New Milton is well served with amenity open space as a whole, but it is not evenly distributed. A large proportion comprises Barton Common and Barton cliff top, both on the southern fringes of the town. There is an extensive area of residential development centred around Barton Court Avenue and Barton Court Road which does not have ready access to open space.

F19.47 Fawcetts Field sports ground, with four football pitches and floodlighting is an important recreational facility in the town. Even with this, however, there remains a shortfall of 2.67 hectares of formal open space (see Appendix G6, Annex 1, Table 2). Implementation of the proposals below will cancel out this deficit and produce a surplus by the end of the plan period.

Policy NM-13

Land west of Fernhill Lane

10.99 hectares of land west of Fernhill Lane and north of Edinburgh House School is allocated for public open space. Car parking must be provided within the allocation.

F19.48 It is intended that this site be laid out as playing fields. Implementation of this proposal will make an important improvement to pitch provision in the town. The District Council have so far purchased almost 8 hectares towards implementation of the scheme. It is intended that the remainder of the site will be purchased and the area laid out as soon as practicable. Access to the site is from Fernhill Lane.

Policy NM-14

~~Land adjoining Ashley Sports Ground~~

~~1.64 hectares of land adjoining Ashley Sports Ground is allocated as public open space.~~

~~F19.49 This land lies adjacent to the Ashley sports ground and is an ideal opportunity to increase public recreational provision in this part of the town. The site provides for an extension of the playing field facilities on Ashley Sports Ground and should also include an informal kickabout area for the use of local residents.~~

Policy NM-15

Land north of Lake Grove Road

4.80 hectares north of Lake Grove Road, east of Kennard Road and adjoining the Edinburgh House School, New Milton is allocated as public open space.

F19.50 It is proposed that in the long term the existing Brook Avenue/ Great Ballard Lake open space be extended west and north to form a continuous area for public access along Lake Grove Road through the attractive woodland east of Kennard Road to Hazelwood Avenue and the new housing development at Stem Lane. Eventually this could enable access to be continued through Great Woar Copse to the countryside beyond, thereby forming a green walkway stretching from the town centre.

Policy NM-16

~~Land at Barton on Sea sewage works~~

~~0.60 hectares of land at Barton on Sea sewage works, Becton Lane is allocated as public open space.~~

~~F19.51 This is associated with the adjoining residential development.~~

Transport**Policy NM-17**

Caird Avenue junctions

In conjunction with development east and west of Caird Avenue, the junctions of Caird Avenue with the A337 and Ashley Road will be improved.

F19.52 These measures are needed in order to serve development adequately and to make best use of Caird Avenue as a route to relieve the town centre of some through traffic. Contributions will be required towards both proposals from the development of land on both sides of Caird Avenue (see Policies NM-9, NM-11 and NM-12).

Allotments**Policy NM-18**

Allotments, Lower Ashley

0.5 hectares of land east of the existing allotments at Lower Ashley burial ground is allocated for allotments.

Policy NM-19

Allotments, Moore Close

0.5 hectares of land west of Moore Close is allocated for allotments.

F19.53 These sites are in the countryside adjoining the built-up area. They have been designated in recognition of the need for new allotments in New Milton.

Holiday Accommodation - Naish Farm

Policy NM-20

Naish Farm Holiday Park

Naish Farm Holiday Park is designated as an area of holiday accommodation within which accommodation, facilities and services may be re-arranged and upgraded for holiday purposes only.

F19.54 The Naish Farm Holiday Park extends over some 55 hectares between the New Milton built-up area boundary and Chewton Bunny, and provides a variety of chalet and caravan accommodation for holiday-makers together with sports and social facilities in the centre of the site. The site forms a large reserve of holiday accommodation and makes an important contribution to the tourist economy of the area.

F20 Ringwood

F20.1 Ringwood is situated on the eastern bank of a crossing point of the River Avon, and on the edge of the New Forest. Both of these have been important in shaping the development of the town.

F20.2 The town has developed principally to the east and north east of the original settlement, filling the valley floor between the Avon and the rising land of the New Forest escarpment to the east. The A31 trunk road cuts the town in two. To the north of the built-up area are lakes created by sand and gravel workings, and to the south and east there is high quality agricultural land.

F20.3 This plan gives particular attention to the town centre (Policies RW-1 to RW-8). It also provides for the implementation of industrial developments (Policies RW-9 to RW-11), a land reservation to meet possible development needs off Crow Lane (RW-12) and open space proposals (Policies RW-13 to RW-15).

F20.4 Other general policies in Part C and Sections F1 to F6 of this plan apply to Ringwood.

Ringwood town centre

F20.5 Ringwood's early development was focused around the open market area by the Church of St. Peter and St. Paul, extending along West Street, High Street and Christchurch Road. Expansion of the town has left the town centre on the western edge of the settlement.

Character and opportunities for change

Roads

F20.6 Ringwood has suffered greater disruption and change through highway schemes than any of the other towns in the District. The town centre was once an important through route, but the construction of the A31 trunk road to the north, and improvements to it including the flyover, roundabout and link roads, have reduced traffic within the town significantly. Although the new road brought major environmental benefits, this, together with the large retail development off the main car park brought about substantial changes to the pattern of streets and spaces in the town centre, and the way they function. The backs of properties became exposed to view, and dead areas were created.

F20.7 This plan seeks to integrate the spaces left over from building the new roads so that they can contribute to the quality of the street scene.

F20.8 In particular, the junction of Southampton Road, Mansfield Road and Meeting House Lane offers the chance to create a new space within which more of the highway can be devoted to pedestrians, and crossing points improved.

Buildings and spaces

F20.9 Despite the impact of the new roads and some less sensitive modern building, the town centre remains attractive. It is still characterised by a variety of historic architectural styles, with small scale buildings close up to the back of pavements. The quality of the central area is created largely by narrow streets, punctuated by gaps and archways leading into small lanes. A number of these link the town centre with Bickerley Common and the Mill Stream, and open countryside beyond. The Market Place and Friday's Cross provide open spaces which act as focal points, in contrast to the narrow High Street which links them.

F20.10 The town centre is within a Conservation Area containing a number of listed buildings and some important groups of buildings, which collectively create the traditional image and illustrate the gradual development of the town. There are no particularly conspicuous landmarks but Greyfriars, the Meeting House and the Church of St. Peter and St. Paul are all significant public buildings. Major new shopping development has been concentrated on the northern edges of the town centre, most

recently on the site of the former cattle market. Here the retention of the old walls and Frampton's Yard granary building links the new development to the town's past.

F20.11 Parts of the Conservation Area could be improved by an integrated approach incorporating limited new development and environmental improvements. Development within the Conservation Area will be expected to be of a high standard of design commensurate with this designation.

F20.12 Environmental improvements have already been made to Friday's Cross and the Market Place, incorporating new seating, tree planting and greater pedestrian priority. Other areas now need attention: for example the main entry points to the town, streets within the town such as West Street, Southampton Road and The Close, and rear service yards.

F20.13 Some public footpaths and spaces are under-used. They need enhancing, for example by means of signing and lighting.

F20.14 There are limited opportunities for redevelopment which can replace less attractive buildings and extend activity within the centre, particularly within West Street and the Southampton Road/ Mansfield Road/ The Close areas.

Shopping

F20.15 Ringwood town centre provides a range of shops and services. After Lymington, it has the highest number of shop units in the District. National multiple retailers are well represented. The Market remains an important feature of the town, attracting many visitors each Wednesday.

F20.16 The Furlong Centre is not fully integrated into the town centre. Ringwood has had relatively high vacancy levels and there appears to be little further demand from national retailers for premises in the town.

F20.17 The main shopping area is focused on the High Street, the southern end of Southampton Road and the two modern shopping developments to the north of the historic centre. The new retail development has reinforced the primacy of the central area for shopping, with the consequence that the more peripheral areas - West Street, Market Place, Christchurch Road and the northern end of Southampton Road - have become more vulnerable to change.

F20.18 Non-retail uses are already well represented in the central shopping area. Any additional provision for non-retail uses in the town centre should be directed to peripheral shopping areas.

F20.19 The town centre boundary, the primary shopping area and other shopping frontages are defined on the Proposals Map (Inset 6A). Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section.

Tourism

F20.20 Ringwood's location on the western boundary of the New Forest and on the A31, the main national route through the Forest, means that the town centre is ideally placed to provide gateway tourist facilities for visitors. The Visitor Information Centre at Ringwood receives over 50,000 visitors a year.

Community life

F20.21 Ringwood town centre already has a mix of community and residential uses as well as commercial activities. There is scope for encouraging community uses or residential accommodation in under-used and redundant buildings in the town centre, particularly on upper floors and in the more peripheral areas of the centre. Community use of the Market Place could also be encouraged.

F20.22 There is a need for a community hall/ theatre/ youth club in Ringwood. The local plan seeks to locate new facilities needed by the community within or close to the central area and its car parks.

Policies for Ringwood town centre

F20.23 The policies for Ringwood town centre aim to enhance the best of what exists and eliminate the worst in a way which strengthens the town centre's character and community identity. In particular, policies seek to:

- i reduce traffic impact and continue to develop safe and attractive pedestrian areas by:
 - integrating into the fabric of the town dead spaces left after road building;
 - continuing a programme of environmental improvements to roads; and
 - improving pedestrian links, in particular the ancient footpaths;
- ii enhance the image of the town centre by improving the appearance of car parks and service yards;
- iii promote development and redevelopment to reinforce the character of the town, e.g. at West Street and east of Southampton Road;
- iv encourage housing, e.g. at Strides Lane and above shops; and
- v encourage community facilities, e.g. at The Furlong and Market Place.

West Street and Market Place

F20.24 West Street and the Market Place have become increasingly peripheral to the main centre of the town's commercial activity. The area needs to adapt to this change. The historic environment of West Street and the Market Place area provides the potential to make this area of the town particularly attractive to visitors.

Policy RW-1

Bus depot

The site of the bus depot in West Street is allocated for residential development, with retail or food and drink uses on the ground floor West Street frontage. Public access shall be provided along the Mill Stream frontage of the site.

F20.25 This policy will come into effect if the site is no longer needed for its current use. The site offers an opportunity to improve the environment of this part of the town, to provide for more residential accommodation in the centre and to enable public access to the riverside. Some shopping and/or food and drink uses on the West Street frontage would generate activity and integrate the site with the rest of the street. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

F20.26 Redevelopment of the adjacent shopping parade could provide additional opportunities for improving this part of West Street.

West Street

F20.27 Traffic calming measures are desirable on West Street. These measures could include an integrated scheme of improved surfacing and signing, and speed restrictions.

Market Place

F20.28 In the Market Place recent highway improvements have brought environmental benefits. However, other than on market day, this important public space remains poorly used. The continued use of the area around the Jubilee Lamp for car parking detracts from the quality of this central space. Signing of pedestrian routes to the Market Place from car parks should be improved and the use of the Market Place on non-market days for public events and other outdoor activities is to be encouraged.

The Furlong

F20.29 The Furlong is a large open area on the northern edge of the centre, largely occupied by car and lorry parks. It is the main point of entry to the town centre from

the A31, and as such would benefit from improvements to its image and appearance. Some development within it, as provided for in Policies RW-2 and RW-3, might assist in this.

Policy RW-2

Town centre development, the Furlong

Subject to assessment against and compliance with the provisions of Policy BU-1, Section F1 of this Plan, a mixed-use development will be permitted on land at the south-western corner of the Furlong car park providing:

- a it includes both retail, leisure and community uses which will enhance the overall vitality and viability of the town centre;
- b the development is well related to adjoining sites, which may be incorporated within a scheme;
- c buildings are of an appropriate scale and design to complement the historic character of Ringwood, and enhance the setting of the Meeting House;
- d the entrance and links to the town centre in and from the Furlong area are enhanced; and
- e the proposals include the provision of:
 - appropriate integrated community facilities such as a cinema with dedicated areas for community use and/or a multi-purpose community hall and;
 - improved arrangements for buses and taxis, well related to the existing town centre, and accommodating bus bays and additional coach and taxi parking;
 - public conveniences and an improved visitor information centre;
 - appropriate measures to address any reduction in land available for public car parking.

Residential and (B1) office uses will be permitted above ground floor level only.

F20.30 The south western corner of the Furlong is a key site in Ringwood Town Centre. It links the Furlong Centre, the town's large car parks with the Meeting House development and the High Street. The area is currently part of the car park and a landscaped area occupied by public conveniences and a tourist information centre in temporary buildings. It would be of benefit to the town centre as a whole if this site was developed with a scheme that attracted additional activity to Ringwood town centre. Any development on this site should complement the existing shopping provision and should not detract from the existing town centre.

F20.31 This site also provides an opportunity to enhance leisure and entertainment facilities in the town centre. A survey of local people conducted by the Council indicated that it was important that any development in the Furlong area should include facilities which would benefit the local community, and in particular there was strong support for the inclusion of a community hall and a cinema as part of any development. It is essential that such facilities are well integrated in both any development and the town centre.

F20.32 The local planning authority will prepare a detailed Planning Brief which will guide development of this important area.

Policy RW-3

Facilities in the lorry park

Driver toilet and washing facilities, designed to a high standard, will be permitted within the lorry park.

F20.33 Use by drivers of the existing public convenience is not considered satisfactory.

Environmental and safety improvements at the Furlong

F20.34 The local planning authority will seek environmental improvements at the lorry park/ car park at the Furlong and adjoining Mansfield Road in order to strengthen the character of the approaches to the town centre. The open spaces around the lorry park could be improved by a landscaping and planting scheme, particularly on land adjacent to Mansfield Road and along the Furlong boundary.

F20.35 The local planning authority will also encourage the Highway Authority to undertake landscape schemes and improvements to signing along the Furlong and Mansfield Road (east side).

F20.36 Measures to reduce traffic speeds in the Furlong, to the south of the car park access will be investigated in order to improve safety for pedestrians crossing between the car park and the Furlong Centre.

Southampton Road and The Close

F20.37 Formerly the main route into the town centre, Southampton Road is now severed by Mansfield Road. Shops are concentrated in the southern portion between Mansfield Road and Friday's Cross.

F20.38 The land to the east of Southampton Road, which includes The Close, is in danger of becoming an unattractive backwater of the town, and is particularly vulnerable to piecemeal development pressures. This area could continue to function as an important part of the town centre, provided future development is carefully guided and pedestrian links to Southampton Road are maintained and improved. Development in this area will need to be co-ordinated to maximise its effectiveness and should:

- i make the street scene more attractive, particularly by improvement to Southampton Road to follow on from those already carried out in High Street and Market Place;
- ii improve the appearance of unappealing buildings;
- iii maintain traditional scale and pattern of development;
- iv create new spaces and strengthen footpath links; and
- v safeguard the existing historic garden behind the Crown.

Policy RW-4

29 to 33a Southampton Road

The site of Nos. 29 to 33a Southampton Road is allocated for retail, food and drink, and entertainment/leisure uses on the ground floor, with a requirement for the Southampton Road frontage to be in retail use. Development should include frontage buildings on to Meeting House Lane. On upper floors, in addition to retail, food and drink and entertainment/leisure use, residential uses will also be permitted.

F20.39 This site at the corner of Southampton Road and Meeting House Lane is particularly prominent at the northern entrance to the town centre. The existing development is unattractive, with unsightly rear elevations exposed to view from the main public car parks. A new or re-modelled development on this site, in conjunction with improvements to the street scene, would give a major facelift to this part of the town. It would also strengthen the relationship with the northern part of Southampton Road, severed by Mansfield Road. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

Policy RW-5

Rear of the Crown Hotel

~~Land to the rear of the Crown Hotel and 12 to 28 Southampton Road is allocated for retail, food and drink, entertainment/leisure uses. Office/business/financial and professional services uses will also be permitted as part of a mixed-use scheme. On upper floors only, residential uses will be permitted. Public access shall be provided through the site from the Crown Hotel to The Close.~~

~~F20.40 The Crown Hotel has a very low key presence, yet is an important listed building which should be promoted as one of the town's main assets. There are opportunities to the rear of the Crown Hotel to provide additional commercial development focused around a public courtyard area with pedestrian links to Southampton Road and The Close. Development must respect the historic features of the Crown Hotel and its setting, including its garden which is protected as a landscape feature (Policy DW-E12, Section C1).~~

~~F20.41 A development brief shall be prepared for the site, to be agreed by the local planning authority, before any planning application for development under this policy will be considered.~~

Environmental improvements to Southampton Road/ The Close:

Southampton Road/ Mansfield Road/ Meeting House Lane junction

F20.42 The local planning authority will encourage environmental improvements at the junction of Southampton Road, Mansfield Road and Meeting House Lane. These should include improvements to pedestrian crossing facilities and the pedestrian space.

F20.43 Further retail development on the site at No. 28 Southampton Road in accordance with Policy BU-TC1, Section F2 could improve the image and architectural character of this building and help enhance this section of Southampton Road. Improvements will be encouraged to the elevations to Mansfield Road and Southampton Road, the rear service yard, and the footpath link from The Close.

Southampton Road (South) and The Close

F20.44 The local planning authority will seek environmental improvements at Southampton Road (south of Mansfield Road) and The Close through development proposals, and by encouraging improved signing, lighting, planting, paving and more sympathetic design and location of highway signs and street furniture. The pedestrian crossing should be improved.

South of the High Street

F20.45 In considering development proposals within the area south of the High Street within the Ringwood Conservation Area, the local planning authority will have particular regard to the provisions of Policy DW-E23, Section C2, which refers to scale and form of development and historic plot coverage characteristics within Conservation Areas.

F20.46 In recent years plots of traditional size within this area have been amalgamated to accommodate sheltered housing schemes. Because of the high optimum number of units often required for these warden-assisted schemes, the resultant scale and spread of development has created large, rather monolithic schemes out of character with the intimate scale of the historic pattern of development. The local planning authority seeks to avoid further development of this type, and will encourage schemes of traditional scale and a mix of accommodation.

Policy RW-6

Bickerley Road

Bickerley Road will be improved between Coxstone Lane and Kingsbury's Lane.

F20.47 The improvement of Bickerley Road is required to accommodate increased traffic flow particularly related to the Blynkbonnie car park off Kingsbury's Lane. The improvement may include some realignment and widening of the carriageway, together with the provision of a footway and traffic calming measures. Improvements to this road need to be undertaken in a particularly sensitive manner to retain the semi-rural character of the Bickerley. Financial contributions to this scheme will be sought.

F20.48 Favourable consideration will be given to measures to restrict traffic movements to southbound only on the upper section of Kings Arms Lane and to limit use of The Bickerley as a "rat run". Similar measures have already been introduced in Kingsbury's Lane.

Other sites in the Conservation Area

Policy RW-7

Sites in Ringwood Conservation Area needing enhancement

Development proposals which maintain or enhance the character of the Ringwood Conservation Area, particularly proposals to improve or redevelop the following sites, will be encouraged:

- a New House, corner of West Street/Strides Lane;
- b rear of Bank, 25 High Street;
- c 17 Market Place;
- d 24 to 26 Christchurch Road;
- e 29 to 31 Christchurch Road;
- f rear of Club, 17 to 19 West Street;
- g rear of Shopping Centre, Market Place;
- h area adjacent to Star Lane;
- i 34a Christchurch Road;
- j 11 High Street.

F20.49 In Conservation Areas there is a presumption against demolition of buildings which contribute to their character or appearance (see Policy DW-E24, Section C2). However, the quality of buildings in any Conservation Area is variable, and some may even compromise the quality of the Conservation Area. The buildings/ sites listed in the policy have been identified as unsympathetic to the character of the Ringwood Conservation Area, where positive change and improvements need to be encouraged. Any new development will be expected to be of the high standard required in a Conservation Area (see Policy DW-E23, Section C2).

Policy RW-8

Rear service yards

Improvements to the appearance of rear service yards and private parking areas will be encouraged, including:

- a Safeway's store;
- b adjacent to Northumberland Walk;
- c Centre Place; and
- d rear of the Club, 20-22 Christchurch Road.

F20.50 These rear service yards and private parking areas are visible to the public, and some are next to pedestrian routes. Improving their appearance would be of benefit to the overall character and image of the town centre.

Footpaths

F20.51 Part of the character of Ringwood town centre is its network of historic footpaths. Most are the responsibility of the highway authority. A number of these routes have become unattractive, and improvements are needed to signing, surfacing and lighting. Certain routes are considered to be a priority because of their importance in conveying an impression of the town to those using them. The local planning authority will encourage sensitive improvements to the following:

- i Northumberland Walk;
- ii Northumberland Court/ Lyne's Lane;
- iii The Close to Christchurch Road;
- iv Southampton Road to Pedlars Walk;
- v Star Lane; and
- vi Deweys Lane.

F20.52 It is particularly important that the pedestrian environment is enhanced in Southampton Road and the routes east from the town centre. The local planning authority will encourage the improvement of the pedestrian route through The Close to make the area safe and attractive.

Ringwood outside the town centre

Employment and business development

Policy RW-9

Land south of Castleman Way

Approximately 4.0 hectares of land south of Castleman Way, Ringwood is allocated for industrial/ office/ business development. Development adjacent to Castleman Way will be restricted to office/ business uses. The layout must provide for an improvement to Embankment Way to enable access and connection to possible future development on land west of Crow Lane.

F20.53 Part of this estate is now complete but several plots remain to be developed. The restriction on part of the site to Class B1 uses is because of the proximity of dwellings. Embankment Way may in future be required to form part of a high standard road link between residential and open space development on land west of Crow Lane, and Castleman Way.

Policy RW-10

Land east of Christchurch Road

6.6 hectares of land to the east of Christchurch Road, Ringwood is allocated for industrial/ office/ business development. Development on the southern part of the site will be limited to office/ business uses. Access must be from Willow Drive.

F20.54 This key site contains the existing Hampshire County Council depot and land previously used by Wellworthy Ltd. The previous use has contaminated the ground, proposals should include appropriate actions to remedy soil contamination in accordance with Policy DW-E48, Section C6. The restriction of part of the site to Class B1 uses is because of the proximity of housing. In accordance with Policy DW-T8, Section C9, the development may be required to contribute towards off-site transport infrastructure. Further guidance on the development of this site is given in the Supplementary Planning Guidance for Employment Land at Christchurch Road.

F20.55 In considering development proposals for this site the Local Planning Authority will ensure that the long-term opportunity for a south east Ringwood distributor road linking through to Christchurch Road on land adjoining the southern boundary of this site is not prejudiced.

Policy RW-11

Land adjoining Headlands Business Park, Salisbury Road

0.9 hectares of land at the former gravel workings, and a further 0.4 hectares of land to the southwest of this site are allocated for industrial/ office/ business development, provided that a contribution is made to replace the open space lost through this allocation.

The principal access shall be via the existing business park estate road. A pedestrian and cycle bridge shall also be provided over the stream linking with the Avon Valley Path, and a contribution made towards upgrading the footpath to cycleway standard between the site and Ringwood town centre (Policy DW-T11.25, Section C9).

F20.56 These sites, which adjoin the existing Headlands Business Park, are reclaimed land that was allocated in the previous local plan for outdoor recreational use. The remainder of the business park was allocated for industrial use in the Avon Valley Local Plan subject to a requirement for a detailed landscaping and restoration scheme for the whole area including Hurst Ponds, which has not yet been implemented. The smaller site was granted planning permission on appeal.

F20.57 The sites lie in the countryside outside the defined built-up area of Ringwood.

Land reservation

Policy RW-12

Land west of Crow Lane

Land west of Crow Lane is reserved for possible development of up to 3 hectares employment development (Use Classes B1, B2 and B8 as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended)) and up to 7 hectares residential development (this area to include distributor road, open space and landscape provision).

The development of this reserve land for housing will be considered in accordance with Policy H-1, Section B3 and will be expected to include affordable housing negotiated with the local planning authority in accordance with Policy AH-1, Section B4.

The development of the reserve employment land will be permitted only where the local planning authority is satisfied, through monitoring, that the existing employment sites and allocations in the Ringwood/Fordingbridge area will be used up in the plan period (by 2011) and that there is a further unmet need for employment land in this area.

If development is required then the following criteria should be met:

- i access to residential development should be via a new road linking to Embankment Way and should include provision of a segregated cycleway in accordance with Policy DW-T11.26, Section C9 of this Plan. Employment development should also be accessed from the west. The layout of development should be designed to incorporate a road which, in the longer term, will form part of a future distributor road from Christchurch Road to the A31, passing through the site from southwest to northeast. This section of road should be built to distributor road standards and should be completed to the site boundaries to a timescale agreed with the local planning authority. Until the distributor road is completed from Christchurch Road to the A31, there should be no new vehicular access (except for buses, cycles and emergency vehicles) from this site to Crow Lane. The site layout should be designed to enable, in the longer term, both employment and residential development on this site to link directly into the distributor road.
- ii provision of appropriate links for pedestrians, cyclists and emergency vehicles from the site to nearby residential and employment areas; and
- iii provision of traffic restriction measures in the Eastfield Lane/ Hightown Road area; and
- iv provision of appropriate financial contributions to fund highway improvements at the junction of the B3347 and the A31 in Ringwood town centre.

F20.58 Since the adoption of the Avon Valley Local Plan in 1988 the local planning authority has recognised that this agricultural land lying to the south of Ringwood may be required to meet long-term development needs. Until such a need arises this land is, and will continue to be, subject to planning policies applying to the countryside (Part E of the Local Plan).

F20.59 Future opportunities for new employment development in the Ringwood / Fordingbridge area are limited. Priority will be given to the redevelopment of existing previously developed sites prior to the release of this greenfield site. However land is identified in this plan to meet the area's possible need for employment land towards the end of the plan period.

F20.60 The local planning authority may also be required to release additional land for housing development later in the plan period to meet the needs of Policy H4 of the Hampshire County Structure Plan Review. In the event that new greenfield land is required the land west of Crow Lane would be an appropriate location for new residential development, particularly in conjunction with the associated employment reserve. Residential development shall include affordable housing provision in accordance with Policy AH-1, Section B4 of this plan.

F20.61 The local planning authority and highway authority consider that existing residential roads, particularly Eastfield Lane and Hightown Road, are unsuitable for through traffic and commercial vehicles. Hence the provision of the new distributor road. A transport assessment will be required, and it is likely that a site travel plan will also be required in respect of the employment development. The transport assessment should take account of the restricted capacity of the former railway bridge on Crow Arch Lane and the need to minimise the impact of the new development on traffic levels in Eastfield Lane, Hightown Road and other nearby residential roads.

F20.62 If land is required to be released to meet future development needs then the local planning authority will publish a Development Brief which will set out detailed guidance for the development of the site including access, transport, drainage, open space, landscape provision and other requirements.

Transport

F20.63 Residential roads in the south-east of the town lie on a direct route between the main industrial areas and the A31, avoiding the town centre. However, they are unsuitable for through traffic and industrial vehicles. In the longer term, a distributor road linking south to east Ringwood (B3347 to A31) would assist in relieving pressures on the existing road network. This long term need is recognised in policies for sites on the eastern edge of the town.

Public open space

F20.64 Ringwood is short of formal open space, and barely meets the minimum requirement for informal open space (see Appendix G6, Annex 1, Table 2). Additional open space allocations are therefore required.

F20.65 In addition to an overall quantitative deficiency, particular neighbourhoods also suffer from poor access to open space: for example, dense residential development centred on Broadshard Lane, Meadow Road, and Cloughs Road. Opportunities to provide amenity space and children's playgrounds within the town's residential areas are very limited.

Policy RW-13

Land between Long Lane and Green Lane

7.17 hectares of land between Long Lane and Green Lane is allocated as public open space.

F20.66 The recreational facilities at Long Lane will be extended substantially to improve the overall level of provision in the town. The District Council has purchased 4.00 hectares of land to date towards the implementation of this scheme. The remaining land will be secured, and the site laid out as soon as is practicable. Special attention will be given in the layout of pitches, parking and other facilities to the safeguarding of the amenity of local residents. A scheme of landscaping will be required particularly to strengthen the boundary enclosure of the allocated land with nearby residential properties and adjoining farmland, and to enhance the quality of the local landscape.

Policy RW-14

Land at Hurst Ponds

3.97 hectares of land at Hurst Ponds is allocated as public open space.

F20.67 This land will be laid out as amenity open space and will form part of the full restoration, laying out, and landscaping of this area required in association with development on the adjoining industrial estate (Policy RW-11). This new amenity area will improve access to open space in the north-west of the town.

Policy RW-15

Land east of Hightown Lake

0.50 hectares of land adjacent to and east of Hightown Lake is allocated as public open space.

F20.68 This site is well related to the public footpath network and will provide an attractive lakeside amenity area.

F21 Sandleheath

F21.1 Sandleheath is a small, scattered, predominantly residential settlement lying very close to and west of Ashford. It contains an industrial area at the Brick Yard. It is separated from Ashford by a very narrow strip of countryside, and it is considered vital for the identity of both settlements that this separation is maintained. Land between Ashford and Sandleheath is included in a Local Gap, which is protected by Policy DW-E33, Section C3.

F21.2 It is particularly important to the setting and character of Sandleheath that the area of scattered development to the west of the village outside the defined settlement boundary, and the open land to the south bounded by the Alderholt Road and the C148 are protected from development.

F21.3 The general policies in Part C and Sections F1, F3 F4, F5 and F6 of this plan apply to Sandleheath.

F21.4 For the purposes of affordable housing provision, Sandleheath is defined as a rural area where lower site thresholds for the provision of affordable housing as part of a market residential scheme are applied - see Policy AH-2, Section B4.

F22 Totton and Eling

F22.1 Totton has developed at a point where several major traffic routes, including the main London to Bournemouth railway which divides the town, converge to cross the southernmost bridging point of the River Test. Much of the town is relatively recent. Substantial development commenced in the late 19th century south of the railway around Rumbridge Street and Batts Corner. The centre of shopping and commercial activity has now shifted north of the railway, where development dates predominantly from this century. Totton is now the largest town in the District, and was one of the five areas identified for major growth in the former South Hampshire Structure Plan.

F22.2 Much of the outdoor environment of Totton town centre and its approaches is of poor quality. However the western bypass allows for the town to be relieved of some through traffic, and there is the opportunity to improve the quality of the town centre. In 2005 an area centred on the Junction Road railway crossing was declared an Air Quality Management Area under the Environment Act 1995. This commits the Council to finding ways of reducing the impact of air pollution. The District Council is working in partnership with Hampshire County Council and Totton and Eling Town Council to promote regeneration, and it is hoped that much-needed environmental improvements in the town centre will be completed during the plan period. The plan therefore devotes particular attention to the town centre.

F22.3 Policies TE-11 and TE-12 provide for the completion of the major housing developments west of the town. Policies TE-13 and TE-14 provide for further housing development to help meet the requirements of the Hampshire County Structure Plan Review. Policy TE-15 provides for some development at Eling Quay. Industrial/ office/ business development is provided for in Policy TE-16. Other policies provide for open space (Policies TE-17 to TE-21) and the completion of the Greenroute (Policy TE-22), reserve and allocate land for new stations (Policies TE-23 and TE-24) and allocate land for allotments (Policy TE-25).

F22.4 Other general policies in Part C and Sections F1 to F6 of this plan apply to Totton.

Totton town centre

F22.5 Commercial Road, the southern end of Salisbury Road and the eastern end of Water Lane now form the main shopping area of Totton. The dominance of this northern part of the centre for shopping has been reinforced by the building of the Water Lane shopping parade and the shopping precinct north of Commercial Road, and by the Asda and Totton Retail Park developments.

F22.6 A large proportion of the town centre is covered by large retail buildings, car parks and through roads.

F22.7 The capital spending programmes of the district and county councils have provided for improvements in Totton town centre from April 2001 under the following initiatives:

- Environmental Improvements in New Forest District
- Regeneration of Older Urban Areas in Hampshire
- Southampton/ South West Hampshire/ Solent Area Transport Strategies.

Character and opportunities for change

F22.8 There are a few listed buildings in the town centre, but the town is not noted for its architectural quality. Older buildings like the Cross Keys and Elephant and Castle public houses and the Chapel are important as they give interest to the central areas. While much of the development in the town centre is poorly scaled and bland, there are some newer buildings, such as Lloyds Bank and the Salisbury Road Surgery, which are of good quality with a strong identity.

F22.9 The layout of the town is fragmented by the main roads and railway which cut through it, and as a consequence, moving about on foot is unduly difficult for a small centre. There is no strong focal point or image. The main eastern and western approaches are characterised by poor quality buildings, billboards, and general untidy, unplanned development producing a harsh, unattractive environment. Even so, Totton has a strong sense of community, and local people have a regard for the town.

F22.10 The town park links with the Civic Centre, which is a tight-knit campus of community buildings set in lawns, and provides an important civic space which could be improved by stronger and more attractive links to the shopping areas. Apart from Testvale Park, the town's central amenity areas are limited to the Precinct and the small seating area behind the Cross Keys. There are several other peripheral amenity areas, such as The Furlongs, Bartley Water and Eling Quay, but footpath links between these and the town centre are uninviting.

F22.11 Ultimately it should be possible to develop a major pedestrian space to link the shopping areas of Totton town centre. However, achieving this will depend upon reducing traffic in Commercial Road and at the ends of Ringwood Road and Salisbury Road.

The "old town"

F22.12 Although the northern part of the town centre clearly dominates, the "old town" - the Rumbridge Street and Batts Corner area - continues to survive as a shopping area, acting both as a local centre for Eling and as a specialist shopping area. Junction Road (south) which links this area to the main part of the town centre benefited in the 1990s from a scheme to improve street surfacing and lighting. The old town is also accessible via the rail footbridge from Ringwood Road to Brokenford Lane. The possibility of linking the two parts of the town by road over the railway has been assessed on a number of occasions over the years, but the costs and the environmental impact have proved too great.

Shopping

F22.13 The shopping role of Totton is influenced by its proximity to Southampton. However, with the Asda foodstore acting as a major attractor for the town centre, and the Wednesday market, Totton functions well as a District centre, offering a good range of shops and services. It is important that the town centre continues to respond positively to the competition from developments in nearby locations including Southampton.

F22.14 Although as a shopping centre Totton is fragmented, it is a busy place with a strong sense of community. The northern part of the town centre, in particular, is well provided with car parking in terms of both the number of spaces available and their distribution. This plan suggests action to provide a focus to the centre and enhance links between its different parts.

F22.15 The boundary of the town centre, the primary shopping area and other shopping frontages are defined on the Proposals Map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section. The northern part of the centre has a relatively high proportion of financial and service outlets and other non-retail uses occupying shop premises. This contributes to the problem of fragmentation of the centre, and further increases within the primary shopping area will be controlled.

Policies for Totton town centre

F22.16 The policies for Totton town centre are intended to assist in improving its appearance and help to maintain or improve its commercial vitality against out-of-centre competition. They include proposals to:

- i reduce traffic in the commercial core through the use of restraint measures;
- ii improve the pedestrian environment in the town centre;
- iii improve links between the commercial centre and "old Totton";
- iv regenerate "Old Totton";

- v promote town centre housing in appropriate locations; and
- vi improve the eastern approach.

These aims are broadly in line with concerns identified through local consultation in 2000. Representatives of the local community have emphasised the desire for a staged approach which maintains the accessibility of the centre. At the same time, the District Council is conscious that opportunities for improvement created by the opening of the western bypass will become increasingly difficult to grasp if traffic flows in the town centre are allowed to creep back towards pre-bypass levels.

F22.17 Further improvements in the town centre as illustrated might be possible following the construction of a new relief road linking Ringwood Road and Salisbury Road. However, it will be necessary first to put in place and evaluate restraint measures on the existing road network, taking advantage of the alternatives offered already by the Totton western bypass and increasingly in the future by other modes of travel. It is hoped to complete this process within the plan period.

F22.18 The local planning authority has prepared Supplementary Planning Guidance for Totton town centre, 'Totton Town Centre Urban Design Framework – A Guide for Change and Development' giving further details on how development proposals can enhance the centre, and on other environmental improvements.

The central core

F22.19 This comprises the main shopping and community areas of the town extending from the precinct to Salisbury Road, Water Lane and Ringwood Road.

F22.20 The measures suggested in this plan, which aim to change the balance in favour of people rather than the car, are largely dependent on reducing both the impact and the volume of through traffic. The excessive areas of tarmac, tatty and ill-defined roadside verges and poor settings to buildings need to be addressed. Implementation of traffic restraint measures (as set out in Policy TE-1) could open up a series of opportunities to improve the environment and commercial vitality of the town centre. While these changes will make the town centre less convenient for non-essential traffic, it is only by making such changes that through traffic will be discouraged and redirected to more appropriate alternative routes such as the Totton western bypass. Traffic management measures may be needed to ensure that traffic does not use residential roads around the town centre as "rat runs".

Policy TE-1

Traffic in the town centre

Proposed town centre improvements, aimed at reducing through traffic and the dominance of the car, will incorporate traffic restraint measures and improvements to passenger transport, cycling and pedestrian facilities.

F22.21 Proposed traffic management measures in the town centre will include improved signing of alternative routes, surface treatment and traffic calming on approach roads to the centre, and ultimately the reduction of road capacity in the centre. Improved passenger transport, cycling and pedestrian facilities will be provided as part of the overall scheme. It may be necessary to introduce appropriate measures to deter traffic from using residential roads in the area. In particular, and subject to the local planning and highway authorities being satisfied that it will not lead to an unacceptable level of congestion and attendant pollution, the section of dual carriageway on Commercial Road will be reduced to single carriageway. This will remove the dominance of the road in the street scene and create opportunities to improve the environment in this area. It will enable a landscaping and surfacing scheme to be carried out to create a main civic space, including tree planting and bus stops with shelters, and a broad landscaped amenity area outside The Precinct and in the vicinity of Lloyds Bank and the Elephant and Castle public house.

F22.22 The possibility of re-opening the Testwood Lane / Commercial Road junction will be investigated. This could be beneficial in allowing traffic flows through Library Road to be reduced; however, this would need to be weighed against the interruption of pedestrian flows along the north side of Commercial Road and the need to relocate existing taxi spaces.

Policy TE-2

Ringwood Road – Salisbury Road link road

~~Following the introduction of traffic restraint measures and environmental improvements in the town centre, an assessment of traffic flows through and around Totton will be undertaken. If the results of this assessment are favourable, a relief road and footpath/footway between Ringwood Road and Salisbury Road will be constructed on land identified on the Proposals Map. In the meantime, the land will be safeguarded against development which would prejudice the construction of the road.~~

~~F22.23 The assessment of traffic reduction measures in the town centre will enable the local transport and planning authorities to determine further works that may be needed to facilitate traffic management and further environmental improvement. Such works could include the construction of the safeguarded Ringwood Road – Salisbury Road link, provided that the transport and planning authorities are satisfied that it will achieve a sufficient reduction in traffic levels at the southern end of Salisbury Road, and will not lead to unacceptable increases in traffic elsewhere.~~

~~F22.24 If the new link road is constructed, its design will need to incorporate adequate pedestrian crossing points (including one from Water Lane to the centre). Strong landscaping will be needed and detailed consideration will need to be given to the use and future appearance of residual spaces along the route. The landscape scheme should include the area between the new road and the footbridge over the railway line linking to Brokenford Lane.~~

~~F22.25 The link road could be at least partly funded by development opportunities created on highway land released following its construction.~~

Policy TE-3

The Precinct

Development proposals at The Precinct will be encouraged to improve its appearance.

F22.26 A few improvements to the shopping precinct have been undertaken, but more could be done to enhance its appearance, for example the re-modelling of shopfronts. Measures to enhance the links from The Precinct to the area of civic buildings and Testvale Park to the north also need to be given consideration.

Policy TE-4

Library Road

The land to the west of the Precinct, on the Library Road frontage, is allocated for retail uses on the ground floor, with ancillary retail/ office/ business/ financial and professional services/ food and drink uses on upper floors. Contributions will be sought for transportation infrastructure and environmental improvements in this part of Totton town centre.

F22.27 The rear of the Precinct, open to view from the west, is particularly unsightly. The proposed development will help to screen it, but will result in a loss of car parking unless alternative provision is made by the developer elsewhere. If such a loss results, the District Council will seek to ensure that parking opportunities for disabled people are not reduced. Restriction of the ground floor use to retail is necessary because of the site's location.

F22.28 Further changes in the road system may eventually enable a new development site to be created in the vicinity of the Salisbury Road/ Ringwood Road/ Library Road roundabout giving the opportunity to provide a new central focus for the shopping centre. If this is to take place, particular attention will need to be given to the creation of a new civic space surrounding the building and its links with all other parts of the shopping centre. The scheme would also need to have regard to retaining adequate highway capacity. The use of the ground floor would need to be restricted to retail because of the site's location within the primary shopping area of the town centre.

Policy TE-5**Land between Ringwood Road and Water Lane**

~~The land bounded by Ringwood Road, the route safeguarded for the proposed Ringwood Road to Salisbury Road link (Policy TE-2), Water Lane and existing commercial development at Nos. 7 to 11 Salisbury Road and Nos. 1 to 7 Water Lane is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, together with office/ business/ financial and professional services development at the eastern end of the site. Vehicular access should be from Water Lane. A pedestrian and cycle link should be maintained between Water Lane and Ringwood Road in the area of Popes Lane.~~

~~F22.29 This area currently contains a mixture of uses – housing, commercial premises, and advertisement hoardings – and has a generally untidy appearance. The proposed development would assist in improving the area. Further guidance on the development of this site is given in the Supplementary Planning Guidance ‘Totton Town Centre Urban Design Framework’.~~

Policy TE-6**The civic building complex**

Only civic and community uses will be permitted in the area of the Civic Centre, library, surgeries, Jobcentre, fire and police stations, former magistrates’ court and associated car parks, as defined on the proposals map.

F22.30 The concentration of civic and community uses in the area to the north of Library Road and east of Salisbury Road is an important aspect of the town centre.

Environmental improvements in the central core:**Water Lane/ Salisbury Road (south)**

F22.31 Environmental improvements in the town centre may include improvements to the highway and adjacent spaces in Water Lane and the southern end of Salisbury Road. These may include new surfacing, landscaping and seating areas. The use of the area for car parking will continue. Subsequent construction of the Ringwood Road - Salisbury Road link road would provide the opportunity for further improvements including the use of shared surfacing and the provision of additional parking spaces where they can be integrated sensitively into the street scene. At all stages account will need to be taken of the important role of Water Lane as a cycle route.

Junction Road (north)

F22.32 The local planning authority will encourage environmental improvements in Junction Road (north) including improvements to landscaping and the amenity value of open spaces around buildings.

The eastern approach

F22.33 The impression given of Totton town centre when coming in from the east along Commercial Road is very poor. To address the present areas of haphazard and poor quality development it is important that future development in this area is coordinated to ensure that new buildings and landscape features provide a stronger and more appealing character to the area.

F22.34 The local planning authority will encourage landscaping and other improvements to frontages in Commercial Road on the eastern approach to the town centre. Supplementary Planning Guidance ‘Totton Town Centre Urban Design Framework’ gives detailed guidance on the coordination of development and landscaping schemes.

F22.35 Improvements for cyclists should be made along Commercial Road to link into the Ashurst to Southampton cycle route.

Policy TE-7

Commercial Road (north side)

The redevelopment of land on the northern frontage of Commercial Road, as defined on the proposals map, in accordance with policies for town centres in Section F2 of this plan will be permitted. Development must allow for the construction of a cycleway adjacent to Commercial Road in accordance with Policy DW-T10.63, Section C9.

F22.36 A comprehensive redevelopment scheme could improve this site which is at an important location on the eastern approach to the town centre. Further guidance on the development of this site is given in the Supplementary Planning Guidance 'Totton Town Centre Urban Design Framework'.

Land south of Commercial Road and east of Junction Road

F22.37 Older buildings on the Commercial Road and Junction Road frontages have an uneasy relationship with the large industrial-style retail building within the Junction Road / Commercial Road/ Mill Road triangle. While redevelopment of this area is not expected during the plan period, any future redevelopment proposals that arise should be carried out on a comprehensive basis with opportunities taken to improve the appearance of the town centre approach on Commercial Road. Any redevelopment proposals should safeguard the amenities of the houses on Junction Road and Mill Road, which should be retained. Redevelopment could provide an opportunity to incorporate a road linking Commercial Road to Junction Road. The public house and its garden curtilage should be retained and its enhancement will be encouraged; any future adjacent development should complement it in scale and character.

"Old Totton"

F22.38 The local planning authority will pursue the following measures in order to enhance the vitality and viability of the "old town":

- i environmental improvements, as follows:
 - improvements to the western approach to Rumbridge Street, including the car park and signing to the shops;
 - enhancement of the street scene in Rumbridge Street by improving surfacing, crossing points, lighting, street furniture and the derelict land opposite the DSS office;
 - improved landscaping along the bypass;
- ii promotion of the area as a local and specialist shopping area; and
- iii encouragement of restaurants, cafes and bars (other than "take-aways").

F22.39 Much of the character of the "old town" remains, but there is scope to enhance the general appearance of the main trading area in Rumbridge Street, which still has some scarred paving, sparse street furniture, inadequate lighting and poor shopfronts. Improvements to surfacing and street furnishings at Batts Corner were undertaken in the mid-1990s, and improvements to the western approach started in 2005.

Policy TE-8

Rumbridge Street Local Shopping Area

Within the Rumbridge Street local shopping area, as defined on the proposals map, development proposals which will enhance the commercial vitality of the area will be permitted. Policy BU-TC2, Section F2 will be applied within the area, subject to the additional criterion that no more than 40% of the total street frontage in the Rumbridge Street local shopping area at ground floor level should be in non-retail uses.

F22.40 Rumbridge Street is within the defined town centre of Totton and subject to the town centre policies set out in Section F2 of this Plan. While no longer part of the primary shopping area for the town, Rumbridge Street has a distinctive character and

makes an important contribution to the town centre economy. Cut off from the primary shopping area by the railway line, the area continues to function as a local shopping centre for the Eling area of Totton, and provides a range of specialist shops serving a wider area. A1 Shop uses at mid-2004 occupied less than 50% of the street frontage within the defined Rumbridge Street local shopping area. Although most other uses along the street frontage are commercial, the introduction of some residential development into the street frontage on the north side of Rumbridge Street has fragmented the commercial integrity of the area. It is important for the commercial vitality of this area that further fragmentation does not take place. Implicit in the policy's target to limit non-retail uses at ground floor level on the street frontages is the local planning authority's desire to achieve some strengthening of shopping activity in this area where opportunities arise.

Policy TE-9

21 to 23 Rumbridge Street

The redevelopment of the site of Nos. 21 to 23 Rumbridge Street for retail purposes, retaining pedestrian links between the car park and Rumbridge Street, will be encouraged.

F22.41 This site, currently occupied by the Co-op, is a key retailing site in Rumbridge Street as it incorporates pedestrian links between the Winsor Road car park and the shopping area. It is important that this site remains in retail use, preferably as a convenience goods store, but redevelopment could enhance the Rumbridge Street frontage and improve the appearance of the rear of the site fronting Winsor Road car park. There is scope to increase retail floorspace to the rear of the site.

Policy TE-10

Brokenford Lane

2.0 hectares of land at Brokenford Lane, Totton is allocated for residential development. The further intensification of existing industrial/ business uses by extension or new development will not be permitted. Any proposals for partial redevelopment of the site must not prejudice the total redevelopment of the site.

In the context of Policy DW-T8, Section C9, developers will be required to contribute to the cost of measures for improvement and traffic management on Brokenford Lane and in the Rumbridge Street area. The development shall include affordable housing, negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4.

F22.42 This site is in two parts, east and west of Brokenford Lane. These are currently in a variety of industrial uses, some of which cause considerable nuisance to the adjoining and nearby residential properties through noise and traffic problems. The narrow entrance to Brokenford Lane from Rumbridge Street is unsuitable for industrial traffic.

F22.43 In view of these problems the local planning authority considers that residential redevelopment of the site would be appropriate. The loss of industrial land is justified in terms of the environmental benefits for existing residents and the additional town centre housing. The extension of existing industrial/ business uses would add to the existing problems associated with the site and prejudice its redevelopment. Further guidance on the development of this site is given in the Supplementary Planning Guidance 'Totton Town Centre Urban Design Framework'.

Parking

F22.44 Existing car parking provision is sufficient for current demand but will be reassessed in the light of the district-wide car parking review (see Section C9).

Totton outside the town centre

Residential

Policy TE-11

Land at Hanger Farm

Approximately 15.5 hectares of land at Hanger Farm, Totton is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, provided that:

- a Hanger Farm and its barn are retained and re-used for recreational or community facilities and/ or pub/ restaurant uses; and
- b public open space is provided in accordance with Policy DW-R3, Section C10, which shall include provision of the open space allocation at Hanger Farm (Policy TE-18) and contributions towards the costs of acquiring and laying out open space at Bartley Park (Policy TE-17).

Contributions will be sought towards off-site infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14.

F22.45 This land was first allocated for residential development in the Totton District Plan (adopted by Hampshire County Council in 1980). A food superstore was built on part of the original site. A development brief - the West Totton Development Brief No 2 was adopted by the District Council in July 1982 and revised in 1987. This brief will continue to act as Supplementary Planning Guidance for development proposals on this site.

~~Policy TE-12~~

~~Land at Hazel Farm~~

~~Approximately 15 hectares of land at Hazel Farm, Totton is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a Hazel Farmhouse and its main barns are retained and re-used for residential purposes; and~~
- ~~b provision of public open space is made in accordance with Policy DW-R3, Section C10, which shall include provision at Calmore Road (Policy TE-19).~~

~~Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14, to include junction improvements between Michigan Way and Calmore Road and the cycle route via Calmore to the town centre (Policy DW-T10.61, Section C9).~~

~~F22.46 This land was first allocated for residential development in the Totton District Plan (adopted by Hampshire County Council in 1980). A development brief - the West Totton Development Brief No. 4 - has been prepared for the site; it was adopted by the District Council in October 1993 and revised in 1998. This will continue to act as Supplementary Planning Guidance for development proposals on this site.~~

~~Policy TE-13~~

~~Land at Testwoodhouse Farm~~

~~Approximately 2.7 hectares of land east of Huntingdon Close and Hamtun Gardens is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a the northern, eastern and western boundaries of the allocation are landscaped to screen the development from the proposed public open space (Policy TE-20) and from existing dwellings;~~
- ~~b existing trees within the site are retained and protected;~~
- ~~c existing public footpath routes through the site are retained;~~

- ~~d vehicular access to the site is from Hamtun Gardens subject to the provision of improvements to its junction with the A36 Salisbury Road; and~~
- ~~e contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F22.47 This site comprises the area formerly occupied by the farmhouse and outbuildings of Testwoodhouse Farm, and adjoining land lying between these and existing dwellings to the west. The amenities of these existing dwellings should be safeguarded by landscaping of the western boundary; the new development should not exceed two storeys in height. The new development itself should be screened from the area of public open space proposed to the east (see Policy TE-20).~~

~~F22.48 At present the junction between Hamtun Gardens and Salisbury Road is inadequate to accommodate any increase in traffic movements, and improvements to it will be required. A public footpath (Footpath No. 12) runs along the southern boundary of the site, leading through the Test Valley Nature Reserve to the Test Way; another public footpath (Footpath No. 11) crosses the site from its northern boundary to Greenfield Avenue. Both are well used and must be retained as far as possible on their existing alignments.~~

~~F22.49 In association with this development, the local planning authority will seek to secure the provision of the adjoining proposed public open space (Policy TE-21).~~

~~F22.50 Further guidance on the development of this site is given in the Supplementary Planning Guidance for the site.~~

Policy TE-14

Land at Durley Farm, Hounsdown

Approximately 7 ha of land at Durley Farm, Hounsdown is identified for reserve housing provision and will be considered in accordance with Policy H-1, Section B3. Should the release of this site be triggered, development, to include affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 will be permitted provided that:

- a the nature conservation value of the SINC designated on part of the site is safeguarded;
- b existing trees and hedgerows within the site are retained and protected;
- c the developer provides a replacement for the existing football field, of at least equivalent quantity, quality and community benefit and in a suitable location, prior to the commencement of development;
- d landscaping works are carried out to the boundaries of the site with the Totton western bypass and with land to the west, in order to screen the development from the New Forest and protect new dwellings within the site from excessive traffic noise;
- e the layout of development provides for access by bicycle and on foot to the land to the east the subject of Policy TE-16; and for pedestrian, cycle and (if appropriate) general traffic access to the A35 Main Road to the west; and
- f contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.

F22.51 This land is identified as part of the reserve dwelling provision required by Policy H4 of the County Structure Plan. If the need for the reserve provision is triggered, then depending on the scale of the requirement, this site may be released for development. The site lies between Hounsdown School and the Totton Western Bypass. The central part of the site (some 2 hectares) is designated as a Site of Importance for Nature Conservation (SINC), and any development proposal for the allocated land will need to satisfy the local planning authority that it makes adequate arrangements to safeguard the nature conservation value of the SINC. This will include detailed consideration of the routing of any access road required through the SINC.

F22.52 The main vehicular access to the site is likely to be from Jacob's Walk. However, the development will also need to incorporate a link to the land adjoining to the east, which is allocated for employment purposes and would in the absence of such a link be effectively up to 2 kilometres distant from the site. This link must be suitable for use by pedestrians, cyclists and emergency vehicles, and may also (depending upon the scale and layout of the development) need to serve as a secondary access for general vehicular traffic. Transport infrastructure contributions required in accordance with Policy TE-14 are likely to include measures to assist pedestrians, cyclists and/or public transport users.

Industrial/ business/ residential development

Policy TE-15

Land at Eling Wharf/ Eling Quay

Approximately 1.5 hectares at the southern end of the site, adjoining Eling Quay, is allocated for residential or mixed residential/ office/ business development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. The remainder of the land at Eling Wharf, as shown on the proposals map, is allocated for industrial/ business uses.

F22.53 This large industrial site south of the A35 and east of Eling Lane provides an important location for industrial/ business development and needs to be retained, in the main, as an employment site. It has a substantial visual impact on this edge of Southampton Water and on the approach to the District over Redbridge, which could be mitigated by planting along the waterfront.

F22.54 The southern part of the site, adjoining Eling Quay, is proposed for redevelopment including residential use. It is an extremely sensitive and prominent site overlooking the waterfront. It is currently part of the larger industrial site, but its redevelopment including some housing (as an exception to Policy BU-CE2, Section F4) is intended to enable improvements to be made to the appearance of the area around the north side of the creek, enhance public access and fund necessary improvements to the Eling Quay area. Further guidance on the development of this site is given in Supplementary Planning Guidance.

Employment and business development

Policy TE-16

Land at Newmans Copse

13.8 hectares of land at Newmans Copse, Totton is allocated for industrial/ office/ business and storage and distribution uses, provided that:

- a access to the site is from the A326 spur (Marchwood bypass), and from the Totton western bypass (left turns in and out only) and via a new footpath and cycle track alongside the Marchwood bypass between the site entrance and Jacob's Gutter Lane. Land should be reserved for a footpath/ cycle route link into the land to the west the subject of Policy TE-14; and**
- b the developer contributes towards the costs of off-site highway works including improvements to the junctions of the Marchwood bypass with Twiggs Lane and Jacob's Gutter Lane in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14.**

F22.55 Any scheme or detailed proposals for the site should meet the requirements of the above policy and related supplementary guidance. The proposed uses and the design and layout of buildings should have regard to the proximity of the school and residential development. Conditions will be attached to any planning permission to control noise levels at the site boundary.

Public open space

F22.56 Totton is well provided with informal open space, and has a small deficiency in formal open space (see Appendix G6, Annex 1, Table 2). A significant proportion of the formal open space provision is due to the inclusion of private sports clubs such as

Testwood Football Club, the BAT sports field, and school playing fields in the calculation of provision. Despite the reasonable provision, the distribution of open space is inequitable, with the majority of existing or proposed facilities being concentrated in the south and west of the town.

F22.57 The new park adjoining Bartley Water in the west of the town will be linked to Eling Creek via a footpath through open space areas. Proposals for formal open space at Hanger Farm and Hazel Farm are to be provided in conjunction with new housing development. Additional sites at Testwoodhouse Farm and Little Testwood Farm are allocated as playing fields.

F22.58 When all the proposals have been implemented, formal and informal open space provision will both exceed the minimum standard. The proposals will help to address the imbalance of provision across the Parish.

Policy TE-17

Land at Bartley Park

4.23 hectares of land at Bartley Park is allocated as public open space.

Policy TE-18

Land at Hanger Farm

2.42 hectares of land at Hanger Farm is allocated as public open space.

Policy TE-19

Land at Hazel Farm

2.42 hectares of land at Hazel Farm (at Calmore Road) is allocated as public open space.

F22.59 These will be provided by developers contributions, in accordance with West Totton Development Briefs Nos 2 and 4. The Hanger Farm site will be laid out as playing fields and bowling green. The Hazel Farm site will be laid out as informal open space.

~~**Policy TE-20**~~

~~Land at Testwoodhouse Farm~~

~~**7.84 hectares of land at Testwoodhouse Farm is allocated for public open space.**~~

~~F22.60 This open space allocation, between Testwood School and the South Hampshire Industrial Park, will be laid out as playing fields and informal open space. Allocation of this site will help to improve the distribution of facilities in Totton. The site has good pedestrian access. Vehicular access can be afforded from Salisbury Road, or via the industrial estate. Car parking to serve the playing fields must be provided within the allocation. The Lower Test Nature Reserve adjoins the northern and eastern boundaries of this allocation, and the land on the northern boundary is included in a Site of Importance for Nature Conservation; in the landscape scheme for the site particular attention should be given to the detailed design of planting and/or fencing on these boundaries.~~

Policy TE-21

Land adjoining Little Testwood Farm

4.04 hectares of land south of Little Testwood Farm is allocated as public open space.

F22.61 This open space allocation will be laid out as playing fields. Allocation of this site will help to improve the distribution of facilities. Vehicular access can be afforded from Salisbury Road. Car parking must be provided within this allocation.

Transport

Policy TE-22

Totton "Greenroute"

Land is safeguarded for the completion of the "Greenroute" (footpath/ cycleway)

through the development areas to the west of the town, linking them to the proposed Bartley Park recreational area. Contributions may be sought from developers in these areas towards the construction and maintenance of the Greenroute in accordance with policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.

F22.62 The Totton District Plan provided for a central Greenroute running through the major housing developments to the west of the town and implemented in parallel with them. The development of remaining allocated areas allows for the Greenroute to be completed during the period of this Plan.

Policy TE-23

Railway station, Bartley Park

Land at Bartley Park, West Totton is safeguarded for a railway station, access road, forecourt and associated car park. Pedestrian and cycle access will need to be provided from Ashurst Bridge Road and via a link eastwards to the Greenroute where it crosses the railway.

F22.63 The site safeguarded for a new railway station is at the southwest corner of Bartley Park. The Hampshire Rail Improvement Study identified two options for the site: a community station to provide for local journeys or a “parkway” station to provide for longer-distance travel.

F22.64 A community station would be likely to require about 75 car parking spaces, which could be accommodated within a small part of the safeguarded area. Access to such a development would be via a new road linking Monkton Lane to the southeastern part of Ashurst Bridge Road (west of the former sewage treatment works site), and thence via an access road into the site from Ashurst Bridge Road. No new road connection to Ashurst Bridge Road west of the bypass is proposed, and traffic management measures will be introduced if necessary to deter extraneous traffic on Briarwood Road and Larchwood Road and in the village of Ashurst Bridge.

F22.65 A proposal for a “parkway” station could arise either as a second phase following the development of a community station or as an alternative proposal from the outset. It would involve a considerably greater area of car parking and almost certainly different access arrangements.

F22.66 The progress of either scheme will be dependent on a favourable assessment of its environmental impact, including its relationship to adjacent dwellings and to Bartley Park. However, for the “parkway” option, particular consideration would need to be given to the adequacy of the proposed car park to meet likely demand (the safeguarded area allows for a total of about 350 spaces), and the loss of public open space. An appropriate form of access onto the A326 would need to be considered as part of the junction strategy for the Totton western bypass. The safeguarding of the site in this plan should not, therefore, be taken as a commitment to the principle of a “parkway” station at this stage.

Policy TE-24

Railway station, Hounslowdown

Land at Jacob's Gutter Lane, Hounslowdown, is allocated for a railway station.

F22.67 The possible restoration of passenger rail services to the Waterside branch line is discussed more fully in Section C9. A new service linking Hythe and Marchwood to Totton and Southampton could also serve a new station at Hounslowdown, primarily for local residents and the small number of workplaces within walking and cycling distance. No land is expected to be required outside the current operational land of the railway.

Allotments

Policy TE-25

Land at Jacob's Gutter Lane

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

F22.68 The above site is in the countryside adjoining the built-up area. It has been designated in recognition of the need for new allotments in Totton.

Part G

Appendices

- G1 Other plans and policies
- G2 Industrial and business sites
- G3 Conservation Areas and Historic Landscapes
- G4 Designated sites of nature conservation value
- G5 Housing sites
- G6 Open space requirements arising from new Development
- G7 Parking limits and standards
- G8 Information Note
Public Safety and Safeguarding
Consultation Zones
in New Forest District
- G9 Sustainability Appraisal

G1 Other plans and policies

Planning Policy Guidance Notes (PPGs), Planning Policy Statements (PPSs) and Government Circulars

These are issued by the Office of the Deputy Prime Minister and set down the Secretary of State's advice on planning matters. Local planning authorities are expected to have regard to this advice. Other government departments also issue advice relevant to planning; however, unless otherwise stated, the Circulars referred to in this local plan are those issued by the Office of the Deputy Prime Minister.

Development plans

Hampshire County Structure Plan Review

Prepared by Hampshire County Council, and adopted by the three strategic planning authorities in March 2000. The Structure Plan provides the strategic policy framework for local planning in Hampshire, covering the period up to 2011.

Hampshire Portsmouth and Southampton Minerals and Waste Local Plan

Adopted December 1998. Provides a planning policy framework for mineral working, waste disposal and other forms of minerals and waste development in Hampshire up to 2001.

Other non-statutory plans and policies

Design for Community Safety

Adopted by New Forest District Council in 1998, this suggests approaches and sets out requirements for the design and layout of the physical environment which can help reduce crime, anti-social behaviour and fear of crime.

Landscape Requirements for New Development

Adopted by New Forest District Council September 1999, this sets out the circumstances under which a landscape scheme will be required with a planning application, the information that should normally be submitted and procedures to be followed.

Residential design guide for rural areas

Adopted by New Forest District Council in September 1999 this sets out guidance on the design of residential development in the New Forest Heritage Area and the countryside outside the New Forest Heritage Area.

Access for disabled people

Adopted by New Forest District Council in April 2000, this sets out guidance on the provision of access to new buildings and external spaces for disabled people.

Shopfront Design Guide

Adopted by New Forest District Council in January 2001, this sets out guidance to assist those considering repairing, replacing and designing commercial elements of building within the street scene.

West Totton Development Brief No.2

Adopted by New Forest District Council, Totton and Eling Town Council and Netley Marsh Parish Council in October 1982. Revised in October 1987. Covers Areas 1 to 4 and part of Area 8 of the "growth sector" development in the Totton District Plan.

West Totton Development Brief No.3

Adopted by New Forest District Council, Totton and Eling Town Council and the Barker Mill Trust in April 1987. Covers Areas 5, 6 and 9 of the "growth sector" proposals in the Totton District Plan.

West Totton Development Brief No.4 Hazel Farm

Adopted by New Forest District Council in October 1993. Covers the last four phases of development identified in the Totton District Plan (Area 8).

Beaulieu Village Proposals

The design guidance given in the Beaulieu Village proposals document was adopted by New Forest District Council in December 1991.

Sweatfords Water site Fordingbridge Development Brief

Adopted by New Forest District Council in 1986.

Land West of West Street, Fordingbridge

Adopted by New Forest District Council October 1999.

Dairy/Salvation Army Site, Fordingbridge

Adopted by New Forest District Council February 2001.

Land off Everton Road, Everton

Adopted by New Forest District Council February 2000.

Hythe Waterfront

Adopted by New Forest District Council 1995.

The Orchard Site, Dibden, Hythe

Adopted by New Forest District Council February 2000.

Ampress Works, Lymington

Adopted by New Forest District Council July 1999.

Employment land at Christchurch Road, Ringwood

Adopted by New Forest District Council February 2000.

Land East of Ashley Common Road, New Milton

Adopted by New Forest District Council October 1999.

Land at Durlston Court School, New Milton

Adopted by New Forest District Council October 1999.

Land at Testwoodhouse Farm, Totton

Adopted by New Forest District Council October 1999.

Land at Durley Farm, Totton

Adopted by New Forest District Council October 1999.

Former Webbs Factory Site, Lymington

Adopted by New Forest District Council April 2002

Supplementary Planning Guidance for Sites

Adopted by New Forest District Council originally as part of the deposit new Forest District Local Plan in May 1996 - re-issued as separate guidance in March 2000 - covers a number of individual allocations identified in the New Forest District Local Plan.

New Forest District Landscape Character Assessment

Adopted by New Forest District Council September 2000.

Blashford Lakes Management Strategy and Plan

Prepared for Wessex Water by Nicholas Pearson Associates in 1992 – currently under review.

New Forest District Coastal Management Plan

Published April 1997, revised document published February 2005, this gives non-statutory guidance for issues affecting the coast of New Forest District.

Western Solent and Southampton Water Shoreline Management Plan**Poole and Christchurch Harbours Shoreline Management Plan**

These give non-statutory guidance on coastal defence for the coast of this District and related areas.

Hampshire County Structure Plan Review Supplementary Planning Guidance: Major Commercial Leisure Uses (Leisure Parks and Cinemas)

Prepared by Hampshire Planning Authorities and published in November 1998.

Hampshire County Structure Plan (Review) Supplementary Planning Guidance: Town Centre and Out of Centre Development - Consultation Draft

Prepared by Hampshire County Council and published in February 1999.

Hampshire County Structure Plan Review Supplementary Planning Guidance: Implementing Policy H4

Published by Hampshire County Council 2001.

New Forest documents**A Strategy for the New Forest**

Adopted by the New Forest Committee April 2003.

Published by the New Forest Committee for public consultation June 2002.

Transport documents**Highway Strategy for the New Forest**

Prepared by a joint working party and adopted by Hampshire County Council in conjunction with the New Forest Review Group in January 1989. Now largely superseded by the New Forest Transport Strategy (see below).

New Forest Transport Strategy

Adopted jointly by Hampshire County Council, New Forest District Council and the New Forest Committee in 2003.

Southampton Area Transport Strategy

Approved 1996; adopted jointly by Hampshire County Council, Southampton City Council, New Forest District Council, Eastleigh Borough Council and Test Valley Borough Council.

Hampshire Local Transport Plan 2001-2006

Prepared by Hampshire County Council in accordance with the Transport Act 2000 and in conjunction with the eleven district councils. Sets out integrated policies and proposals for all aspects of transport in the county, including specific provision for each of the ten transport strategy areas and for passenger transport and road safety.

Totton and Waterside Transport Strategy

Adopted by Hampshire County Council 2000

Passenger Transport Report

Prepared annually by Hampshire County Council.

Road Safety Plan and Report

Prepared annually by Hampshire County Council.

Movement Access Streets and Spaces

Published by Hampshire County Council 2001

Design Bulletin 32: Residential Roads and Footpaths (Second Edition)

Published by HMSO in 1992.

Places, Streets and Movement

Companion guide to the above, published 1998.

Recreation

The Six Acre Standard: Minimum Standards for Outdoor Playing Space

Published by the National Playing Fields Association in 1993.

New Forest District Playing Pitch Assessment

Prepared for New Forest District Council by consultants December 2000.

Local Environment Agency Plans

New Forest Local Environment Agency Plan

Published by the Environment Agency March 1999

Hampshire Avon Local Environment Agency Plan

Consultation draft published by the Environment Agency December 1998

Test & Itchen Local Environment Agency Plan

Consultation draft published by the Environment Agency July 1999

G2 Industrial and business sites

The schedule below lists sites which were assessed as available for employment development at November 2004. It includes sites which were available for general industrial uses (B1, B2 & B8) with a gross site area of 0.5 hectares or more.

	Hectares
Totton & Waterside	
Cracknorehard Industrial Estate (Husbands Shipyard), Marchwood	8.01
Hardley Industrial Estate, Hardley	1.00
Marchwood Industrial Park, Marchwood	7.77
Total	16.78
Lymington & New Milton	
Ampress, Southampton Road, Lymington	*3.50
East of Caird Avenue, New Milton	4.20
West of Caird Avenue, New Milton	**0.70
Webbs, Bridge Road, Lymington	2.00
Total	10.40
Ringwood & Fordingbridge	
Christchurch Road, Ringwood	7.03
Embankment Way / Pullman Way, Ringwood	0.50
Sandleheath Industrial Estate, Sandleheath	2.16
Total	9.69
Land west of Crow Lane, Ringwood (Reserve Employment Site)	3.00
District Total	39.87

Notes

- * Excluding site for community hospital
- ** Excluding site for supermarket extension

G3 Conservation Areas and Historic Landscapes

Conservation Areas in New Forest District and dates of designation

Ashlett Creek, Fawley	2000 (original designation 1993)
Beaulieu	1999 (original designation 1971)
Bickton	1999 (original designation 1981)
Breamore	2000 (original designation 1981)
Brockenhurst (Waters Green)	1999 (original designation 1983)
Buckland, Lymington	1999 (original designation 1988)
Buckler's Hard	1999 (original designation 1971)
Burley	1999 (original designation 1981)
Damerham	2000 (original designation 1976)
Eling (Totton)	2000 (original designation 1979)
Exbury	1998
Fordingbridge	1999 (original designation 1975)
Fritham	1999 (original designation 1981)
Hanger Farm, Totton	2000 (original designation 1986)
Harbridge	1999 (original designation 1993)
Hatchet Green	1998
Hazel Farm, Totton	1999 (original designation 1996)
Hythe	2000 (original designation 1978)
Ibsley	1999 (original designation 1981)
Keyhaven (Milford-on-Sea)	1999 (original designation 1975)
Lymington	1999 (original designation 1977)
Lymington (Kings Saltern)	2001
Lyndhurst No. 1	1999 (original designation 1975)
Lyndhurst No. 2 (Swan Green)	1999 (original designation 1975)
Lyndhurst No. 3 (Emery Down)	1999 (original designation 1981)
Lyndhurst No. 4 (Bank)	1999 (original designation 1981)
Martin	2000 (original designation 1974)
Milford-on-Sea	1999 (original designation 1975)
Minstead	1999 (original designation 1981)
Old Milton Green, New Milton	1999 (original designation 1993)
Ringwood	1999 (original designation 1983)
Rockbourne	2000 (original designation 1976)
Royal Naval Armaments Depot, Marchwood	1999 (original designation 1997)
Sopley	1999 (original designation 1976)
Sway Tower	1999 (original designation 1981)
Whitsbury	2000 (original designation 1976)
Woodgreen	1998

Criteria for Conservation Area designation and boundary review

i The historic context - origins and development

This draws attention to historic elements which have helped determine the shape of the area (examples: medieval road pattern, burgage plots, formal layouts, relationship of buildings to open spaces). Boundaries must be drawn widely enough adequately to protect the area and its setting. Land which has no impact on the historic area should not be included. Documentary evidence may support the designation.

ii Architectural and historic character of buildings

This test must be applied in the context of the District. A range of Member views will provide a valuable local perspective.

iii Building materials and detailing

Characteristic local styles and materials may help to tie an area together.

iv Historic uses and their influence

Particular uses may have dictated the form and layout of houses and plots.

v Archaeological interest

The archaeological potential as well as known monuments.

vi Important spaces and streetscape quality

This includes both urban spaces, and green spaces with important trees and hedges.

vii Landscape impact

Views into and out of the Conservation Area, which relate the built environment to significant landmarks or panoramas.

viii Potential for improvement and enhancement

Some sites detract from the special character of the area, but provide opportunities for change which will enhance the area.

ix Alternative means of protection

Other measures (countryside policies, listed buildings, TPOs, management agreements) may provide a more suitable protection. Where these are in force, they should be noted.

Historic Landscapes

Sites on English Heritage Register of Parks and Gardens of Special Historic Interest, Part 19, Hampshire

Site	Grid Reference
Breamore Park	SU 155192
Brockenhurst Park	SU 312018
Cadland House	SZ 468997
Exbury House	SZ 423003
Hale Park	SU 183187
Pylewell Park	SZ 350962
Rhinefield	SU 266038

Sites of historic interest but not on Register

Beaulieu:	
Palace House	SU 387025
Bramshaw:	
Fountain Court	SU 266146
Burley:	
Durmast House (Gertrude Jekyll garden)	SU 226025
Castle Top	SU 201038
Calshot:	
Eaglehurst nr. Calshot (Victorian gardens and wells)	SZ 475010
Copythorne:	
Bartley Lodge	SU 297131
Everton:	
Efford House	SZ 299943
Fordingbridge:	
Burgate Manor (Game Conservancy), Fordingbridge	SU 153146
Fryern Court	SU 143161
Hinton (nr Bransgore):	
Hinton Park (also known as Hinton Admiral)	SU 206962
Lymington:	
Walhampton School, Lymington	SU 334966
Pennington House, Lower Pennington	SU 318934
Lyndhurst:	
Foxlease	SU 298069
Queens House	SU 298082
Wilverley Park	SU 295068
Marchwood:	
Marchwood Park	SU 391092
Milford-on-Sea:	
Newlands Manor, Milford-on-Sea	SZ 286933
Minstead:	
Minstead Lodge	SU 288114
Ringwood:	
Bisterne Manor	SU 153008
Somerley Park, Ringwood Forest	SU 132082
Sandleheath:	
Sandle Manor	SU 136148
Sopley:	
Avon Tyrell	SU 186003
Totton:	
Testwood House, Testwood Lane, Totton	SU 360144

G4 Designated sites of nature conservation value

Sites of Special Scientific Interest (SSSIs)

G4.1 SSSIs in England are designated by the English Nature under Section 28 of the Wildlife and Countryside Act 1981 (previously, some areas were given limited protection under Section 23 of the National Parks and Access to the Countryside Act 1949; in this District most of these have now been re-notified and given additional protection under the 1981 Act). They cover areas which are of particular value because of their flora, fauna, geological or physiographical features. Local planning authorities are required to have regard to nature conservation interests in local plans, and in determining planning applications; Planning Policy Guidance Note 9 (PPG 9), Nature Conservation refers.

G4.2 Large parts of this District are included within designated SSSIs, as follows:

Site name	Area (ha)	Date of notification
New Forest	28,947	1959, re-notified 1987 and 1996
North Solent	1,260	1951, extended 1978
Avon Valley (Bickton-Christchurch)	1,384	1974, 1977, 1984, & 1989 (parts), 1993
Hurst Castle-Lymington Estuary	1109	1961, re-notified 1986 extended 1995
Hythe-Calshot Marshes	683	1979, re-notified 1984 extended 1994
Martin & Tidpit Down	379	1971, extended 1987
Roydon Woods	269	1979, re-notified 1985
Lower Test Valley	39	1971, re-notified 1986
Knighton Downs & Wood	204	1971, re-notified 1988
Eling & Bury Marshes	132	1978, re-notified 1986
Boulsbury Wood (part)	120	1983
Highcliffe-Milford Cliffs	81	1953, re-notified 1991
Sowley Pond	48	1971, re-notified 1984
Poors Common	46	1992
Burton Common	42	1978, re-notified 1984
Lymington River Reedbeds	41	1978, re-notified 1984
Fletchwood Meadows	8	1986
Norley Copse & Meadows	7	1971, re-notified 1984
Breamore Marsh	19	1978, re-notified 1984
Ebblake Bog (part)	3	1985
Toyd Down & Quarry	8	1987
River Avon System (not all in NF District)	507	1996
Lymington River	32 km	1997
River Test (not all in NF District) (50 km)	443	1997
Dibden Bay	229.25	2001

Ramsar sites and Special Protection Areas (SPAs)

G4.3 The UK is a signatory to the Convention on Wetlands of International Importance Especially as Waterfowl Habitat, held at Ramsar in Iran in 1971. The objectives of the Convention are to stem the loss of wetlands, which are defined as being areas of marsh, fen, peatland or water, natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt. They include areas of marine water which are not more than 6.0 metres deep at low tide. All the signatories to the Convention are required to designate wetlands meeting the agreed criteria (Ramsar sites).

G4.4 The UK is also bound by the European Communities Directive of April 1979 on the Conservation of Wild Birds (Directive 79/409/EEC on the Conservation of Wild Birds). Member states are required to take special measures to conserve the habitats of two categories of bird:

- i certain listed rare or vulnerable species; and
- ii regularly occurring migratory species.

G4.5 Particular attention must be paid to wetlands, especially those of international importance.

G4.6 Member states are required to classify these areas as Special Protection Areas (SPAs).

G4.7 Ramsar sites and SPAs are identified by the Joint Nature Conservation Committee in collaboration with the appropriate Country Conservation agency, which in England is English Nature. The Secretary of State for the Environment is responsible for the designation of sites in England. These designations are quite separate from the notification of SSSIs, but in many cases, as in this District, they overlap.

G4.8 The following sites within this District are Ramsar sites and SPAs:

Area	Date
New Forest (SSSI)	1993
Avon Valley (SSSI)	1998
Solent and Southampton Water	1998
includes:	
Hurst Castle and Lymington River Estuary SSSI (part)	
Lymington River Reedbeds SSSI	
Sowley Pond SSSI	
North Solent SSSI (part)	
Hythe to Calshot Marshes SSSI	
Eling and Bury Marshes SSSI	
Lower Test Valley SSSI	

Special Areas of Conservation (SACs)

G4.9 The European Union (EU) adopted the Habitats Directive in May 1992 (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora). Sites identified under this directive are known as Special Areas of Conservation (SACs). It complements the earlier Birds Directive which has resulted in the designation of SPAs (see paragraph G4.4 above). The Habitats Directive is European law which provides for the creation of a network of protected areas across the EU to be known as Natura 2000. It is intended to protect the most endangered habitat types and species in the EU. The main aim is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements.

G4.10 Each Member State has to compile a list of areas containing the habitat types and species listed in the Directive, which are submitted to the European Commission. In consultation with the Member States, the Commission will compile a list of areas for the whole Union; this will take until 1998. Member States must then designate all the agreed areas as SACs within 6 years.

G4.11 The areas selected as SACs are those that make a significant contribution to the conservation of habitats and species identified in the Directive. They include marine habitats; the Directive requires the designation of SACs at sea as well as on land. Some of those proposed for this District are marine SACs.

G4.12 In the UK, the Habitats Directive is given effect by the Conservation (Natural Habitats &c.) Regulations 1994. The UK already has a substantial array of nature conservation policies, consolidated in the Wildlife and Countryside Act 1981, which provides the basis for the designation of Sites of Special Scientific Interest (SSSIs). Like SPAs, SACs are usually based on SSSIs.

G4.13 English Nature, Scottish Natural Heritage and the Countryside Council for Wales, in collaboration with the Joint Nature Conservation Committee, advises the Government on areas which they consider could qualify as SACs. On land, their selection is based on the best SSSIs; at sea, where there are no SSSIs, areas are chosen from those widely recognised as important for marine nature conservation.

G4.14 The following areas within this District are designated as SACs:

- Solent Maritime SAC (includes parts of the Hurst Castle & Lymington River Estuary SSSI, the North Solent SSSI, the Hythe-Calshot Marshes SSSI, the Eling & Bury Marshes SSSI and the Lower Test Valley SSSI; also areas off-shore in the Solent)
- Solent Lagoons SAC (includes part of the Hurst Castle & Lymington River Estuary SSSI)
- New Forest SAC (includes most of the New Forest SSSI)
- Ebblake Bog (includes Ebblake Bog SSSI as part of a wider Dorset Heaths SAC)
- River Avon SAC

National Nature Reserves (NNRs)

G4.15 NNRs are designated by English Nature under Section 35 of the Wildlife and Countryside Act 1981. Formerly they were designated under the National Parks and Access to the Countryside Act 1949, as amended by the Nature Conservancy Council Act 1973. They are areas of national and sometimes international value for nature conservation which are owned or leased by English Nature or a body approved by them, or are managed in accordance with Nature Reserve Agreements with landowners or occupiers. Many such reserves are also SSSIs, as in this District, where there are three **NNRs**:

- North Solent; 767ha (1980, extended 1983)
- Martin Down (part); 249ha (1983, extended 1986)
- Kingston Great Common; 54ha (1994)

Local Nature Reserves (LNRs)

G4.16 LNRs are established by local authorities, in consultation with English Nature, under Section 21 of the National Parks and Access to the Countryside Act 1949, as amended by the Local Government Act 1972. They are intended to protect habitats of local significance. The local authority can protect these areas by means of byelaws which are confirmed by the Secretary of State for the Environment.

G4.17 The following **LNRs** have been designated in New Forest District::

- Lymington & Keyhaven Marshes
- Calshot Marshes
- Boldre Foreshore (proposed)

Sites of Importance for Nature Conservation (SINCs)

G4.18 **SINCs** are areas of particular importance for nature conservation within the District which are not included in other nature conservation designations. They comprise only those areas which are of substantive nature conservation value and have been identified in accordance with criteria which have been adopted by Hampshire County Council, English Nature and the Hampshire Wildlife Trust, as follows:

Criteria for selecting SINC

1. Woodland

- A** Ancient(1) semi-natural(2) woodlands.
- B** Other woodland where there is a significant element of ancient semi-natural woodland surviving.
- C** Other semi-natural woodlands if they comprise important community types of restricted distribution in the county such as yew woods and alder swamp woods;
- D** Pasture woodland and wooded commons, not included in any of the above, which are of considerable biological and historical interest.

2. Neutral/ acid/ calcareous grassland

- A** Agriculturally unimproved grasslands (3)
- B** Semi-improved grasslands which retain a significant element of unimproved grassland.
- D** Grasslands which have become impoverished through inappropriate management but which retain sufficient elements of relic unimproved grassland to enable recovery.

3. Heathland

- A** Areas of heathland vegetation; including matrices of dwarf shrub, acid grassland, valley mires and scrub.
- B** Areas of heathland which are afforested or have succeeded to woodland if;
 - i they retain significant remnants of heathland vegetation which would enable their recovery.
 - ii they are contiguous with, or form an integral part of an open area of heathland.

4. Coastal habitats

- A** Semi-natural coastal and estuarine habitats, including saltmarsh, intertidal mudflats, sand dunes, shingle, brackish ponds, grazing marshes and maritime grasslands.

5. Wetland

- A** Areas of open freshwater (eg. lakes, ponds, canals, rivers, streams and ditches) which support outstanding assemblages of floating/ submerged/ emergent plant species, invertebrates, birds or amphibians.
- B** Fens, flushes, seepages, springs, inundation grasslands etc. that support a flora and fauna characteristic of unimproved and waterlogged (seasonal or permanent) conditions.

6. Species

- A** Sites which support one or more notable species. (4)
- B** Sites which regularly support a significant population of a species which has a restricted distribution or has substantially declined in population or range. Such sites may be used seasonally or for only one part of a species' life-cycle.
- C** Sites which support an outstanding assemblage of species.

7. Social value

- A** Sites of nature conservation interest which occur in areas otherwise deficient in such interest, and/ or are known to be of particularly high value to local communities e.g. community wildlife sites.

(Sites selected under this criterion will be rigorously confined to those which, if lost, would result in a considerable and demonstrable loss to the local community which would be very difficult/ impossible to replace. Because of the widespread distribution

of sites of nature conservation interest in Hampshire, and the high threshold used to define critical importance, only a limited number of sites are likely to meet this criterion).

8. Geology and geomorphology

A Sites which have been designated as Regionally Important Geological/Geomorphological Sites (RIGS) (5).

(1) Ancient - refers to woodlands which have developed particular ecological characteristics as a result of their long continuity. Those identified to date which are over 2ha are included on the Hampshire Inventory of Ancient Woodlands (Provisional).

(2) Semi-natural - modified types of vegetation in which the dominant and constant species are accepted natives to Britain, and that locality, and the structure of the community conforms to the range of natural vegetation types.

(3) Agriculturally unimproved grassland - grassland that is composed of a mixed assemblage of indigenous species in essentially semi-natural communities which has been allowed to develop without the major use of herbicides or inorganic fertilisers.

(4) Notable species include Red Data Book species, Nationally Scarce species, species covered under Schedules 1, 5, and 8 of the Wildlife & Countryside Act, 1981, Annex 1 of the EC Bird Directive 79/409 and Annex II and IV of the EC Directive 92/43/EEC 'The Habitats Directive', and those covered by the Bern, Bonn and Ramsar Conventions. Notable species will also include species which are considered 'County Rare' or 'County Scarce'. County Rare = those species recorded in 1% or less terads in Hampshire or either of the two vice-counties (11 and 12) separately. County Scarce = 4% or less terads.

(5) Regionally Important Geological/ Geomorphological sites are sites of regional importance excluding SSSIs. RIGs are analogous to biological non-statutory sites

The current list of proposed **SINCS** in New Forest District is as follows:

[Note: to find a site on the proposals maps, use the first two figures of the reference to find the east-west grid line (along the top and bottom of the map) and the fourth and fifth figures to find the north-south grid line (up the sides of the map). The third and sixth figures locate the centre of the SINC in the grid square. SU references lie north of the grid line 100 north; SZ references lie south of the grid line 100 north].

Grid ref	Site name	Area (Ha)	SINC criteria
SU 034199	Rv:1, A354	0.12	2A/6A
SU 063169	Boulsbury Wood North (outside SSSI)	8.61	1B
SU 072166	High Boulsbury Wood	8.1	1A/1B
SU 072171	Boulsbury Down Plantation	4.3	6A
SU 073155	Boulsbury Wood Central (outside SSSI)	64.85	1B
SU 078159	Copse 5077	0.26	1A
SU 079180	Folliots Lynch Grassland	0.41	2D
SU 080168	Copse 5074	0.37	1A/1B
SU 080176	Soldier's Ring Banks	0.92	2A
SU 083159	Kingland Copse	30.2	1A/1B/6A
SU 084147	Bovis Row	0.7	1A
SU 855410	Hither Till Copse	1.27	1A
SU 085155	Ball Hill Copse	0.84	1A
SU 085164	Small Copse	0.72	1B
SU 090198	Knap Barrow/Gransbarrow	0.52	2A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 091141	Croft Copse	4.65	1A
SU 092139	Lopshill Common	4.71	2A/6A
SU 092181	Damerham Knoll Grassland	1.22	2A
SU 093174	Knoll Farm Meadows North	3.37	2A/5B
SU 094136	Lopshill Common (by Turtle Copse)	1.29	2A/3A
SU 094184	Bokerley Dyke Plantation Down	0.36	2A
SU 095172	Knoll Farm Meadows South	4.46	2A/5B
SU 097135	Lopshill Common (Lower Daggons)	1.83	2A/3A
SU 097159	Ryvers Copse	2.9	1A
SU 097141	Hill Copse	2.54	1A
SU 098138	Cutts Copse	5.4	1A
SU 099156	White's Copse	5.45	1A
SU 099183	Bokerley Dyke Arable Margin	0.81	6A
SU 099200	Rv:Ns39, C93 Down Farm	0.02	6A
SU 101146	Ashridge Copse (inc. Endless Copse) (4 parts)	22.4	1A/1B
SU 101157	Crocker's & Green Bank Copses	2.32	1A
SU 106157	Damerham Water Meadows	4.15	2A
SU 107153	Hill Farm Meadow	2.95	2A
SU 112170	Lady's Wood	5.22	1A
SU 114156	Higher Court Wood	4.4	1A
SU 115163	West Park Woods	9.09	1A
SU 117150	Lower Court Wood	17.56	1A
SU 120080	Ringwood Forest/Home Wood	938.5	3Bi/3Bii/ 6A/1A
SU 120155	Lower Breach Copse	14.71	1A
SU 122169	Roman Villa Plantation	0.47	1C/5B
SU 123167	Sagles Spring Meadow 5	2.35	2A/5B
SU 124103	Hamer Copse	10.69	1A
SU 124144	Reeve's Copse	2.71	1A
SU 125164	Palmers Copse	6.14	1A/1B
SU 125174	Whip's Hill Copse	9.65	1A/1B
SU 126165	Sagles Spring-Meadow 2	0.56	5B
SU 126166	Sagles Spring-Meadow 1	2.45	2A/5B
SU 126167	Sagles Spring Meadow 3	1.78	2A/5B
SU 126171	Clack Lane Copse	1.8	1A
SU 127166	Sagles Spring Meadow 4 (Chs)	1.25	2A/5B
SU 128152	Lops Copse	3.79	1A
SU 128156	Wilkins Coomb	27.2	1A
SU 128164	Sweatfords Copse	3.9	1A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 128167	Seacraft Copse	3.92	1A
SU 128210	Well Bottom	2	2A
SU 129151	Sandle Copse	4.61	1A
SU 130167	Clack Barn Copse	0.55	1A
SU 130172	Brookheath Wood	2.19	1A
SU 134114	Lomer Copse	1.95	1A/1B
SU 134173	Radnall Wood	30.27	1B/6A
SU 134186	Whitsbury Wood	30.69	1B/1A
SU 135112	Lomer Meadow	1.9	2B/5B
SU 136131	Midgham Wood	14.35	1B/1A
SU 136137	Sedgemoor	2.93	1A/5B
SU 136164	Sandle Wood	5.9	1A
SU 136176	Fifords Coppice	1.51	1A
SU 137168	Fryern Court Wood	22.95	1B/1A
SU 138176	Curtis's Copse	2.74	1A
SU 139107	Cobley Wood	2.24	1A
SU 139183	Round Copse	1.67	1A
SU 140123	Midgham Long Copse	18.29	1A/1B
SU 142154	Arch Farm Meadow	2.91	2A/5B
SU 142176	Kiln Wood	6.88	1A
SU 143007	Lower Side Copse	7.7	1A
SU 144011	Parsonage Wood	3.4	1A
SU 144185	Gravelhill Copse	3.13	1B/1A
SU 145167	Peas Ash Copse	0.81	1B
SU 145195	Breamore Wood	71.5	1A/1B
SU 147163	Fryern Court Road Wood	0.86	1A/1B
SU 155160	Folds Farm Water Meadows	13.59	2A/5B
SU 156076	Rv:5, U120 Rockford	0.03	6A
SU 157181	Breamore Marsh North	0.62	6A
SU 158162	Moorland House Meadow	9.54	2A/5B
SU 160000	Summergates	1.03	1A
SU 160178	Breamore Meadows Site 1	3.15	2A/5B
SU 160180	Breamore Meadows Site 8	1.03	2A/5B
SU 160181	Alder Grove	0.86	1C
SU 161068	Gorley Road Toad Pond	3.27	6B
SU 161180	Breamore Meadows Site 9	1.06	2A/5B
SU 161182	Breamore Meadows Site 7	2.72	2A/5B
SU 162177	Breamore Meadows Site 2	4.35	2A/5B
SU 162153	Folds Farm Water Meadows South	30.42	6A
SU 163174	The Mill Fen Meadow	0.35	5B

Grid ref	Site name	Area (Ha)	SINC criteria
SU 163186	Breamore Meadows Site 6	4.22	2A/5B
SU 164100	Cottage Plantation	3.23	1B
SU 164155	Brickhops Copse	2.78	1A
SU 166122	Hungerford Copse	1.76	1A
SU 166149	Sandy Balls Wood	32.98	1A/1B/6A
SU 167072	Bracken Hill Copse	2.19	1A
SU 168012	Keeper's Copse/Lockyer's Copse	21.34	1A/1B
SU 168021	Sandford Copse	5.84	1A
SU 169135	Blissford Meadow 2	1.84	2A
SU 170136	Newfoundland/Broadhill Wood	15.38	1A
SU 172060	Hower Meadow	1.04	2A
SU 172074	Highwood Copse	4.49	1A
SU 172154	Long Ground Copse	11.85	1A/1B/6A
SU 173037	Charles Copse	11.28	1A
SU 173059	Poulner Hill Upper Meadow	0.59	2D
SU 174137	Blissford Meadow 3	0.35	3A
SU 175045	Hightown Copse	16.58	1B
SU 176031	Gaddens	1.08	1A
SU 176178	Densome Wood	1.92	1A
SU 177025	Bagnum Wood	2.96	1A
SU 177037	Crow Hill	1.67	3A
SU 177142	Ditchend Brook	2.69	2A
SU 179175	Woodgreen Meadow	0.87	2A/6A
SU 180182	Newman's Copse	4.75	1A
SU 181182	Hale Meadows - E	3.3	2A/5B
SU 183000	New Whistlers Copse	2.13	1A
SU 183181	Hale Meadows - D	2.67	5B
SU 184181	Hale Meadows - C	1.17	5B
SU 185182	Hale Meadows - B	1.48	2A/5B
SU 186003	Avon Tyrrell	8.63	3A
SU 186182	Hale Close 'Bottom' Lower Meadow	0.7	2A/5B
SU 186182	Hale Close Gully	0.6	1A
SU 187005	Whitefield Hill	4.89	3Bi
SU 187194	Hookers Copse	5.61	1A/6A
SU 187195	Lower Randell Copse	3.93	1A
SU 188185	Hale Farm Meadow South	1.94	2A/5B
SU 189186	Hale Farm Meadow North	1.74	2A/5B
SU 190186	Hale Farm Wood	0.5	1A
SU 190188	Hatchet Copse	9.38	1A/1B
SU 192096	Webb's Copse	8.06	1A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 192196	Upper Randell Copse & Cowards Moor	4.28	1A
SU 193196	Lodge Drove Meadow	2.74	2A/5B
SU 202036	Marl Close	7.19	1A
SU 203050	Vereley House Meadow	0.45	2A/5B
SU 204032	Sweets Copse	4.81	1A
SU 206029	White's Copse	2.55	1A
SU 207029	Campden House	0.53	2A
SU 215113	Broomy Meads	4.3	2A
SU 234051	Burley Lodge Meadow	2.9	2A
SU 265039	Rhinefield House	2.98	6A
SU 265113	Thrifty Beeches North	1.24	1A
SU 267129	Blackthorn Copse	18.4	1A
SU 269098	Acres Down Road Verge	0.5	2A
SU 271099	Acres Down Farm Meadow	2.11	2D
SU 271104	Newtown West Meadow	0.96	2A
SU 271135	Greenhill Copse West	6.29	1A/1B
SU 272129	Pipers Copse West	6.32	1A/1B
SU 273103	Newtown East Meadow	1.11	2A
SU 273131	Pipers Copse Central	3.6	1A/1B
SU 273133	Greenhill Copse South	3.91	1A/1B
SU 273144	Lower Popes Wood	2.49	1A
SU 274134	Greenhill Copse Central	9.98	1A/1B
SU 275131	Pipers Copse East	5.22	1A/1B
SU 276109	Veals Copse Chs	3.01	1A
SU 279102	Manor Wood	84.18	1B/1A
SU 282138	Holly Copse/Wittensford Wood	7.08	1A
SU 287087	Emery Down West Meadow	1.02	2A/5B
SU 287105	Marleys Meadow	1.9	2A
SU 277172	Wicksmoor	4.4	2D
SU 280159	Lane End Meadow	2.17	2B/6A
SU 280160	Penn Copse	4.1	1A
SU 282162	Wildground Meadow	1.16	2B
SU 283171	Lampards Farm West	2.21	2A/5B
SU 284170	Lampards Farm East	2.64	2A/5B
SU 288087	Emery Down Central Meadow	0.64	2A/5B
SU 289088	Emery Down East Meadow	0.92	2A/5B
SU 289010	Brookenhurst Manor Golf Course (excl. fairways)	63.77	1A/1B/2A/3Bi
SU 290084	Northerwood Inclosure	11.8	1A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 291100	Harcourt Wood	24	1B/1A
SU 292077	Cuffnell's Park	3.14	1A
SU 292092	Willowbrook Meadow	2.73	2A/5B
SU 293094	Meadow at Blackwater Farm	1.67	2A
SU 295098	Truslers Wood West	2.3	1A
SU 295144	Withers Farm Meadow 1	0.15	6A
SU 297040	Round Copse	7.14	1B
SU 298011	Brockenhurst Copse	14.51	1A/1B/2A/3Bi
SU 299158	Woodland Cottage Bog	1.22	3A
SU 301017	Highwood Meadow	1.69	2A/5B
SU 302015	Rumbolds Meadow	1.85	2A/5B
SU 302019	Station Meadow, Brockenhurst	1.5	2D
SU 301122	Beechwood Park	1.79	2A
SU 302138	Cadnam Meadow	1.01	2A
SU 304015	Tile Barn Campsite, Brockenhurst	1.53	2B
SU 304159	Fuzzies Copse	7.61	1A
SU 305015	Brockenhurst Park Stables Meadow	0.68	2A
SU 307120	Andrew's Copse	5.81	1A
SU 307147	Copythorne Church	0.8	2A/3A
SU 308146	Copythorne Sandpit	1.48	2A/3Bi/5B
SU 310020	Brockenhurst Park	67.76	1D/6A
SU 313133	Spillmans Copse	12.94	1A
SU 315163	High Wood Copse	11.93	1B
SU 317120	Rossiters Copse	1.9	1A
SU 317184	Shelley Common Plot 7838	0.4	3Bi/3Bii
SU 318135	Curtishill Copse	3.4	1A
SU 318182	Shelley Common Plot 7324 (E & W)	7.97	2A/3A/6A
SU 319117	Woodlands Farm Copse	5.74	1A
SU 319129	Jacobs Copse	3.69	1A
SU 319130	Mumms Copse	1.51	1A
SU 319181	Shelley Common Plot 8943	1.09	2A
SU 319183	Shelley Common Pond (Plot 0033)	0.57	3A/6A
SU 319185	Shelley Common Plots 0049 & 8352	3.98	3Bi
SU 320149	Clock Cottage Meadow	0.87	2A/5B
SU 321132	Goddards Copse	1.46	1A
SU 321183	Shelley Common Plot 2239	0.65	2A
SU 321184	Shelley Common Plot 0639	0.75	3Bi
SU 322135	Stamfordshill Copse	2.35	1A
SU 322183	Shelley Alder Wood	0.43	1C
SU 324180	Shelley Copse	8.69	1A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 325136	Stamfordshill Heath	0.97	3Bi
SU 325145	Tatchbury Copse	2.54	1A
SU 327136	Stamfordshill Heath Field	1.56	6A
SU 330137	Vane's Copse	4.69	1A
SU 332014	Dilton Common (East)	2.6	3A
SU 334109	Fletchwood Copse	41.05	1A
SU 334120	Tributary of Bartley Water	0.17	5A
SU 336125	Eling Hill Mudflats	2.21	4A
SU 342127	Lower Larches	1.37	1A
SU 342103	Prior's Bushes Field	2.58	2B
SU 343126	Lower Larches Meadow	1.37	2D
SU 344103	Prior's Bushes	11.02	1A
SU 348125	Bartley Park Meadows	7.58	2A
SU 351099	The Soak	2.2	1B
SU 351111	Wildcolbury Wood	15.71	1B
SU 352097	Langley Cottage Woodland	2.62	1D
SU 352105	Knowles Copse	10.83	1B
SU 352115	Memorial Hall Field	2.29	2D
SU 352119	Cockleydown Copse	4.55	1A
SU 353103	Blind Copse	13.79	1B
SU 353108	Babley Row	1.9	1B
SU 354117	Hounslow Meadows	2.84	2A/1C
SU 356100	Langley Wood (Nw)	11.6	1B
SU 356103	Purgatory	7.45	1B
SU 356111	Pritchell's Copse	7.69	1B
SU 357075	Decoy Pond Farm	2.22	2B/5B
SU 358103	Little Cole Copse	11.76	1B
SU 358107	Durleywild Copse	5.54	1B
SU 359099	Langley Wood Central	21.48	1B
SU 359147	Kingfisher & Nutsey Lakes	8.48	6C
SU 360096	Langley Wood South	21.26	1B
SU 360118	Newman's Copse South	4.69	1A
SU 360125	Bartley Water Meadow (North)	1.74	4A
SU 361104	Great Cole Copse	11.28	1B
SU 361119	Newman's Copse North	2.42	1A
SU 361123	Bartley Water Meadow South	2.74	4A
SU 361124	Little Copse	0.71	1A/4A
SU 362123	Jacobs Gutter Copse	0.24	1A/4A
SU 363097	Little Smith's Copse	2.2	1B
SU 363115	Bulls Copse Meadow	2	2A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 363123	Eling Hill Salt Marsh	4	4A/6A
SU 364109	Golts Copse	16.58	1B
SU 364112	Rv:Ns61, A326 Bulls Copse Junction (North)	0.32	2A
SU 365104	Bowmoor Copse	15.1	1B
SU 365112	Bulls Copse	6.51	1B
SU 366100	Little Heron's Copse	2.97	1B
SU 366102	Pen's Copse	6.67	1B
SU 366106	Fair Oak Copse	10.25	1B
SU 367098	Withybeds Copse	8.38	1B
SU 368056	Ferny Croft	6.39	1B
SU 368108	Little And Great Orchard Copse	9.51	1B
SU 369100	Great Heron's Copse (South) & Heron's Hill	7.73	1B
SU 369107	Gregory Cooper's Copse	7.84	1A
SU 370029	Abbotstanding Wood	71.93	1A
SU 370091	Slowhays Copse	5.76	1A
SU 370097	Yards Hill	3.75	1B
SU 370099	Great Dumper's Copse	1.34	1B
SU 370102	Great Herons Copse (North)	6.65	1B
SU 370110	East Veugles Copse	5.87	1B/6A
SU 370135	Redbridge mudflats	2.64	4A
SU 371070	Ipley Meadow - South of R.Beaulieu	2.4	2A/5B
SU 372071	Ipley Meadow - North of R.Beaulieu	4.33	2A/5B
SU 372072	Longmead Row	0.77	1A
SU 372102	Kites Copse Meadow	0.7	2B
SU 372112	Sparrow's Copse	8.87	1A
SU 372093	Staplewood Copse	15.62	1A
SU 373102	Kites Copse	6.02	1A/2A
SU 374011	Meadow at East Boldre	5.22	2A/5B
SU 374071	Ipley Pond Wood	1.15	1Cii
SU 374098	Reeds And Barrows Orchard Copse	19.68	1A/2A
SU 374107	Spragg's Copse	5.29	1A
SU 375070	Farrant's Copse & Heath	11.74	1A/1C
SU 375076	Duckmead Row	4.88	1A
SU 375102	Rv:Ns64, Kites Copse to Staplewood Lane South	0.09	2A
SU 376023	Pit Copse	20.5	1A/6A
SU 376089	Downgrove Copse	8.36	1A
SU 377009	Bulls Wood	4.43	1B
SU 377077	Duckmead Row Meadow	1.74	2A
SU 377098	Hammer's And Rudes Copses	18.79	1A/2A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 377105	Meadow SE of Spragg's Copse	3.56	2A
SU 378077	Lambermoor Copse	3.78	1A
SU 378101	Staplewood Lane Copse	1.88	1A
SU 379069	Aldermoor Copse	1.53	1Cii/6A
SU 379092	Brown's Copse	18.13	1A/2A
SU 379080	Beaulieu Road Fields	6.91	2A/6A
SU 378006	Knights Copse	14.48	1B
SU 380045	Gurnet Fields	19.18	1B/3Bi
SU 380094	Nutchers Copse	5.77	1A/2A
SU 381076	New Copse	9.8	1B
SU 382023	Shepherds Meadow, Beaulieu Estate	1.45	2A/5B
SU 382096	Nutchers Copse Field	0.79	2A
SU 382097	Rv:Ns62, A326 Hammers Copse to Twiggs La.(South)	0.37	2A
SU 384097	Twiggs Lane Meadow	0.25	2D
SU 386096	Marchwood School	0.41	2D
SU 387093	Hammonds Copse	4.41	1A
SU 387095	Warwicks Copse Meadow	2.8	2D
SU 387096	Hythe Road Meadow South	0.57	2A
SU 388090	Perryhayes Copse & Fir Copse	5.88	1A
SU 389094	Warwick's Copse	2.9	1A
SU 390034	Hartford Copse	29.28	1A
SU 390086	Beaby's Copse	3.11	1A
SU 390102	Crookedhays Copse	1.2	1A
SU 391016	Jarvis's Copse	8.28	1A/6A
SU 391077	Dale Farm Meadow	1.6	2A
SU 394088	South Lodge Field	1.51	2A
SU 395092	Smithers Copse	2.83	1A
SU 395096	Post & Horseclose Copses/ The Plantation	18.66	1A/6A
SU 398085	Dibden Church	0.43	2D
SU 399096	Veals Row Meadows (West)	2.91	2B/5B/6A
SU 400010	Keeping Copse	56.78	1A/6A
SU 400025	Moonhills Copse/Oxleys Copse	38.23	1A
SU 400097	Veals Row Meadows (East)	4.02	2B/5
SU 402083	Great Copse	4.65	1A
SU 403017	Spearbed Copse West	15.78	1A
SU 403068	Flush By Applemore School	0.44	2D/5B
SU 403077	Roy's Copse Meadow	0.3	2B
SU 403078	Roy's Copse	3.76	1A
SU 403085	Lock's Copse	1.87	1A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 404091	Church Farm Fields (East)	0.78	2B/6A
SU 404109	Cracknore and Marchwood mudflats	12.3	4A
SU 405002	Dungehill Copse/Crossfield Row	5.22	1A
SU 408070	Orestone Copse	1.78	1A
SU 410085	West Cliff Marsh West	2.44	4A/6A
SU 410097	Dibden Bay	176	4A/6A/6B/6C
SU 412085	West Cliff Marsh, East	4.4	4A/6A
SU 413018	Rv:172, U119	0.09	6A
SU 415022	Cowleys Copse/Heath & Stock Copse	29.78	1A/1B/6A
SU 416013	Steerley's Copse	37.34	1B/6A
SU 417084	West Cliff Marshes Extension	1.1	4A
SU 420003	Witchers Copse	12.57	1B/6A
SU 421055	Buttsash Public Open Space	3.93	2B/3A
SU 421086	The Marina Mound	4.63	6A
SU 425014	Meadow Close/East Stock Copses	33.64	1B/6A
SU 425037	Pitts Copse	8.16	1A
SU 425064	Buttsash Wood	6.38	1A
SU 428034	Warren Copse	5.44	1A
SU 429072	Langdown Wood	2.31	1C/4A
SU 430024	Green Rollestone Copse	9.1	1A
SU 430070	Tate's Copse	2.99	1A
SU 431062	Meadow 0820	1.13	2A/5B
SU 432060	Gringo's Copse & Crampool Copse	10.12	1A/1Cii/1D
SU 432068	Pipers Copse	0.74	1A
SU 433006	Horsemoor Copse	20.24	1B/6A
SU 433062	Lytton's Copse (West)	1.58	1A/1Cii/1D
SU 433065	Frostlane Copse	0.75	1A
SU 433070	Pipers Copse Marsh	0.43	4A/6A
SU 434069	Marsh Copse Grazing Marsh	0.35	4A/6A
SU 435064	Hythe Meadow	1.98	2A/6A
SU 435067	Furzedown Reedbed	0.61	4A
SU 435068	Small Copse	0.69	1A
SU 436059	Hythe Facility Grassland	0.94	6A
SU 437001	Burnthayes Copse	4.57	1A
SU 445055	Lammas Wood (West)	7.97	1A/6A/6B
SU 447056	Lammas Wood (East)	7.02	1A/6B
SU 449024	Fields Heath North West	2.05	3Bi
SU 450016	Toms Down Field	1.68	3A
SU 451016	Mopley Paddock	0.22	2A

Grid ref	Site name	Area (Ha)	SINC criteria
SU 453018	Tom's Down	11.17	3A/3Bii/6A
SU 458023	Fishers Croft Copse	1.73	1A
SU 459020	Badminton Common CHS (part in N.Solent SSSI)	36.85	3A/6A
SU 463033	Copthorne Fields, Ashlett: Southern Field	3.69	5B/6A
SU 463034	Copthorne Fields, Ashlett: North Field	2.91	2A/5B
SU 463035	Copthorne Fields: Esso Land	2.36	2D
SU 466012	Sprats Down Plantation	26.82	3A/6A
SU 470024	Chambers Copse	1.91	1A
SU 476018	Solent View Valley	1.89	4A/6A
SU 480017	Tom Tiddler's Ground	44.57	4A/6A
SZ 157967	Avon River Meadow 7	1.38	2A
SZ 175993	Martin Copse	12.38	1A
SZ 179998	Whistlers Copse	18.43	1A
SZ 181986	Elmers Copse	2.23	1A
SZ 181988	Prink's Wood	1.98	1A
SZ 184983	Shirley Village Green CHS	1.1	3A
SZ 184989	Howen Copse	2.15	1A
SZ 185995	North Braggers	1.19	1A
SZ 186993	Kings Braggers	1.7	1A
SZ 186997	Shirley Common Plot 6720	2.13	3A
SZ 187977	Bransgore Wood	2.28	1A
SZ 187975	River Mude Copse	1.48	1A
SZ 188987	Stibb's Copse	6.12	1A
SZ 189990	Holmy Copse	1.34	1A
SZ 204968	Shears Wood	19.77	1A
SZ 206951	Cranemoor Wood North	4.5	6A
SZ 208987	Holmsley Field	0.87	2A/6A
SZ 211950	Cranemoor, Marlpit & Meetinghouse Woods and Mire	15.6	1A/2A/5B
SZ 214969	Eastclose Copse	2.86	1A
SZ 217963	Hobbs Copse	1.23	1A
SZ 221967	Beckley Common	3.76	3Bi
SZ 224982	Hole Copse	17.38	1A
SZ 225943	Chewton Glen Farm Meadow	1.94	2D/5B
SZ 226952	Walkford Moor Copse & Castlefield Copse	11.1	1A/1Ci
SZ 227959	Beckley Moor Copse	21.18	1A
SZ 230967	Ossemsley Copse	7.99	1A
SZ 230973	Locksbridge Copse	11.66	1B
SZ 234970	Bashley Copse	7	1A
SZ 239957	Great Woar Copse South	1.5	1A

Grid ref	Site name	Area (Ha)	SINC criteria
SZ 239961	Great Woar Copse	10.4	1A
SZ 241956	Lake Grove Road Meadowland	2.9	2B/5B
SZ 241984	Valesmoor Farm Meadow	1.9	2B
SZ 244972	Bashley Wood	3.85	1A
SZ 250932	Barton Common	12.16	3A
SZ 251935	Barton Common (North)	3.2	1B/6A
SZ 252928	Beckton Bunny	7.07	3A
SZ 252963	Stanley's Copse	4.78	1A
SZ 254973	Danes Stream Coppice	2.98	1A
SZ 255947	Carrick Way Woodland	2.33	1A
SZ 258947	Ashley Meadows	3.48	2A/5B
SZ 266946	Breakhill Copse	2.82	1B
SZ 267947	Breakhill Heath	36.67	3A
SZ 269966	Hordle Grange Wood	3.43	1A
SZ 276925	Hordle Copse	1.68	1A
SZ 277922	Studland Common	5.58	2A
SZ 277933	Blackbush Copse	3.53	1A/1C
SZ 279923	Pleasure Grounds	9.65	1A/1C
SZ 279964	Hollow Wood	0.86	1A
SZ 280923	Shorefield Copse	2.08	3Bi
SZ 282935	Newlands Wood	9.09	1A
SZ 282953	Arne Wood Remnant	0.09	1A
SZ 283963	Barrows Copse	5.96	1A
SZ 284982	Birchy Hill Wood	2.25	1A
SZ 286933	Newlands Manor Wood	7.59	1B/6A
SZ 286954	Arne Wood	12.02	1A
SZ 287964	Silver Street Wood	1.54	1A
SZ 288947	Ice House Plantation	16.16	1B
SZ 289934	Newlands Dingle	0.69	1A/6A
SZ 291955	Broadmead Copse	2.21	1A
SZ 292947	Everton Copse	14.33	1A
SZ 294953	Batchley Copse	6.26	1A
SZ 295914	Sturt Pond(Part Sssi)	3.43	4A/2D
SZ 297936	Lymore Meadow	1.07	2B
SZ 298956	Ramley Copse	1.1	1A
SZ 300948	Wainsford Copse Meadow	0.74	2A/5B
SZ 300949	Efford Avon Meadows	1.66	2D
SZ 301947	Efford Wood	3.17	1A/6A
SZ 301921	Keyhaven Fields	166.95	6B
SZ 302947	Wainsford Bridge Meadows	2.57	2D

Grid ref	Site name	Area (Ha)	SINC criteria
SZ 302954	Pennington (Little Common)	1.3	2A/3A
SZ 303947	Newleaze Copse Meadow	0.47	2A/5B
SZ 303986	Jealous Copse	2.12	1A
SZ 304946	Newleaze Copse	4.46	1A
SZ 304978	Passford Water	3.84	2A/5B
SZ 305916	Keyhaven Baskets	0.7	4A
SZ 305935	Great Newbridge Copse	11.45	1A
SZ 307942	Efford Area 1	0.48	1A
SZ 307983	Springhill Copse South	4.05	1A
SZ 314974	Tuckermill Copse	7.6	1A
SZ 318927	Keyhaven Marshes Extension	4.93	4A/6A
SZ 321945	Woodside Gardens	0.65	6A
SZ 321983	Boldre Bridge Meadows	4.8	2A/5B
SZ 323945	Woodside	5.88	2A
SZ 323984	Boldre Bridge House Meadow	0.89	2A
SZ 324937	Fields Nw Of The Salterns	9.93	6B
SZ 325980	Friars Wood	3.36	1A
SZ 329945	Fields Nw Of Normandy Farm	15.38	6B
SZ 330946	Little Normandy Fields	3.89	4A
SZ 325988	Whitemoor Copse/Rodlease Rough	3.59	1A
SZ 330956	Lymington Mudflats	11.94	4A
SZ 332970	Pleasure Copse	2.29	1A
SZ 332992	Whitemoor Rough	12.53	2A/5B/1A
SZ 334966	The Mound Grassland	1.1	2A/5B
SZ 336964	Walhampton Wood	15.37	1B
SZ 338962	Newells Copse	7.83	1B
SZ 344956	Fields N Of Lisle Court	23.03	6B
SZ 344961	Shotts Copse	4.45	1B
SZ 353967	Church Copse	3.04	1A
SZ 355954	Martins Trough	4.53	1B/1C
SZ 355967	Winter's Wood	15.12	1B
SZ 356963	Dod's Pond/Plummers Water (West)	2.42	6A
SZ 361955	Lake By Lake Covert	5.61	6A
SZ 362975	Norley Copse South	1.03	1A
SZ 367958	Otters Hill/Sowley Farm Fields	99.25	6B
SZ 367965	Sowley Copse/Sowley Brooms	26.82	1B
SZ 371957	Pitts Deep Copse (Outside Nf Sssi)	2.78	1A
SZ 377984	Horsemoor Copse (East Boldre)	31.5	1B
SZ 377988	Newlands Copse	4.67	1B
SZ 379997	Newhouse Moor	1.33	2A

Grid ref	Site name	Area (Ha)	SINC criteria
SZ 380974	Hardings Wood	9.6	1B
SZ 380995	Newhouse Copse	5.43	1B
SZ 384967	Whitehouse Copse	5.76	1B
SZ 385998	Gravelly Copse	3.56	1A
SZ 386988	Longmead Copse	7.28	1A
SZ 388999	Lodge Farm Pit, Beaulieu Estate	0.98	2A/5B
SZ 391970	Thorns Copse	3.99	1B
SZ 392986	Shadebush Copse	5.41	1B
SZ 395993	Ashenwood/Foulbush/Coopers Wood	165.95	1B
SZ 396971	Rye Errish Copse	8.79	1A
SZ 398980	Great Bukerlseys Copse	7.4	1A
SZ 402987	Kitcher's Rough	2.97	1B/6A
SZ 406981	St Leonard's Barn		6A/6C
SZ 413995	Salternshill Copse	17.91	1B
SZ 420995	Salterns Copse	13.98	1B
SZ 432995	Haxland Pits	8.72	1A
SZ 433990	Three Stones Meadow	0.73	2A/2B/5B
SZ 436997	Cump Copse	3.07	1A
SZ 438990	Little Haxland Copse	3.18	1B
SZ 439991	The Moor	3.89	1A
SZ 444992	Pophams Wood	3.88	1A
SZ 445997	East Hill Copse	2.52	1A
SZ 448989	Oldhouse Copse	1.72	1A
SZ 455988	Lepe Point Meadow	1.33	2D
SZ 456999	Withyhayes Copse	2.53	1B
SZ 462998	Stanswood Copse	10.33	1A
SZ 467996	Allwoods Copse	7.53	1B
512 Sites	Total area	4993.76 ha	

G5 Housing sites

Committed and proposed large housing sites with dwellings remaining to be completed at 1st April 2004:

Totton

Eling Wharf, Eling Quay, Eling Lane	30
Testwood House Farm	9
51-57 Rumbridge Street	16
242-244 Salisbury Road	13
58 Rumbridge Street	11
Land at Hanger Farm	330
Manor Farm Buildings, Hanger Farm	13
Land at Brokenford Lane	75

Marchwood

South of Hythe Road	37
Land at Byams Lane, Gardiners Close & Cage Close	3
Land near McMullen Barracks, Normandy Way	10
Land at Normandy Way	39
Mulberry Estate, Mulberry Road	45

Hythe & Dibden

1-20 Marsh Parade	12
Land between West Road & Oak Road	29
The Orchard, off Cosworth Drive	25
Dreamland, Shore Road	21

Holbury

Land off Sycamore Drive	20
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Lyndhurst

Land between Gosport Lane & car park	17
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Brockenhurst

Hayters Garage, Brookley Road	17
Morant Arms, Brookley Road	35

Sway

Sway Place Rest Home, Station Road	14
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Lymington & Pennington

All Saints Road / Broad Lane	17
19-22 St Thomas Street	5
Lymington Hospital	41
Lymington Infirmary	34
Hillcroft, New Street	40
Travis Perkins Depot, Queen Katherine Road	25
Ampress Works, Southampton Road	10
Webbs Factory Site, Bridge Road	40
66 & 66A Southampton Road	35

Hordle

Moonrakers & Woodvale, Woodcock Lane 12

Milford-on-Sea

Hordle House School, Cliff Road 23

New Milton

Former School site, Fernhill Lane 19

Land east of Caird Avenue / south of Carrick Way 48

Land at Durlston Court School 7

5 & 6 Caslake Close 12

Site of Evangelical Church, Whitefield Road 14

Yeomans Lodge, Ashley Road 11

Ringwood

Bus Depot, West Street 10

Crown Hotel, Southampton Road 26

Fordingbridge

Land East of West Street & Rear of 55 Shaftesbury Street 2

22 Provost Street 10

36 West Street 25

Overall Total 1287

Additional Reserve Provision

Marchwood

Land between Cracknorehard Lane & Normandy Way 18

Totton

Land at Durley Farm, Hounslowdown 100

Ringwood

Land west of Crow Lane 150

Total 268

G8 Public Safety and Safeguarding Consultation Zones in New Forest District

Hazardous substances, Pipelines, Explosives and Aerodromes

Information Note

Contents

	Page
1. Introduction	390
- Background	390
- Legislation and controls	390
- Sites in New Forest District	390
- Purpose of this Information Note	390
2. New Forest District Local Plan	391
- Objectives and policy	391
3. Consultation Zones in New Forest District	393
Hazardous substances:	393
- Legislation and advice	393
- Hazard consultation zones in New Forest District	393
- Fawley Oil Refinery and petrochemicals complex	394
- Fawley Power Station	394
- Marchwood industrial estate	394
Map 1: Hazardous substances consultation zones, New Forest District	395
Map 2: Fawley Hazardous Substances Consultation Zone	396
Map 3: Marchwood Industrial Estate (Marchwood Wharfage Ltd)	397
Pipelines:	398
- Legislation and advice	398
- Pipelines in New Forest District	398
- Gas pipelines	398
Map 4: Gas Pipelines, New Forest District	399
Explosives and aerodromes:	
- Legislation and advice	400
- Explosives safeguarding in New Forest District:	401
- Marchwood Sea Mounting Centre	401
- Netley Anchorage	401
Map 5: Marchwood Sea Mounting Centre - Explosives Safeguarding Consultation Zone	402
Map 6: Netley Anchorage - Explosives Safeguarding Consultation Zone	403
- Aerodrome safeguarding in New Forest District	404
- Southampton International Airport	404
- Bournemouth International Airport	404
Map 7: Aerodrome Safeguarding Consultation Zones and Public Safety Zone, New Forest District	406
4. Further Contacts	407

Abbreviations used in this document

CAA	Civil Aviation Authority
COMAH	Control of Major Accident Hazards Regulations 1999
DfT	Department for Transport
DTI	Department for Trade and Industry
HSE	Health and Safety Executive
MOD	Ministry of Defence
NATS	National Air Traffic Services Ltd
NERL	NATS En-Route Ltd
PPG	Planning Policy Guidance Note
VOR	Very high frequency Omni directional Radio Range

1. Introduction

Background

- 1.1 Associated with certain activities including industrial processes, transmission of fuels, military activity and aviation, there are risks of accident. Hazards can arise for example from combustion, explosion or spillage of substances, which can occur during processing or movement of goods and raw materials. These can have effects well beyond the boundaries of the site or area within which they are located.
- 1.2 Hazards can also arise in the vicinity of airfields, where for example high structures can pose risks to aircraft approaching and leaving the airfield, and developments have the potential to obscure or confuse perception of navigation aids. In addition, the presence of birds in large numbers can increase the risk of 'bird-strike' - birds drawn into engines can cause catastrophic engine failures. A further hazard can be caused by developments that can disrupt radar signals and air traffic control systems, such as wind farms.

Legislation and controls

- 1.3 There is an array of legislation and controls administered by such bodies as the Health and Safety Executive, the Environment Agency, the Ministry of Defence and the Civil Aviation Authority directed to minimising the risks of accidents and numbers of people potentially affected. Zones have been defined around hazardous installations and aerodromes by these authorities within which they are consulted about development proposals. These are known as safeguarding or hazard consultation zones. In terms of land-use planning, policies are directed principally to ensuring that development within these zones does not increase the number of people at risk. It is also important that the proximity or type of development does not inhibit or interfere with the carrying out of industrial, military and aviation operations on these sites.

Sites in New Forest District

- 1.4 New Forest District accommodates a number of industrial sites, pipelines and military installations that involve the use or movement of hazardous substances or explosives. The majority of the larger sites are in the Waterside parishes, including the Fawley Oil Refinery and petrochemicals complex, Fawley Power Station, Marchwood Sea Mounting Centre, Marchwood Industrial Estate and Netley Anchorage. There are also high pressure gas pipelines traversing the District.
- 1.5 In addition, the District lies between two airports at Eastleigh (Southampton International Airport) and Hurn (Bournemouth International Airport). Safeguarding consultation zones for both airports, and the Public Safety Zone for Bournemouth International Airport, extend into the District.

Purpose of this Information Note

- 1.6 This Information Note explains the location and extent of the main safeguarding consultation and public safety zones in the District, and any special constraints that apply within them. It refers to the relevant policies in the New Forest District Local Plan, setting out in more detail the areas that they cover. It will be updated at intervals as the Council is advised of any further changes to Government advice, the definition of new zones, or changes to existing zones.
- 1.7 **Please note that this Council does not define the zones, or the principal constraints on development within them. These are the responsibility of the relevant authority defining the zone, and are not open to objection.**
- 1.8 If you have any queries about this information note, or about whether your property is in a consultation zone and what this means for you, please contact:

Julia Norman, Policy & Plans (tel. 023 8028 5356, e-mail julia.norman@nfdc.gov.uk)

Alternatively, the authorities responsible for the designations are listed at Section 4 of this document.

2. New Forest District Local Plan First Alteration

- 2.1 The New Forest District Local Plan First Alteration contains objectives relating to pollution and public safety as follows:

Objective 11 Pollution

To protect air and water quality and to reduce the burden of pollution of air, land and water (including noise) by controlling potentially polluting development.

Objective 12 Safety

To minimise development which would put people or property at risk and encourage forms of development which would enhance community safety.

- 2.2 The policies of the New Forest District Local Plan that flow from these objectives are as follows:

Notifiable installations and hazardous substances

Policy DW-E45 Developments involving hazardous substances

Proposals for developments involving the storage, use or transport of hazardous substances as defined in the Planning (Hazardous Substances) Act 1990 as amended will only be permitted when it can be demonstrated that there will be no unacceptable risk to the public or to nature conservation or other environmental interests, and they would not prejudice the appropriate use or development of adjoining land. Such proposals will only be permitted on sites in or allocated for industrial/ business or military use, and may be subject to a requirement for Environmental Assessment (see Section C8).

Policy DW-E46 Development near notifiable installations

Development in the vicinity of sites known to be used for the storage, use or transport of hazardous substances will not be permitted where there would be an unacceptable risk to the life or health of the public.

- C6.8 The purposes of these policies are to enable developments involving hazardous substances necessary for commercial purposes without jeopardizing the health and safety of the public, or the quality of the environment; also to control development in the vicinity of existing notifiable sites and installations. They are intended to accord with Circular 04/00, PPG12 and Regulation 20 of the Town and Country Planning (Development Plan) (England) Regulations 1999, which reflect Article 12.1 of the SEVESO II Directive (Directive 96/82/EC). The objectives of the Directive are to prevent major accidents and limit the consequences of such accidents for man and the environment; to maintain appropriate distances between establishments and residential areas, areas of public use and areas of particular natural sensitivity or interest; and in relation to existing establishments, for additional technical measures so as not to increase risks to people.
- C6.9 Certain sites and pipelines are designated as notifiable installations when the quantities of hazardous substance stored, used or transported are on a sufficient scale that the installation is subject to the Planning (Hazardous Substances) Regulations 1992 as amended by the Planning (Control of Major Accident Hazards) Regulations 1999. There are several sites and pipelines in this district identified by the Health and Safety Executive as notifiable installations, including for example the Fawley Refinery and parts of the nearby petrochemicals complex, and Fawley Power station. In accordance with Circular 04/00, Planning Controls for Hazardous Substances, the Health and Safety Executive, the Environment Agency and where appropriate English Nature will be consulted about any proposed notifiable installations and about any developments in the vicinity of notifiable installations. Those responsible for these installations will also be consulted in accordance with their own requirements.

Policy DW-E47 Development in other safeguarding consultation zones

Development in the vicinity of areas notified to the local planning authority as being in use for the storage of explosives or as aerodromes will not be permitted where the local planning authority is advised that there would be an unacceptable risk to the life or health of the public or to the safe operation of the notified area. Within the Bournemouth International Airport Public Safety Zone, development will not be permitted that would increase the number of people at risk.

- C6.10 The Ministry of Defence has notified this Council of safeguarding consultation zones around the military installations at Marchwood and Netley Anchorage. The Civil Aviation Authority has notified this Council of safeguarding consultation zones for Southampton International Airport and Bournemouth International Airport, that extend into this District. The Department for Transport has notified this Council of a Public Safety Zone that extends into the District from Bournemouth International Airport and of a safeguarding consultation zone for the radio facility known as Southampton VOR. (See Appendix G8).
- C6.11 The policy is intended to control development in the vicinity of notified installations for the purpose of maintaining public safety, and in the case of aerodromes, the safe operation of the airfield and minimising risk to the public. It is intended to accord with the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, the accompanying Circular 1/2003 and DfT Circular 1/2002, 'Control of Development in Airport Public Safety Zones'. In determining planning applications in the vicinity of notified installations and aerodromes, the local planning authority will consult the Ministry of Defence or the relevant airport operator as appropriate. Regard will also be had to the provisions of DfT Circular 1/2002. In the vicinity of the Southampton VOR, NATS En Route Ltd (NERL) will be consulted on any proposals involving wind turbines.
- C6.12 These zones and the restrictions that apply in the various parts of them are explained in Appendix G8. All consultation zones are shown on the plan entitled "Public Safety and Safeguarding Consultation zones in New Forest District" which forms part of the Proposals Map attached to this plan.

3. Consultation Zones in New Forest District

Hazardous substances

Legislation and advice

- 3.1 The relevant legislation for the control of hazardous substances is the **Planning (Hazardous Substances) Act 1990** as amended by the Environmental Protection Act 1990 Sched.13 pt. 1, and the Planning and Compensation Act 1991 s25 & Sched.3.
- 3.2 This Act is given effect by the **Planning (Hazardous Substances) Regulations 1992 as amended by the Planning (Control of Major Accident Hazards) Regulations 1999 which arise from the Control of Major Accident Hazards Regulations 1999 (the COMAH Regulations)**. The COMAH Regulations are enforced jointly by the Environment Agency and the Health & Safety Executive (HSE). They implement the SEVESO Directive (European Directive 96/82/EC) in Great Britain. The Regulations aim to prevent major accidents that involve dangerous substances and to limit the consequences of any such accidents for man and the environment.
- 3.3 Advice on the implications of this legislation for planning is given in **Circular 04/2000 Planning Controls for Hazardous Substances**. There is also advice on hazardous substances controls in **PPG23, Planning and Pollution Control, Annex F** (as proposed to be revised 2002).
- 3.4 The legislation controls the presence of hazardous substances on, over or under land by means of 'hazardous substances consent' given by a 'hazardous substances authority'. This is separate from the need for planning permission. Hazardous substances authorities are district councils, Welsh county councils, and county borough councils except where the land is in a National Park, or used for mineral working or refuse disposal, when the county council is usually the hazardous substances authority. In this District, New Forest District Council and Hampshire County Council are the hazardous substances authorities.
- 3.5 In dealing with planning applications or hazardous substances consent applications, local authorities are required to consult the competent authorities, which in this case are the HSE and the Environment Agency. The HSE is required to notify local authorities of consultation zones around sites where dangerous substances are present, which are defined on the basis of an assessment the risks associated with the substances and processes involved. Both the HSE and the Environment Agency advise on hazardous substances applications, and planning applications in or near sites and transport links where such substances are stored and/or used or moved (in particular within the defined zones). Procedures and criteria for such consultations are set out in the **Town and Country Planning (General Development Procedure) Order 1995** as amended by the COMAH Regulations. English Nature are also to be consulted as appropriate.
- 3.6 The HSE only provides advice to the local planning authority - it does not determine applications. The local planning authority can make a decision contrary to this advice, but is required to notify the HSE immediately. The HSE can then decide whether to ask the Secretary of State to call the application in and determine it.
- 3.7 With regard to development plans, Circular 04/00 advises that local planning authorities should have regard to the objectives of the SEVESO II Directive in preventing major accidents, and maintaining appropriate distances between establishments and residential areas, areas of public use and areas of particular natural sensitivity or interest. PPG12, Development Plans advises that:
- "... In preparing or amending development plans, local authorities will therefore need to ensure that they include a policy or policies relating to the location of establishments where hazardous substances are used or stored, and to the development of land within the vicinity of establishments where hazardous substances are present." (PPG12 paragraph 6.23)*

Hazard consultation zones in New Forest District

- 3.8 The HSE has notified this authority of installations involving hazardous substances at the Fawley Oil Refinery and petrochemicals complex, and a small site at Marchwood Power Station. Consultations are also required on applications near Fawley Power Station.

- 3.9 In addition, consultation arrangements are being set in place for installations adjoining Eling Wharf on the former South Western Tar Distilleries site, and the premises of R Giddings and Co, Ringwood Road, Netley Marsh. Details of the zones around these installations are not yet available; this Information Note will be updated once these have been finalised.

Fawley Consultation Zone (Maps 1 and 2)

- 3.10 The Fawley Oil Refinery and petrochemicals complex contains a wide variety of hazardous substances and operations. The HSE has defined a three-part consultation zone around this area comprising an inner, middle and outer zone (see Maps 1 and 2). The furthest extent of the outermost zone is also referred to as the 'consultation distance'. The HSE employs defined procedures to give land use planning advice on proposed developments near such installations using these zones and a system of categorising developments into four 'Sensitivity Levels'. These are input into a decision matrix that generates either an Advise Against (AA) or a Don't Advise Against (DAA). This is then the advice that the HSE gives to the Council. Further information on the HSE methodology is available on their web site at www.hse.gov.uk.

Category of Development	Development in Inner Zone	Development in Middle Zone	Development in Outer Zone
1	DAA	DAA	DAA
2	AA	DAA	DAA
3	AA	AA	DAA
4	AA	AA	AA

AA - Advise Against / DAA - Don't Advise Against

- 3.11 The sensitivity levels are based on a clear rationale in order to allow progressively more severe restrictions to be imposed as the sensitivity of the proposed development increases. The four sensitivity levels are:
- 1 Based on normal working population e.g. workplaces; parking areas;
 - 2 Based on the general public - at home and involved in normal activities, e.g. housing; hotel/ hostel/ holiday accommodation; transport links; indoor and outdoor use by the public;
 - 3 Based on vulnerable members of the public (children, those with mobility difficulties or those unable to recognise physical danger) e.g. institutional accommodation and education; prisons;
 - 4 Large examples of Level 3 and large outdoor examples of Level 2, e.g. large institutional and special accommodation providing 24 hour care; theme parks; large sports stadia.
- 3.12 The basis for determining the category of development is factors such as:
- ease of organising emergency action (it is easier to organise an active and trained workforce than residents, children and elderly or disabled people)
 - number of occupants likely to be affected
 - length of time for which the development is likely to be occupied
 - vulnerability of occupants to hazardous events, including mobility of occupants
 - building construction and design, which affects the degree of protection available against hazardous events.

Fawley Power station (Maps 1 and 2)

- 3.13 Consultation with the HSE is required for development proposals located within 200 metres of the Fawley Power Station, because of the storage on the site of a notifiable hazardous substance.

Marchwood (Maps 1 and 3)

- 3.14 A site at Area 6, Marchwood Industrial Estate (Marchwood Wharfage Ltd) has been notified by the HSE as storing hazardous substances. Consultation with the HSE is required for development proposals within 600 metres of the site.

[Note: this Information Note will be updated in the event of any additional zones being defined around the new power stations at Marchwood Industrial Estate].

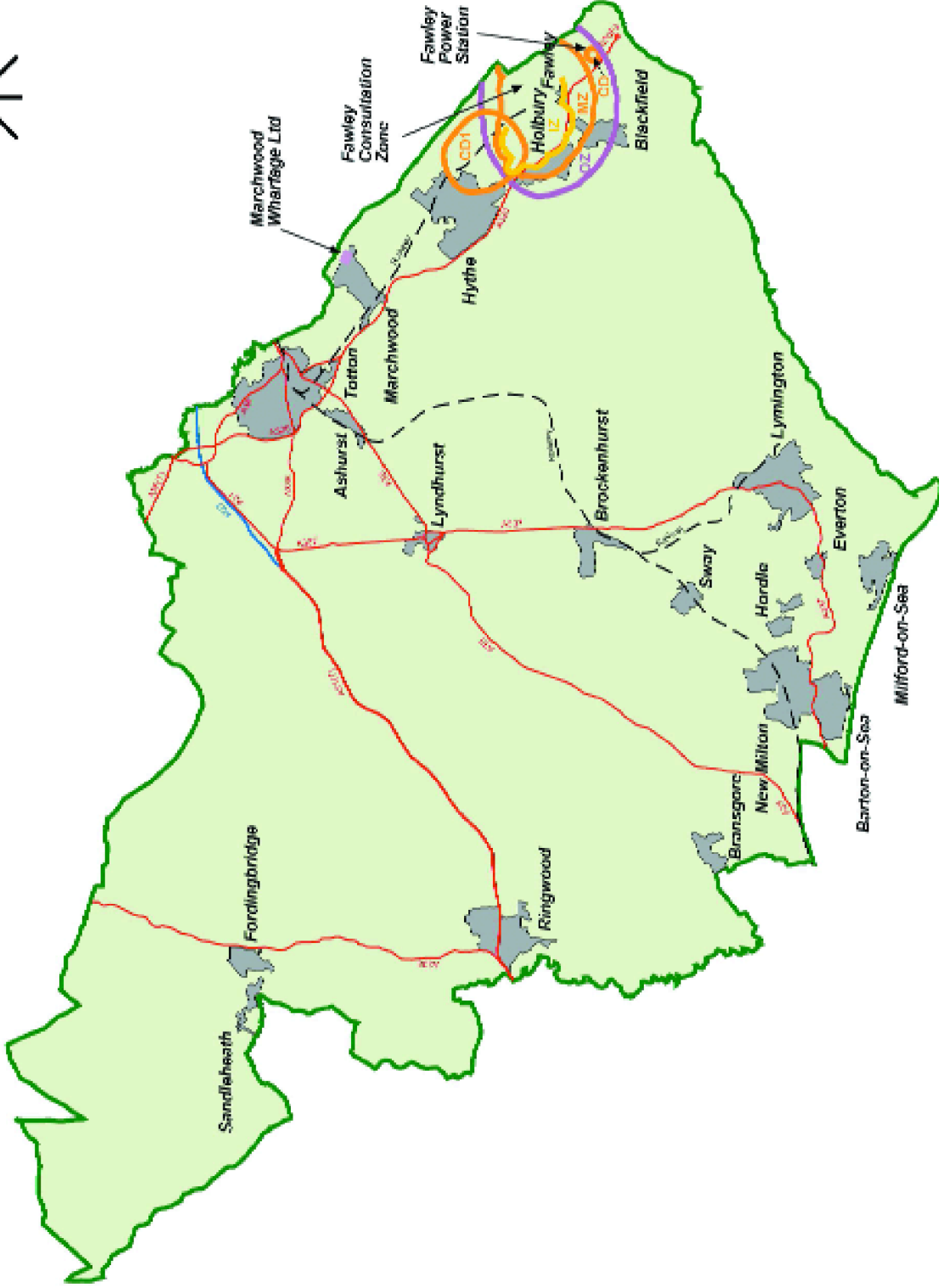
Map 1

Hazardous substances consultation zones New Forest District

- Inner consultation zone (IZ)
- Middle consultation zone (MZ)
- Outer consultation zone (OZ)

NB: CD denotes consultation distance

Not to scale



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Map 2

Fawley Hazardous substances consultation zone

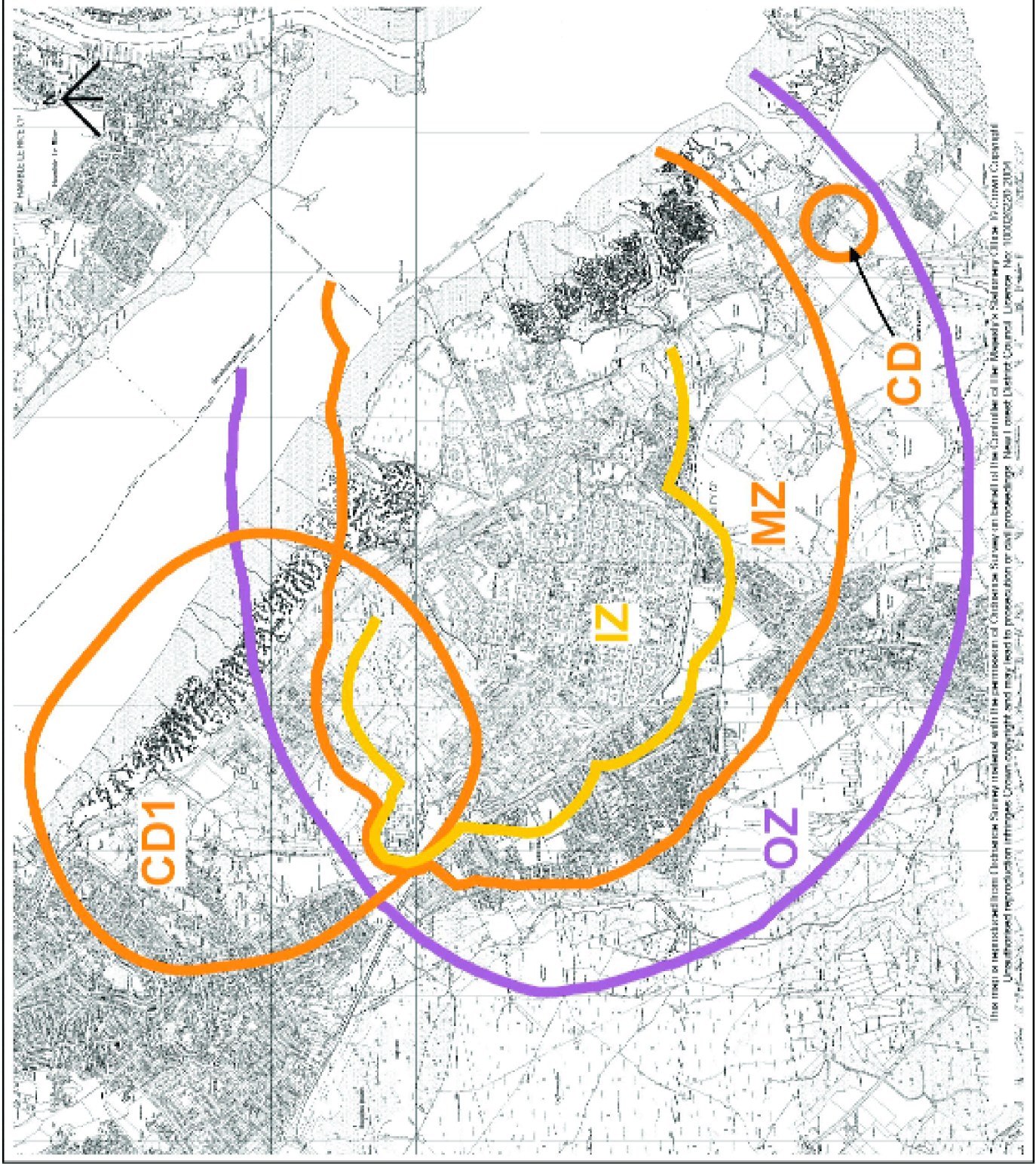
Inner consultation zone (IZ)

Middle consultation zone (MZ)

Outer consultation zone (OZ)

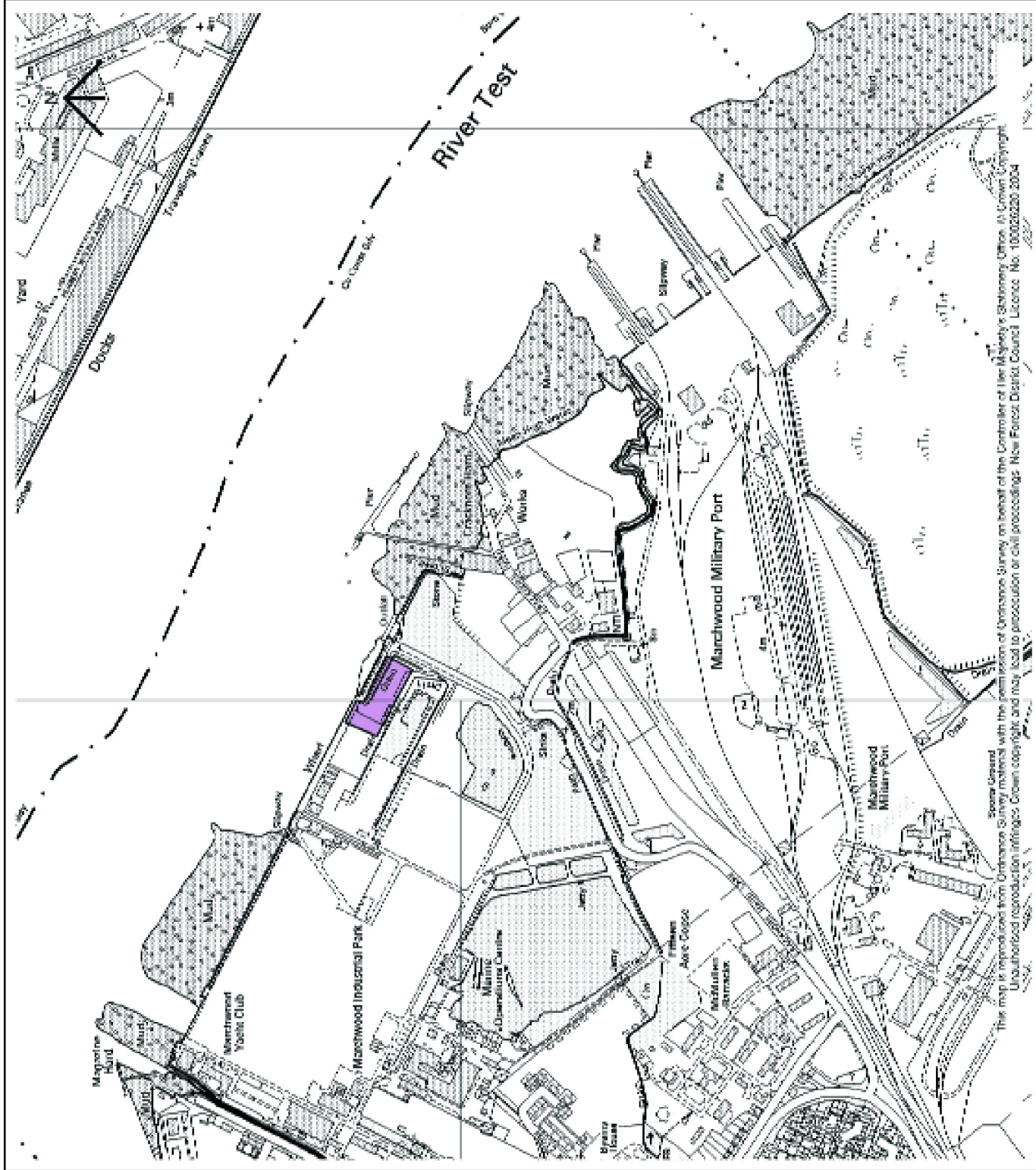
NB: CD denotes consultation distance

Not to scale



Map 3

Marchwood Industrial Estate (Marchwood Wharfage Ltd) Hazardous substances consultation zone



Not to scale

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Pipelines

Legislation and advice

- 3.15 The hazardous substances consent system does not apply to controlling substances in local or cross country pipelines (although when a pipeline lies within a site where there are hazardous substances, the substance it contains is added into the calculations of the total present on the site). Pipelines are controlled by the **Pipelines Act 1962** and **Pipelines Safety Regulations 1996**. These regulations require certain pipelines to be notified to the HSE. All the pipelines in this District have zones or easements around them within which the company responsible for the pipeline and/or the HSE must be consulted on planning applications. The pipelines of principal concern in this District are the high pressure gas pipelines.

Pipelines in New Forest District

Gas pipelines (Map 4)

- 3.16 High pressure gas pipelines from Wytch Farm in Dorset run across the District from the Avon Valley and Sopley to Hardley, Blackfield, the Hardley power station (in the Refinery), Lepe, Buttsash and along the Waterside to Ower in the north. The HSE are consulted on development proposals within the consultation distances specified (see Table 1 below).

Table 1: Consultation distances for gas pipelines (HSE)

Pipeline	Consultation distance (metres)
Sopley-Ower	80
Hardley-Lepe	33
Sopley-Hardley	125
Beaulieu Heath-Lepe	60
Lepe-Egypt Point East	8
Lepe-Egypt Point West	8
Lepe-Egypt Point Central	8
Braishfield (Ower) - Buttsash	160
Buttsash-Hardley	4
Blackfield West-Blackfield East	85
Wytch Farm- Sopley	43
Sopley - Sopley regs	80
Lepe tee - Lepe	70
Setley tee - Setley	33
Buttsash - Hardley Power Station	9

[Note: The DTI has now given consent for a new gas pipe line running from Lockerley in Test Valley to the Marchwood Industrial Park to serve the proposed new gas turbine power station. This Information Note will be updated to show the route of this pipeline and any consultation distances when it is implemented.]

Map 4

Gas pipelines New Forest District

 Gas pipeline

Consultation and building
proximity distances for gas
pipelines (HSE) (see Table 1)

Sopley -
Hardley

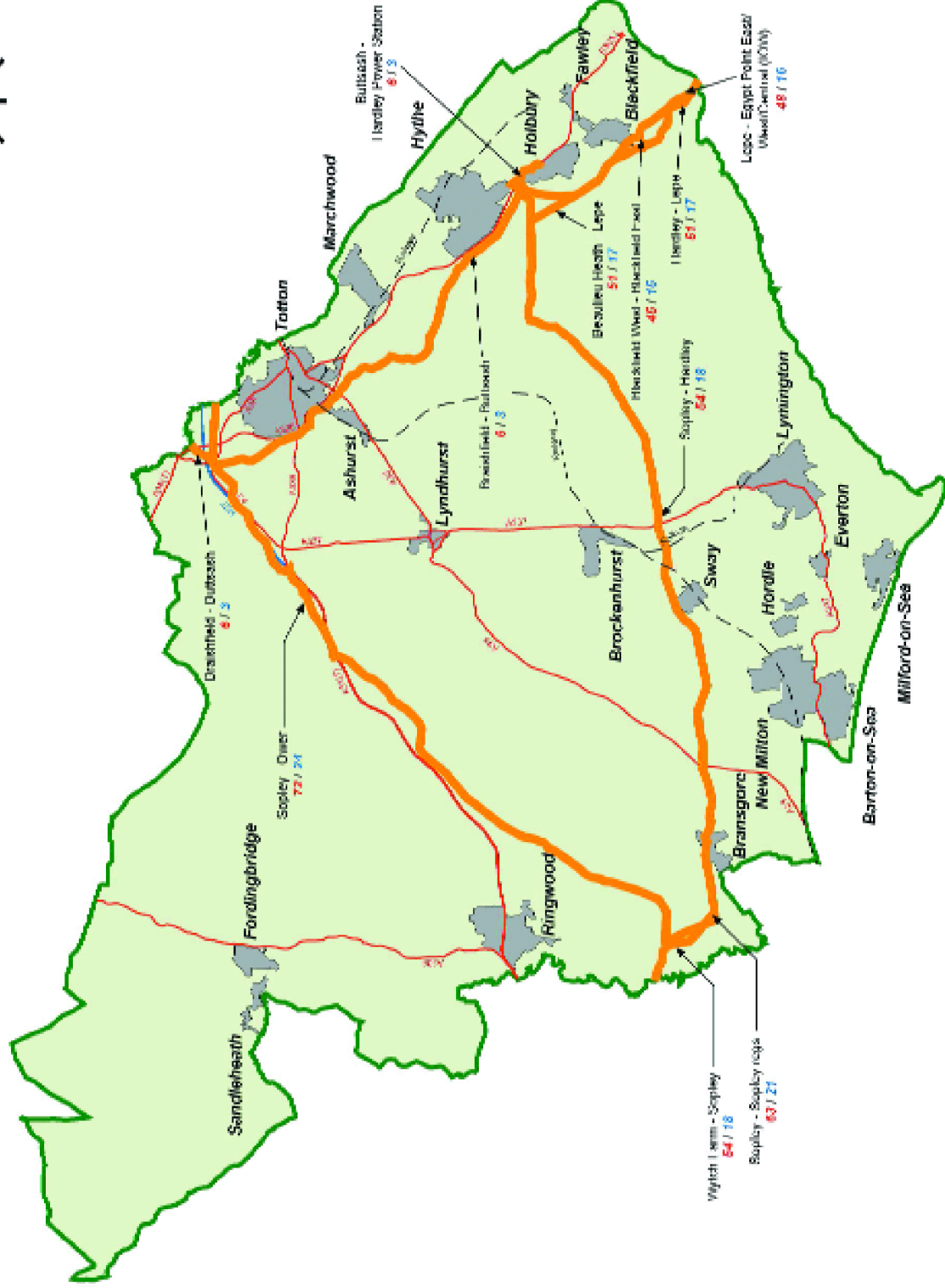
6

Consultation distance (m)

3

Building proximity distance (m)

Not to scale



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Explosives and Airfields

Legislation and advice

- 3.17 The presence of explosives in factories, ports and magazines is controlled by the HSE through the provisions of the **Explosives Act 1875**, and the **Dangerous Substances in Harbour Areas Regulations 1987** rather than the hazardous substances regulations. In this District, there are specific Ministerial directions that apply to the two military sites where explosives are stored:
- **Ministry of Defence Netley Direction 1980** (Netley Anchorage)
 - **Ministry of Defence Explosives Area (Marchwood) Direction 1979** (Marchwood Military Port/ Marchwood Sea Mounting Centre)
- 3.18 Safeguarded aerodromes and explosives storage areas are also covered by the **Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002**, as explained in **Circular 1/2003, Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002**.
- 3.19 The Secretary of State for Defence notifies local authorities about safeguarding consultation zones around their explosives storage areas and technical sites.
- 3.20 The Civil Aviation Authority (CAA) notifies local authorities of safeguarding consultation zones around safeguarded airfields and civil technical sites on behalf of airfield operators and National Air Traffic Services Ltd (NATS). (Technical sites are those which provide air traffic services). Safeguarded aerodromes are selected on the basis of their importance to the national air transport system. Safeguarding involves ensuring that the operation and development of the aerodrome are not inhibited by developments that impair protected surfaces, obscure runway lights, interfere with navigation aids, radio aids or telecommunications systems, involve lighting with the potential to confuse pilots, or attract birds. Both Bournemouth and Southampton International Airports are safeguarded and have safeguarding consultation zones extending into this District.
- 3.21 The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 requires that local authorities should consult civil aerodrome operators on development proposals within aerodrome safeguarding consultation zones. It similarly requires consultation with NATS on development proposals within technical site safeguarding consultation zones. In military explosives storage areas, the Secretary of State for Defence should be consulted. The requirement for consultation does not imply a decision to refuse the proposal; it is intended to enable the consultees to assess and advise on the consequences of permitting it.
- 3.22 If a local authority wishes to grant permission for development contrary to the advice given by the operator of a civil aerodrome or technical site then it is required to notify the consultee and the CAA. The CAA may request the First Secretary of State to call in the application and determine it. If a local authority wishes to give permission contrary to advice given by the Secretary of State for Defence, it must notify the Secretary of State for Defence who likewise can request the First Secretary of State to call in the application.
- 3.23 The Department for Transport (DfT) has also defined **Public Safety Zones** at the ends of main runways of larger airports in the UK, and notified local authorities of these areas. Public Safety Zones cover the areas where there is the greatest risk to the public arising from aircraft crashing on landing or take-off. They are to be reviewed at regular intervals. The DfT has issued guidance on the implications for development of these zones, **Circular 1/2002, Control of Development in Airport Public Safety Zones**. The basic objective of this guidance is that there should be no increase in the number of people living, working or congregating in these zones, and that over time, this number should be reduced.

Explosives safeguarding - New Forest District

- 3.24 Explosives are stored and moved at Marchwood Sea Mounting Centre (Military Port) and Netley Anchorage. The Secretary of State for Defence has notified this Council of safeguarding consultation zones accordingly.

**Marchwood Sea Mounting Centre (Map 5)
Netley Anchorage (Map 6)**

- 3.25 Inner and outer zones have been defined around the Marchwood Sea Mounting Centre and Netley Anchorage within which the Secretary of State for Defence must be consulted about development proposals. At Marchwood, the inner zone covers principally the area within the Sea Mounting Centre, while the outer zone extends over parts of Husband's Shipyard and Dibden Bay. The inner safeguarding zone for Netley Anchorage lies over Southampton Water, while the outer zone extends inland to cover parts of Hythe and a small part of the petrochemicals complex to the south-east. There are specific restrictions on development within these zones as follows:

- Inner zone (bounded by yellow line)

The local planning authority is required to consult the Secretary of State for Defence on all planning applications in this zone, for all forms of development.

- Outer zone (bounded by purple line)

In the area between the inner and outer zones, the local planning authority is required to consult the Secretary of State for Defence on any planning applications involving a building or curtain wall construction clad or substantially clad in glass.

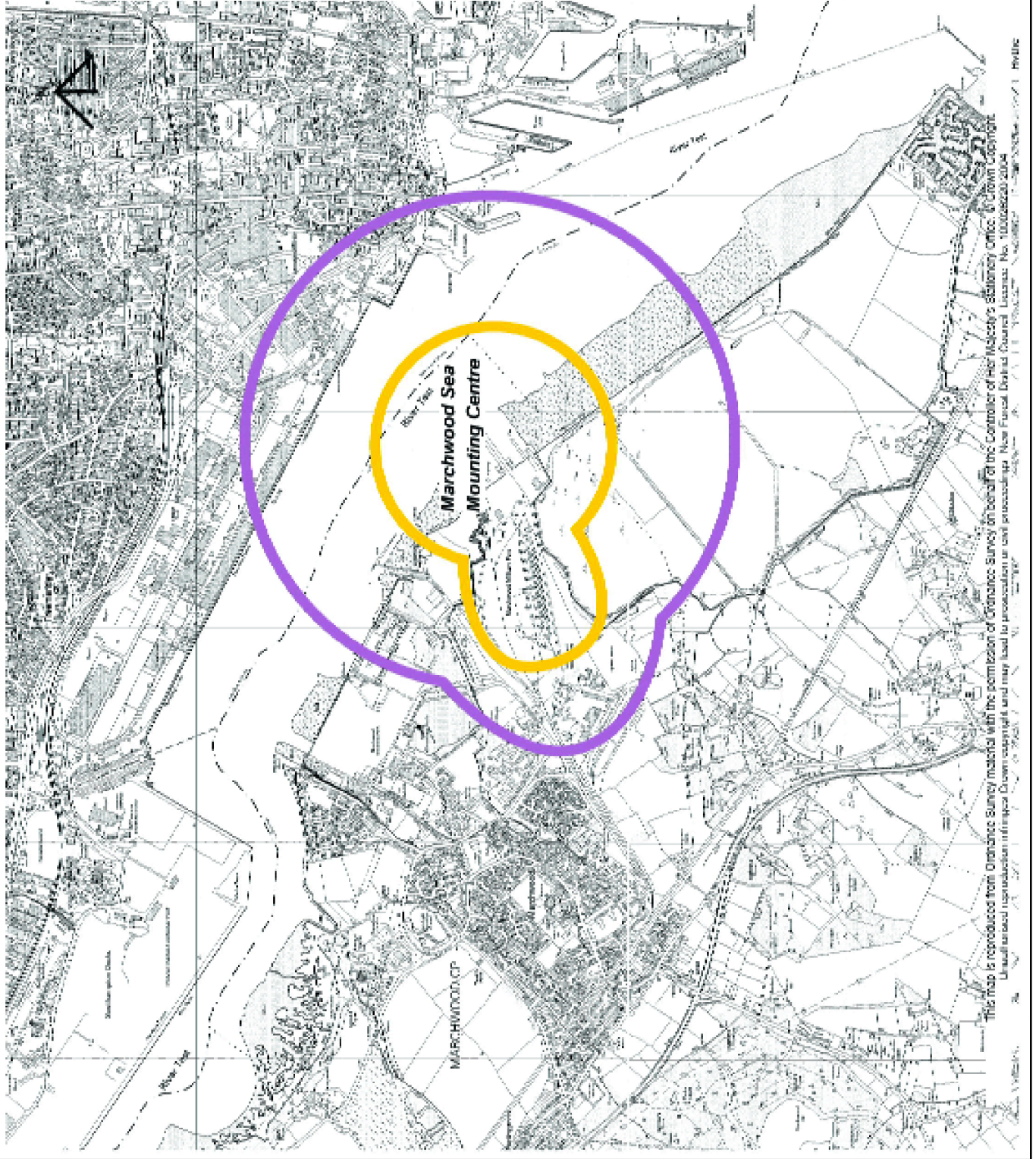
- 3.26 The safeguarding of explosives storage and handling sites seeks to control the numbers of people and types of construction in an area around an explosives storage site. The purpose is to protect the quantity of explosives stored or handled at the facility. To minimise the potential risk to the general public and surrounding property, the MOD keeps explosives at prescribed distances from inhabited buildings, roads, railways and places frequented by member of the public. The distances are determined by the quantities stored. The yellow line on the safeguarding map indicates the area within which any development could prejudice storage limits. Within the Yellow line, (the Inhabited Building Distance), the MOD tends to object to any persons living, working or congregating for long periods of time. Within the Purple zone, the MOD would be likely to object to buildings of vulnerable construction such as glasshouses or large clad-walled buildings such as superstores or warehouses, or any unsupported structures taller than three storeys. The MOD is eager to engage in dialogue with developers at an early stage of planning. They are happy to receive planning proposals prior to formal submission of a planning application and will give advice regarding design of developments within the Purple zone.

Map 5

Marchwood Sea Mounting Centre Explosives safeguarding consultation zone

Inner consultation zone

Outer consultation zone



Not to scale

Map 6

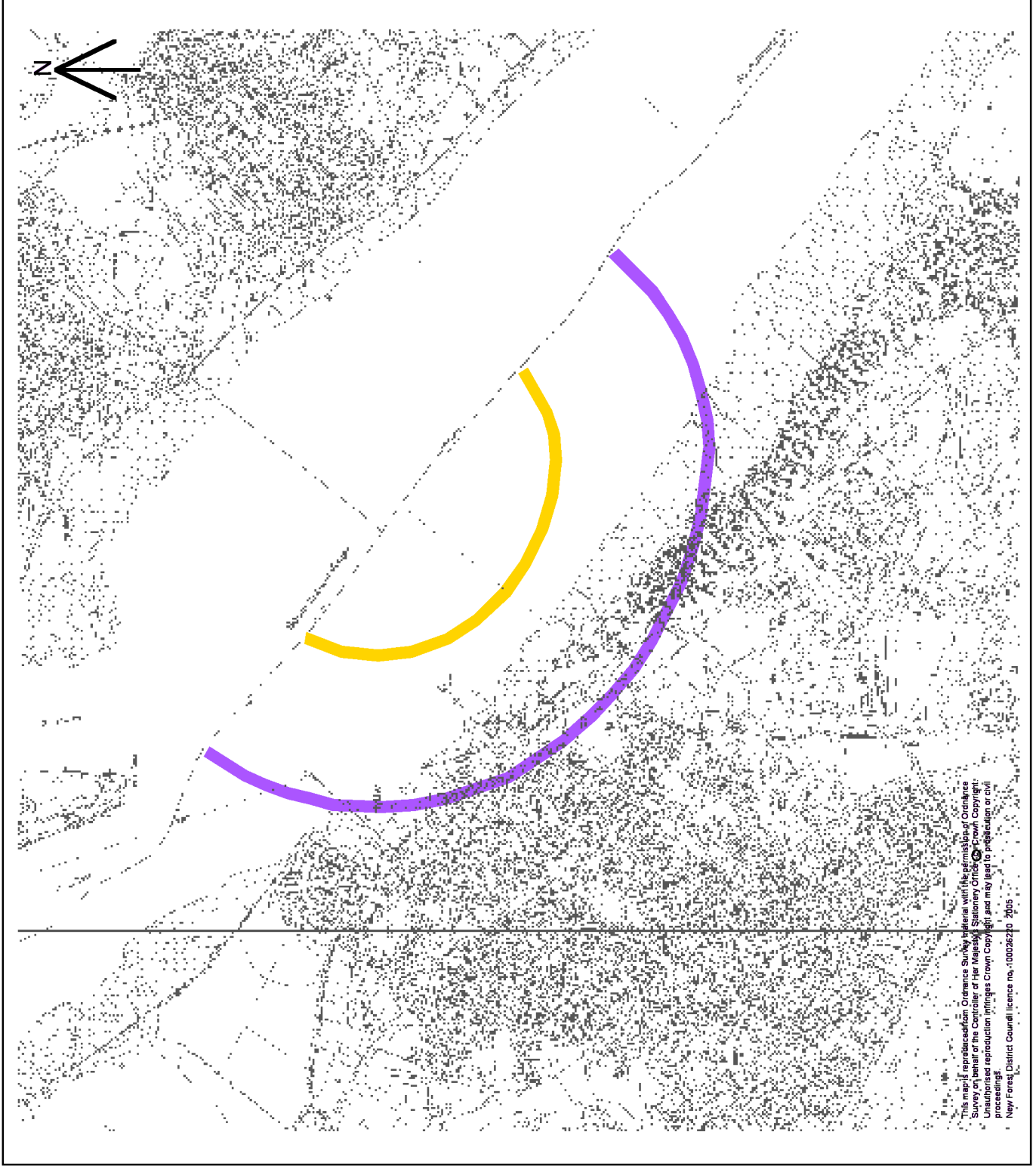
Netley Anchorage Explosives safeguarding consultation zone

Inner consultation
zone

Outer consultation
zone



Not to scale



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Aerodrome safeguarding - New Forest District

- 3.27 The Civil Aviation Authority has notified this Council of safeguarding consultation zones extending into this District from Southampton International Airport and Bournemouth International Airport, and of a consultation zone around a civil technical site within Southampton Airport (the Southampton VOR) that extends marginally into this District. The Department for Transport (DfT) has defined a Public Safety Zone that extends marginally into the District from Bournemouth International Airport.

Southampton International Airport (Map 7)

Consultation zone

- 3.28 The outer 'blue' consultation zone for Southampton International Airport extends over Hythe, most of Marchwood and part of Totton. In this zone, the local planning authority is required to carry out consultations with the relevant authorities on all buildings, structures, erections and works exceeding 90 metres in height

Southampton VOR

- 3.29 The Southampton VOR is a radio facility that provides on-route navigation facilities for aircraft. It has a 10km radius consultation zone extending into this District at Marchwood and Hythe, within which NATS En Route Ltd (NERL) are to be consulted on wind farm proposals (see also paragraph 3.35 below).

Bournemouth International Airport (Map 7)

Consultation zone

- 3.30 The consultation zones for Bournemouth International Airport extend well into this District, covering Ringwood, much of the Avon Valley up to and including North Gorley and south to Sopley, Burley, New Milton and nearby settlements. The elements of this zone affecting the District are:
- inner 'pink' and 'grey' zones extending marginally into this District across the River Avon west of Bisterne.
 - a 'green' zone covering parts of Sopley and the valley to the north up to the Bisterne area.
 - a 'yellow' zone that extends east of Sopley and north of Bransgore; it also covers higher areas of the Forest east of Ringwood, for example at Picket Post and Linwood.
 - an outer 'blue' zone extending to New Milton, Burley, Ringwood and north into the Avon Valley.
- 3.31 The restrictions that apply within these zones are as follows:
- In the grey zone, the local planning authority must consult the relevant authorities on all development.
 - In the pink zone, the local planning authority must consult the relevant authorities on all buildings, structures, erections and works exceeding 10 metres in height.
 - In the green zone, the local planning authority must consult the relevant authorities on all buildings, structures, erections and works exceeding 15 metres in height.
 - In the yellow zone, the local planning authority must consult the relevant authorities on all buildings, structures, erections and works exceeding 45 metres in height.
 - In the blue zone, the local planning authority is required to carry out consultations with the relevant authorities on all buildings, structures, erections and works exceeding 90 metres in height.

Public Safety Zone

- 3.32 The Public Safety Zone extends from the eastern end of the main runway of Bournemouth International Airport (Runway 08/26) into the District as far as Avon, north of Sopley. It indicates the area within which there is a degree of public risk arising from aviation activity, and development within it is restricted in accordance with the advice in DfT Circular 1/2002.

Both airports

13 Kilometre Consultation Zone (Map 7)

- 3.33 Beyond and including the consultation zones, there are 13km radius circles around both airports that also extend into this District. Within these areas the local planning authority must consult the appropriate authorities on any proposal likely to attract flocks of birds e.g. refuse tips, reservoirs, sewage disposal works, nature reserves, bird sanctuaries etc, and all applications connected with an aviation use.

30 Kilometre Consultation Zone (Map 7)

- 3.34 The relevant authorities must also be consulted on any applications for wind farm proposals within a 30km radius of each airport. The reason for this is that the movement of the wind turbines can cause interference with radar signals, and disruption to air traffic control systems. The 30km radii for Southampton and Bournemouth airports overlap substantially, between them covering the whole of the District (see Map 7).
- 3.35 Advice on how to approach and deal with windfarm proposals in such consultation zones is given in "Wind Energy and Aviation Interests, Interim Guidelines", a document produced jointly by the DTI, the MOD, the CAA and the British Wind Energy Association in 2002.

Relevant authorities

- 3.36 Within the safeguarding consultation zones, the authorities to be consulted are the airport operators or NATS as relevant. NERL are consulted on development within the zones of civil technical sites. The CAA is consulted if the local planning authority wishes to grant permission for a development contrary to the advice given by the relevant authorities. If necessary, the DfT can be consulted on proposals within the Public Safety Zone.

Map 7

Aerodrome safeguarding and public safety zone New Forest District

Consultation on buildings, structures, erections and works:



All development



All development except the construction, extension or alteration of up to 3 no. residential dwellings not exceeding two storeys in height



All buildings, structures, erections and works exceeding 10m in height



All buildings, structures, erections and works exceeding 15m in height



All buildings, structures, erections and works exceeding 45m in height



All buildings, structures, erections and works exceeding 90m in height



Public safety zone



13km zone (see para. 3.33)



30km zone (see para. 3.34)

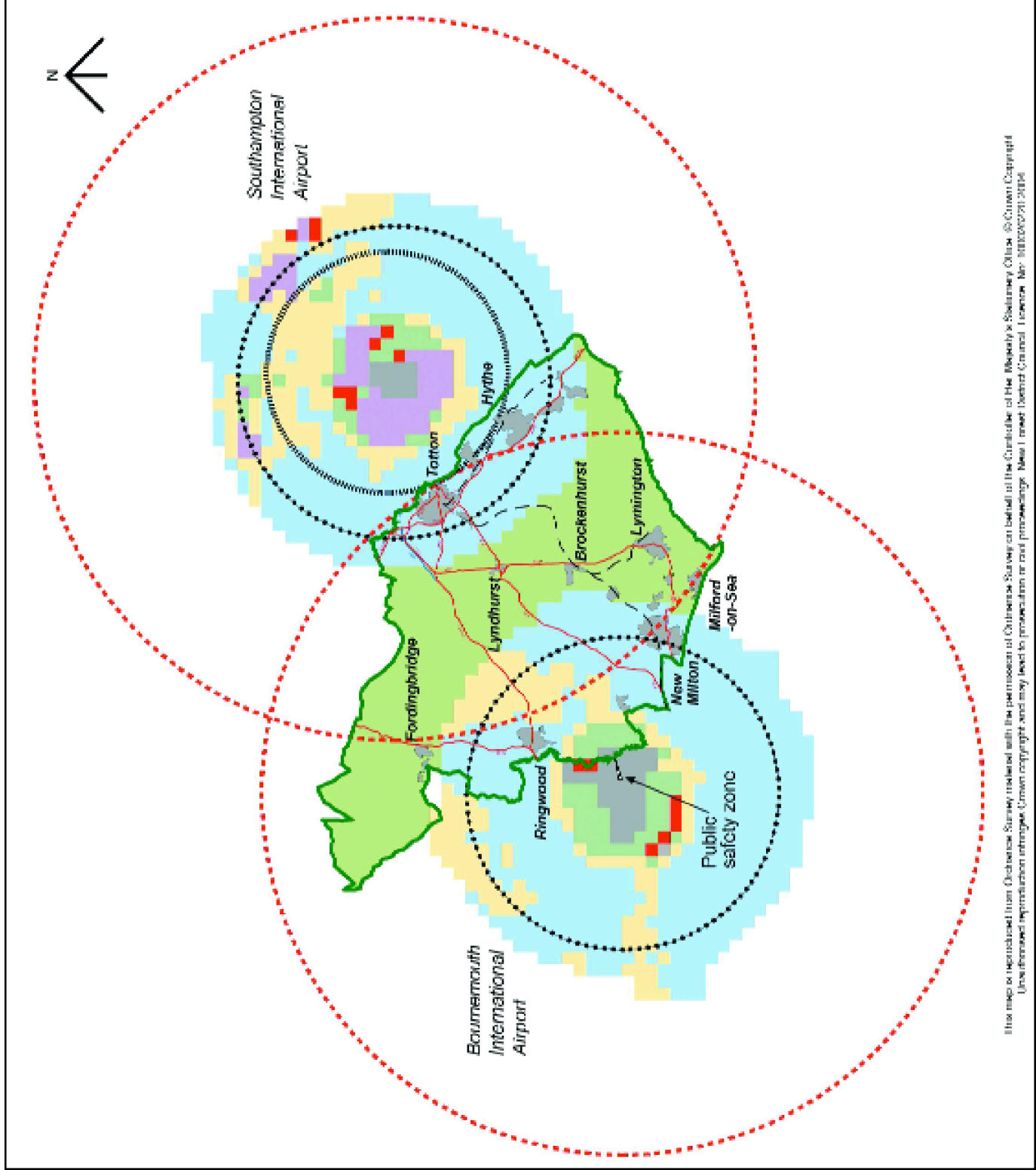


VOIR (see para. 3.29)



New Forest District Boundary

Not to Scale



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4. Further contacts

Hazardous substances, safeguarding consultation zones (including gas pipelines)

Health & Safety Executive (HSE)

HM Principal Inspector
Priestley House, Priestley Road
Basingstoke
Hampshire RG24 9NW

Transco

2 Leasons Hill
Orpington
Kent BR5 2TN

The Environment Agency - Hampshire & IoW

Planning Liaison Team
Colvedene Court, Wessex Business Park
Wessex Way, Colden Common
Winchester
Hampshire SO21 1WP

Ministry of Defence explosives storage areas

Ministry of Defence

The Head of Safeguarding
Defence Estates
Blakemore Drive
Sutton Colefield
B75 7RL
Tel: 0121 311 3818

Aerodromes

Bournemouth Airport Ltd

Christchurch
Dorset
BH23 6SE
Tel. 01202 364000

Bournemouth Airport Ltd

Safeguarding Office
East Midlands Airport
Castle Donington
Derby DE74 2SA
Tel. 01332 852971

BAA Southampton

Southampton Airport
Hampshire
SO18 2NL
Tel 023 8062 0021

BAA Safeguarding Team

Group Airport Planning and Environment
First Point
Buckingham Gate
Gatwick Airport
West Sussex RH6 0NT
Tel 01293 507756

NATS En-Route Ltd

Nav, Spectrum and Surveillance
Room NG1, Spectrum House
Gatwick Airport South
West Sussex
RH6 0LG
Tel. 01293 576448

NATS (Services) Ltd

Technical Safeguarding
Room 101, Control Tower Building
Heathrow Airport
Hounslow
Middlesex TW6 1JJ

Civil Aviation Authority

Safety Regulation Group
Aviation House
Gatwick Airport South
West Sussex RH6 0YR
Tel. 01293 573264

Civil Aviation Authority

K6 CAA House
45-59 Kingsway
London
WC2B 6TE

Department for Transport

Civil Aviation Division
Zone 1/22
Great Minster House
76 Marsham Street
London SW1 P 4DR

G9 Sustainability Appraisal

Sustainability Appraisal Overview

1. In broad terms the policies of the First Alteration make a positive contribution to the objectives of sustainable development set out in PPG12.
2. In particular, the policies of the plan are expected to significantly benefit energy conservation, improvement of the urban environment, better urban design, revitalising the economy, and meeting social needs.
3. Whilst the First Alteration does not contain any policies or proposals which would give rise to significant negative impacts, some areas of uncertainty have been identified. Notably there is uncertainty in terms of the impact of new town centre policies – however the local planning authority will continue to produce annual monitoring reports which will examine and report on the progress and impact of policies over time. Where policies are identified as having negative impacts in terms of sustainable development principles, the need for review will be considered.