Section 4: Site-specific Proposals – The Coastal Towns and Villages
Section 4: Site-specific Proposals – The Coastal Towns and Villages

4.1 This section of the consultation document sets out site-specific proposals. Following the consultation these proposals will be reconsidered. For those that are to be included in the proposed submission Development Plan Document, site-specific policies will be drafted having regard to the considerations set out and to points made in the consultation responses.

4.2 The policies in this section are set out settlement by settlement, broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.

4.3 The background to the proposals is given in the following Background Papers, in particular:
   - BP: 38b
   - BP: 40
   - BP: 44

4.4 The general policies set out in:
   - The Core Strategy,
   - National Planning Policy Statements and
   - Development Management policies set out in Section 2 of this document, all apply where relevant to the sites. The criteria set out the specific additional key matters related to the development of each site.

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

4.6 The local implications of the Core Strategy for the coastal towns and villages are set out on pages 88 to 90 of the Core Strategy. This consultation document sets out for each individual settlement the site-specific proposals and transport proposals to achieve the policies set out in the Core Strategy. The proposals are set out in the following order:
   - Lymington and Pennington
   - Milford on Sea
   - Hordle and Everton
   - New Milton and Barton on Sea
Lymington and Pennington
Lymington overview map
<table>
<thead>
<tr>
<th>No. on overview Map</th>
<th>Plan Ref</th>
<th>Site</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LYM 1</td>
<td>Pinetops Nurseries</td>
<td>Possible development of up to 50 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>LYM 2</td>
<td>Land adjoining Pinetops Nurseries</td>
<td>Possible development of up to 45 dwellings</td>
</tr>
<tr>
<td>3</td>
<td>LYM 3</td>
<td>Land north of Alexandra Road</td>
<td>Possible development of up to 100 dwellings</td>
</tr>
<tr>
<td>4</td>
<td>LYM4</td>
<td>Land south of Milford Road</td>
<td>Possible development of up to 100 dwellings</td>
</tr>
<tr>
<td>5</td>
<td>LYM 5</td>
<td>Land at Queen Katherine’s Road/Grove Road</td>
<td>Proposed housing development</td>
</tr>
<tr>
<td>6</td>
<td>LYM 6</td>
<td>Land south of Ampress Lane, north of Buckland Gardens</td>
<td>Proposed housing development</td>
</tr>
<tr>
<td>7</td>
<td>LYM7</td>
<td>Fox Pond Dairy Depot and Garage, Milford Road, Pennington</td>
<td>Proposed housing development</td>
</tr>
<tr>
<td>8</td>
<td>LYM 8</td>
<td>Riverside Site, Bridge Road</td>
<td>Proposed housing development</td>
</tr>
<tr>
<td>9</td>
<td>LYM 9</td>
<td>Ampress Park, Southampton Road</td>
<td>Proposed employment development</td>
</tr>
<tr>
<td>10</td>
<td>LYM10</td>
<td>Town centre</td>
<td>Definition of town centre boundary and shopping area</td>
</tr>
<tr>
<td>11</td>
<td>LYM 11</td>
<td>Town centre</td>
<td>Town centre development opportunity sites</td>
</tr>
<tr>
<td>12</td>
<td>LYM 12</td>
<td>Town centre</td>
<td>Burgage plots</td>
</tr>
<tr>
<td>13</td>
<td>LYM13</td>
<td>The Square, Pennington Pennington Cross</td>
<td>Green Infrastructure improvements</td>
</tr>
<tr>
<td>14</td>
<td>DM9</td>
<td>Land between Wainsford Road and Pennington Oval</td>
<td>Green Belt boundary amendment</td>
</tr>
</tbody>
</table>
Lymington and Pennington

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

4.8 Within the framework set in the Core Strategy, the site-specific policies for Lymington and Pennington, which the Council is considering including in the Plan are set out.

Housing at Lymington and Pennington

Possible housing sites adjoining Lymington and Pennington

4.9 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 150 dwellings at Lymington specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Core Strategy Policy CS15(b).

4.10 This plan will seek to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration. Having appraised those suggestions the Council has identified four sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration would be acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40).

4.11 The sites adjoining Lymington and Pennington that are put forward for consideration as possible housing allocations are:
   - LYM1: Land at Pinetops Nurseries
   - LYM2: Land adjoining Pinetops Nurseries
   - LYM3: Land north of Alexandra Road
   - LYM4: Land south of Milford Road

4.12 There are a number of ways which sites LYM1 to LYM4 could provide for up to 150 dwellings. This could include a major single allocation on one site or several smaller allocations on two or more of these sites. It must be emphasised that not all of the sites will be needed and there is some choice between the sites.

4.13 At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. However, the Council's preliminary view is that the best way to address part of the local need for housing is through the redevelopment of the Pinetops Nurseries site, east of Ramley Road (Site LYM1). This land is currently covered in glasshouses, and development here would have less impact on the green belt and open countryside than the development of undeveloped land. However, the Council will only come to a firm view following consideration of comments made in response to this public consultation document.

4.14 All of the sites, LYM1 to LYM4, are currently in the Green Belt and should they be allocated in the final Plan, would then need to be removed from the Green Belt.
LYM1: Pinetops Nurseries

Land at Pinetops Nurseries, Pennington, as shown on Map LYM1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 2 hectares could accommodate around 50 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- provision of foot/cycle access to the site including a link to the proposed cycle route on Ramley Road;
- landscaping works to the boundaries of the site in order to screen the development;
- public open space provision of around 0.4 - 0.5ha, including provision of children’s play space(s) located within the residential development (based on 50 dwellings); and
- provision of land for a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

Map LYM1: Pinetops Nurseries

4.15 A housing allocation on the nursery site (LYM1) could be extended to cover land to the north, to the rear of the primary school (LYM2). Site LYM1 could be developed without site LYM2, but in the Council’s view site LYM2 should only be considered appropriate for development together with the redevelopment of site LYM1.

LYM2: Land adjoining Pinetops Nurseries

Land adjoining Pinetops Nurseries, Pennington, as shown on Map LYM2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of just under 2 hectares could accommodate around 45 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be
subject to:

- provision of an appropriate vehicular access to the site taking into account the redevelopment of the adjoining Pinetops Nurseries site;
- landscaping works to the boundaries of the site in order to screen the development from the surrounding countryside;
- retention and protection of important mature trees within the site;
- public open space provision of around 0.3 to 0.4ha, including provision of children’s play space(s) located within the residential development (based on 45 dwellings); and
- provision of land for a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

Map LYM2: Land adjoining Pinetops Nurseries

LYM3: Land north of Alexandra Road

Land north of Alexandra Road, Lymington, as shown on the Map LYM3 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 4 hectares could accommodate around 85-100 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- provision of an appropriate vehicular, foot and cycle access from Alexandra Road;
- the protection of important trees and hedgerows on site boundaries;
- landscaping works to the northern boundary of the site in order to screen the development from the countryside to the north;
- public open space provision of around 0.7 to 0.8ha, including provision of children’s play space(s) located within the residential development (based on 85 dwellings); and
- provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.
**LYM4: Land south of Milford Road**

Land south of Milford Road, as shown on Map LYM4 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 4.5 hectares could accommodate around 90 - 100 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- provision of an appropriate vehicular, foot and cycle access from Milford Road and foot/cycle links to the right of way to the south of the site;
- the protection of mature boundary trees;
- landscaping works to the boundary of the site in order to screen the development from the surrounding countryside to the west and south;
- public open space provision of around 0.60 - 0.85ha, including provision of children’s play space(s) located within the residential development (based on 90 dwellings); and
- provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.
Sites within the town

4.16 In addition to the allocation of greenfield sites for new residential development, a number of sites within the existing defined built-up area are also identified as possible sites for residential development. These are:

- Land at Queen Katherine Road/Grove Road (see LYM5)
- Land south of Ampress Lane, north of Buckland Gardens (see LYM6)
- Fox Pond Dairy Depot and Garage, Milford Road, Pennington - The dairy depot at Fox Ponds was identified in the Employment Land Review as being suitable for redevelopment (see LYM 7)
- Riverside Site, Bridge Road – formerly the Webbs Chicken Factory, there is an outstanding planning permission for 308 dwellings on the site (see LYM8)

**LYM5: Land at Queen Katherine Road/Grove Road**

Land at Queen Katherine Road/Grove Road, as shown on Map LYM5, is proposed to be carried forward from the adopted Local Plan as a site for residential development. The development should make provision for footpath improvements along Grove Road between South Grove and Captain’s Row.

4.17 This proposal carries forward Local Plan Policy LP-6. The site is currently occupied by a builders’ merchant. The site frontage on Grove Lane lacks a pavement on the southern side of the road. Provision of a footway, in keeping with the character of Grove Road, would improve pedestrian links along this road which will help promote walking to and through the town centre.

**Map LYM5: Land at Queen Katherine Road/Grove Road**

**LYM6: Land south of Ampress Lane, north of Buckland Gardens**

Land south of Ampress Lane, north of Buckland Gardens, as shown on Map LYM6, is identified as a possible site for residential development.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- provision of a satisfactory vehicular, cycle and pedestrian access from Ampress Lane; and
• retention of trees on the Southampton Road frontage, to reflect the generally well-treed nature of this part of Southampton Road.

4.18 Much of this part of Southampton Road has been redeveloped with new housing in recent years. There are two plots remaining between the recent development at Ampress Lane and Buckland Gardens.

Map LYM6: Land south of Ampress Lane, north of Buckland Gardens

LYM7: Fox Pond Dairy Depot and Garage, Milford Road, Pennington

Land at Fox Pond Dairy Depot and Garage, Milford Road, Pennington, as shown on Map LYM7, is identified as a possible site for residential development. The development of the site is subject to:

• development for suitable commercial uses on the ground floor frontage to compliment the Pennington shopping parade with residential uses above this frontage and at the rear; and
• provision of satisfactory vehicular access from Milford Road (commercial development) and South Street (residential development), cycle and pedestrian access from both Milford Road and South Street.

4.19 The dairy depot at Fox Ponds was identified in the Employment Land Review as being suitable for redevelopment. Including the garage site on the front of Milford Road will enable a comprehensive redevelopment for commercial and residential uses.

Map LYM7: Land at Fox Pond dairy depot and garage, Milford Road
LYM8: Riverside Site, Bridge Road (former chicken factory site)

Land adjacent to Lymington River, off Bridge Road, as shown on Map LYM8, already has permission for residential development but new proposals will be considered against the criteria set out below:

- the development must be of the highest quality of design and significantly add to the character and attractiveness of this part of Lymington;
- there must be public access to the site, including pedestrian access across the railway in the vicinity of the station and public access to and along the whole waterfront;
- development proposals must satisfactorily deal with flooding considerations, having regard to the national planning policy set out in PPS25 and the requirements of the Environment Agency;
- the main vehicular access from Bridge Road must satisfy the requirements of the Highway Authority, having regard to wider issues including the impacts on the level crossing and the junction of Bridge Road with Marsh Lane/Gosport Street;
- the development should include employment generating uses, rather than being totally residential development. This might also include appropriate off-site provision;
- some uses that attract the wider public should be included on the waterfront – such uses could include a hotel, cafes/restaurant/public house, leisure uses; and
- any contamination issues must be satisfactorily dealt with.

4.20 The existing planning permission has not been implemented. A revised scheme for the site is under negotiation.

4.21 The provision of a pedestrian route between the site and the town centre is particularly important as it will provide a safe and direct connection to the town centre encouraging walking to and from the town.
Small scale residential developments in Lymington

4.22 Small scale residential developments will continue to be permitted on appropriate sites within the existing built-up area. The Core Strategy assumes residential development within the existing defined built-up area of Lymington and Pennington will be at significantly lower rates than in the recent past. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Future development proposals will be expected to comply with the guidance in the Lymington Local Distinctiveness Supplementary Planning Document.

Employment at Lymington

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

<table>
<thead>
<tr>
<th>LYM9: Ampress Park, Southampton Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals for industrial, office and business development at Ampress Park will be subject to the following considerations:</td>
</tr>
<tr>
<td>• development should be of a suitable scale, design and layout respecting the site’s location and context at a gateway to the town, bordering the National Park and Lymington River SSSI;</td>
</tr>
<tr>
<td>• existing landscape features including trees and watercourses should be retained and enhanced; and</td>
</tr>
<tr>
<td>• additional landscape treatment should be provided on the northern boundary of the site in order to screen development from neighbouring residential properties.</td>
</tr>
<tr>
<td>Provision should be made for managed workspaces in order to provide for the needs of business start-ups and small local firms.</td>
</tr>
</tbody>
</table>

MapLYM9: Ampress Park
4.24 Policy DM12 (see Section 2, paragraph 2.82) safeguards a number of existing sites in Lymington for marine related uses:
- Land at Lymington Marina, Bath Road
- Lymington Seawater Baths Area
- Lymington Yacht Haven, Kings Saltern Road
- Boat Yard, Mill Lane

Lymington town centre

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

**LYM10: Town centre boundaries**

The town centre boundary, the primary shopping area and secondary shopping frontages in Lymington town centre, are proposed to be carried forward from the adopted Local Plan, and are as shown on Map LYM-TC1.


4.27 Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map LYM-TC1 shows the boundaries, together with the Town Centre Opportunity Sites identified in Policy LYM11.

4.28 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12a), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.
The following sites are identified as possible ‘Town Centre Opportunity Sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated:

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>37 to 39 St Thomas’ Street</td>
<td>Retail/community</td>
</tr>
<tr>
<td>2</td>
<td>Wilts and Dorset Bus Station, High Street</td>
<td>Retail/bus station</td>
</tr>
<tr>
<td>3</td>
<td>The Post Office, High Street</td>
<td>Retail</td>
</tr>
<tr>
<td>4</td>
<td>Council Offices, Avenue Road</td>
<td>Retail/office</td>
</tr>
<tr>
<td>5</td>
<td>Warehouse, corner of Emsworth Road/New Street</td>
<td>Offices/community</td>
</tr>
<tr>
<td>6</td>
<td>Jewson's, Gosport Street/Cannon Street</td>
<td>Offices</td>
</tr>
<tr>
<td>7</td>
<td>Employment uses, Bridge Road</td>
<td>Large format retail/office</td>
</tr>
</tbody>
</table>

Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.
4.29 The sites provide opportunities for appropriate town centre development. Development proposals on these sites should be primarily for the uses indicated in the policy, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (see Appendix 2) and with other policies in this Plan and the Core Strategy. Redevelopment of the Bus Station site in the High Street would be subject to improved Bus Station provision.

4.30 Burgage plots are an important historic feature of Lymington town centre, influencing the pattern of development. It is important to the character of the town centre that new development continues to maintain this historic pattern of development where it remains largely intact. It is proposed to carry forward the policy from the adopted Local Plan.

**LYM12: Burgage Plots**

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

- a. Nos. 2 to 24 High Street;
- b. Nos. 45 to 51 High Street;
- c. Nos. 55 to 58 High Street;
- d. Nos. 63 to 75 High Street;
- e. Nos. 124 to 131 High Street; and
- f. Nos. 43 to 48 St Thomas’ Street.

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

**Local Shopping Frontages**

4.31 The Local Shopping frontages in Lymington and Pennington are defined on the Proposals Map. Policy DM18 applies. No changes are proposed to the frontage as defined in the previous Local Plan.

**Green Belt boundary**

4.32 In addition to the revisions that would be needed to reflect development allocations made in the final Plan, some minor amendments are proposed to the Green Belt boundary, as set out in Appendix 4.

**Green Infrastructure and Open Space**

**Green Infrastructure Strategy for Lymington**

4.33 The Green Infrastructure Strategy for Lymington is set out in Map GI-LYM. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features. The proposals included in LYM13 are shown on this Map.
Map GI-LYM: Green Infrastructure Lymington
LYM13: Green Infrastructure proposals in Lymington

<table>
<thead>
<tr>
<th>The following Green Infrastructure improvements are proposed:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) improve green links at The Square, Pennington; and</td>
</tr>
<tr>
<td>b) improve green links at Pennington Cross.</td>
</tr>
</tbody>
</table>

4.34 In addition, the proposed footpath improvements linking Highfields Avenue to Priestlands Lane and improved footpath connections along Bath Road (see LYM14) are important with regard to the Green Infrastructure Strategy.

4.35 There are gaps in the provision of green links at The Square and Pennington Cross. Any redevelopment in this area should aim to provide new links to improve the connections.

4.36 Other projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

4.37 Since the previous Local Plan was adopted, the following proposals for additional public open spaces have been implemented:
   (a) 2.5 hectares of informal open space at Withy Wood, Gurney Dixon Centre (LP-10);
   (b) 8.2 hectares of informal open space at Woodside (LP-12); and
   (c) 0.8 hectares of informal open space at Vitre Gardens (LP-13).

4.38 These areas, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM7.

4.39 It is not proposed to allocate any new sites in Lymington for public open space, except in association with possible residential land allocations. Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

4.40 The previous Local Plan proposed (LP-14) a new informal open space off Bramble Walk. This has not been implemented and it is not proposed to carry this forward in this plan.

Transport proposals at Lymington and Pennington

4.41 The transport improvements set out in LYM14 are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

4.42 A full list of proposed transport schemes for Lymington and Pennington is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44).
LYM14: Transport Schemes

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

**Cycle route proposals**

**LYM14.1 (LP/T/1): St Thomas’s Street to Belmore Lane via Church Lane and Powlett Road cycle route**

On and off-road cycle route linking to existing routes. This route involves the use of non-highway land to implement the off-road section that crosses through a car park. The proposal provides linkages through the town centre as well as connecting the schools, services and facilities in the town centre. This will encourage cycling to and within the town.

**LYM14.2 (LP/T/2): Pennington to Highfield via Priestlands Road and the Bunny Run cycle route**

This proposal requires the upgrade of a footpath to a cycleway (0.12km) and includes on and off-road sections, requiring non-highway land to implement. The cycle route will encourage cycling in the town through provision of improved links to the schools as well as connection to the other proposed routes serving Pennington and the wider area.

**LYM14.3 (LP/T/5): Marsh Lane to Ampress Park cycle route**

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

**LYM14.4 (LP/T/15): Pennington Square/South Street to Pound Road cycle route**

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

**LYM14.5 (LP/T/18): Emsworth Car Park/High Street pedestrian/cycleway link**

Where a redevelopment opportunity arises, a pedestrian/cycle route linking the Emsworth Road car park through to the High Street should be provided. This will create improved links which will help encourage cycling and walking through the town centre.
Footpath improvement proposals

LYM14.6 (LP/T/30): Provision of a footpath (0.15km) linking Highfields Avenue to Priestlands Lane

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

LYM14.7 (LP/T/34): Footway improvements along High Street and St Thomas Street to enhance walking route through the town centre.

This is a significant improvement proposed to improve the footways and the public realm along High Street. The improved pedestrian environment will help to promote and encourage walking to and through the town centre.

LYM14.8: Improve connections along Bath Road, between The Quay and the Sea Wall path

Pedestrian connections from The Quay to the Sea Wall currently do not provide a coherent link. Opportunities to improve the existing footpaths, or create a new access should be explored.

4.43 It is proposed that Local Plan Policy LP-17 for the improvement of the junction of Alexandra Road/A337 will not be carried forward. Instead, there will be a more limited scheme to improve accessibility for pedestrians through provision of an uncontrolled crossing facility incorporating a central pedestrian refuge and tactile paving to the north of existing roundabout to assist pedestrians crossing the highway.
Map LYM14: Transport Schemes Lymington
Milford on Sea
Milford on Sea overview map
<table>
<thead>
<tr>
<th>No. on overview map</th>
<th>Plan Ref.</th>
<th>Site</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MoS1</td>
<td>Land north of School Lane</td>
<td>Possible development of up to 30 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>MoS2</td>
<td>Land north of Manor Road</td>
<td>Possible development of up to 30 dwellings</td>
</tr>
<tr>
<td></td>
<td>MoS3</td>
<td>Various</td>
<td>Transport schemes (see map MOS3/HOR5/EVT2)</td>
</tr>
<tr>
<td>3</td>
<td>DM4</td>
<td>Milford on Sea</td>
<td>Coastal Change Management Area</td>
</tr>
</tbody>
</table>
Milford on Sea

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

4.45 Within the framework set in the Core Strategy, the site-specific policies for Milford on Sea which the Council is considering including in the Plan are set out.

Housing at Milford on Sea

4.46 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 30 dwellings at Milford on Sea specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Core Strategy Policy CS15(b).

4.47 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified two sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40).

4.48 The sites being considered as possible housing land allocations are:
  - MoS1: Land north of School Lane
  - MoS2: Land north of Manor Road

4.49 There is a need for formal playing pitches in the village, so any allocation will be required to provide a playing pitch on-site as part of the development.

4.50 It must be emphasised that the two sites are put forward as alternatives. Both sites would not be needed. At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. However, the Council’s preliminary view is that the preferred location for the development is the land to the north of School Lane (Site MoS1). However, the Council will only come to a firm view following consideration of comments made in response to this public consultation document.

4.51 In addition to sites identified in the Plan, small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Regard will also be had to the Milford on Sea Village Design Statement.
Possible housing sites adjoining Milford on Sea

<table>
<thead>
<tr>
<th>MoS1: Land north of School Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land north of School Lane, as shown on Map MoS1, is identified as a possible site for residential development, to provide up to around 30 dwellings for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site could provide for 30 dwellings, approximately 2 hectares of public open space (to include public playing fields and children’s play space located within the residential development) and a minimum of 5 allotments plots.</td>
</tr>
</tbody>
</table>

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from School Lane;
- provision of pedestrian/cycle access to the site, with links to both Lymington Road and School Lane;
- provision of a safe pick-up and drop-off area for Milford Primary School;
- retention of important trees and hedgerows along the Lymington Road and School Lane boundaries and additional planting to existing hedgerows to reinstate sections to provide screening and enhanced biodiversity;
- provision of a significant landscape buffer (trees and hedgerow), along the boundaries with open countryside; and
- provision of land for allotment gardens for minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

4.52 If this site is allocated the Green Belt boundary will be revised to exclude this site from the Green Belt.

4.53 The development should accommodate the relevant part of transport proposal MoS3.3: Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane. This cycle route passes the site’s frontage along Lymington Road with an adjacent to road section adjacent to the site.

<table>
<thead>
<tr>
<th>Map MoS1: Land north of School Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>© Crown copyright. All rights reserved New Forest District Council Licence no 10026220 2611</td>
</tr>
</tbody>
</table>

155
4.54 An alternative to the site MoS1 would be a smaller area of land to the west of Lymington Road, as set out in MoS2. A single playing pitch and around 20 dwellings could be accommodated in this area, and therefore this would address less of the local need for affordable housing and playing fields than the site north of School Lane.

MoS2: Land north of Manor Road

Land north of Manor Road as shown on Map MoS2 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site could provide for up to 20 dwelling, with children’s play space located within the residential development and a sports pitch.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Manor Road;
- provision of pedestrian/cycle access to the site with a direct link through the site to the bus stop and Lymington Road;
- retention of important trees and hedgerows and additional landscape treatment on the boundaries of the site; and
- public open space provision to include on site a playing pitch, or pitches, and children’s play space located within the residential development.

4.55 If this site is allocated the Green Belt boundary will be revised to exclude this site from the Green Belt.

Map MoS2: Land north of Manor Road

Green Belt boundary

4.56 The Green Belt boundary around Milford on Sea will need to be amended as appropriate to reflect development allocations which are made in the final Plan. In addition, a minor amendment is proposed to the Green Belt boundary, as set out in Appendix 4.
Milford on Sea Local Shopping Frontage

4.57 The Milford on Sea Local Shopping frontage is defined on the Proposals Map. Policy DM18 applies. Only minor changes are proposed to the frontage as defined in the previous Local Plan. These are shown on Map MoS-LSF.

Map MoS-LSF: Amendments to Local Shopping Frontage

Green Infrastructure and Open Space at Milford on Sea

Green Infrastructure Strategy for Milford on Sea

4.57 The Green Infrastructure Strategy for Milford on Sea is set out in Map GI-MoS. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

4.58 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

4.59 Since the previous Local Plan was adopted 0.2 hectares of informal open space has been provided on land adjacent to the White House (Local Plan Policy MS-3). This area, and other small areas of public open space which have been provided as part of development schemes, will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.
Map GI-MoS: Green Infrastructure Milford on Sea
4.60 Milford on Sea has a shortage of formal open space compared to the Core Strategy minimum standard of 1.25 ha/000. Local Plan Policy MS-2 sought to address some of the shortfall with a proposal for new public open space on land to the north of School Lane. However, it has not been possible to implement this proposal to date. This Plan seeks to secure the extra provision of formal public open space as part of the development allocations for new housing. The increased public open space requirements associated with possible residential development allocations at either, land north of School Lane (see MoS1) or land north of Manor Road (see MoS2) will assist in addressing the deficiency in formal open space in Milford on Sea, and would replace the current local plan allocation at land north of School Lane (MS-2).

4.61 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport proposals at Milford on Sea

4.62 The transport improvements set out in MoS3, and as shown on Map MoS3/HOR5/EVT2, are proposed to be included in the Sites and Development Management DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

4.63 A full list of proposed transport schemes for Milford on Sea is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44; see also EVT2 Milford Road (A337)/Lymington Road (B3058) junction improvements).

MoS3: Transport Schemes

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

Cycle route proposals

MoS3.1 (MF/T/2): Manor Road to Milford Crescent cycle route (via Chaucer Drive, Keats Avenue, Wolsey Way and Knowland Drive to The Orchard)

This is an on and off-road cycle route, that requires the use of non-highway land to implement the section of the route passing through a small woodland area. This scheme will help improve the permeability of the area for walkers and cyclists.

MoS3.2 (MF/T/6): Milford on Sea to Downton via Blackbush Road

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

**MoS3.3 (MF/T/9): Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane**

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

**Footpath improvements**

**MoS3.4 (MF/T/10): Provision of footway (0.2km) on the east side of Carrington Lane**

This scheme will require the use of non-highway land to implement in order for on street parking to not be displaced. The footway will improve pedestrian safety and encourage walking through the village.
Map MoS3/HOR4/EVT2: Transport Schemes Milford on Sea, Hordle and Everton
Hordle and Everton
Hordle and Everton overview map
<table>
<thead>
<tr>
<th>No. on overview map</th>
<th>Plan Ref.</th>
<th>Site</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HOR1</td>
<td>Land to the rear of 153-169 Everton Road</td>
<td>Possible development of up to 10 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>HOR2</td>
<td>Land at Hordle Lane Nursery</td>
<td>Possible development of up to 10 dwellings</td>
</tr>
<tr>
<td>3</td>
<td>HOR3</td>
<td>Everton Road Nursery</td>
<td>Possible development of up to 10 dwellings</td>
</tr>
<tr>
<td>4</td>
<td>EVT1</td>
<td>Land adjoining Knightcrest Park Homes site</td>
<td>Possible development of up to 10 dwellings</td>
</tr>
<tr>
<td></td>
<td>HOR4</td>
<td>Various</td>
<td>Transport schemes (see Map MoS3/HOR4/EVT2)</td>
</tr>
<tr>
<td>5</td>
<td>DM8/9</td>
<td>Land at corner of Sky End Lane and Everton Road</td>
<td>Amend Green Belt/settlement boundary</td>
</tr>
</tbody>
</table>
Hordle and Everton

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

4.65 Within the framework set in the Core Strategy, site-specific policies for Hordle and Everton, which the Council is considering including in the Plan are set out.

Housing at Hordle and Everton

4.66 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 10 dwellings at each of Hordle and Everton specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Core Strategy Policy CS15(b).

4.67 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified four sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40).

4.68 The sites being considered as possible housing land allocations are in Hordle:
- HOR1: Land rear of 153-169 Everton Road
- HOR2: Land at Hordle Lane Nursery
- HOR3: Everton Road Nursery

4.69 It must be emphasised that not all of these sites would be needed to accommodate the “up to 10” dwellings provided for at Hordle in the Core Strategy. There is some choice between the sites.

4.70 At Everton, only one site is being considered as a possible housing land allocations: EVT1: Land adjoining Knightcrest Park Homes site.

4.71 At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. The Council will only come to a firm view following consideration of comments made in response to this public consultation document.

4.72 In addition to sites identified in the Plan, small scale residential developments will continue to be permitted on appropriate sites within the existing defined village areas. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.
Possible housing sites adjoining Hordle and Everton

**Hordle**

4.73 Proposed policies HOR1 to HOR3 set out 3 alternative sites being considered.

### HOR1: Land to the rear of 153-169 Everton Road, Hordle

Land to the rear of 153-169 Everton Road, as shown Map HOR1, is identified as a possible site for residential development for up to about 6 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

![Map HOR1: Land to the rear of 153-169 Everton Road, Hordle](image-url)

4.74 If the Hordle Lane site was to be allocated, there would be potential to provide new allotment gardens to meet the wider community’s need for additional allotment gardens in Hordle. Other sites being considered for development do not appear to offer a similar opportunity.

### HOR2: Land at Hordle Lane Nursery

Land at Hordle Lane Nursery, as shown on Map HOR2, is identified as a possible site for residential development for up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy and allotments. Land for the provision of around 10 full size allotments plots, within or adjacent to the site, should be provided as part of the development in order to provide for local needs.
Everton Road Nursery, as shown on Map HOR3, is identified as a possible site for residential development for up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

4.75 In the event that the agricultural/horticultural use of the Everton Road Nursery site is discontinued, redevelopment for housing to meet a local need could be an appropriate alternative use for the site and would secure the removal of redundant glasshouses.

If allocated for development, the sites would be required to comply with the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document. In addition, all would have to provide a children’s play area on site.

At Everton, only one site is put forward for consideration as a residential land allocation.
EVT1: Land adjoining Knightcrest Park Homes site, Everton

Land adjoining Knightcrest Park Homes site, Everton, as shown on Map EVT1 is identified as a possible site for residential development, residential development of up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

In addition to policy requirements in the Core Strategy and Development Management policies outlined in an earlier section of this document, development on this site will be subject to:
- the woodland to the south of the site being retained as far as possible, allowing for creation of a safe access to the site; and
- the trees on the northern and western boundaries of the site being retained.

Map EVT1: Land adjoining Knightcrest Park Homes site, Everton

Green Belt boundary

4.78. The Green Belt boundary around Hordle and Everton will need to be amended as appropriate to reflect development allocations which are made in the final Plan. In addition, some minor amendments are proposed to the Green Belt boundary at Hordle, as set out in Appendix 4.

Hordle Local Shopping Frontage

4.79 The Hordle Local Shopping frontage, as defined in the previous Local Plan, is proposed to be carried forward unchanged. Policy DM19 applies.

Green Infrastructure and Open Space at Hordle and Everton

Green Infrastructure Strategy for Hordle and Everton

4.80 The Green Infrastructure Strategy for Hordle and Everton is set out in Map GI-HOR. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.
4.81 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a). The proposed footpath link from footpath No 738 to Stopples Lane (see transport scheme HOR4.3) would improve the provision of recreational footpaths in the centre of Hordle and is regarded as an important part of the green infrastructure strategy.

**Open Space**

4.82 The previous Local Plan did not contain any proposals for additional public open space in Hordle. The proposal of the previous Local Plan to extend the Everton Recreation Ground (Policy EV-2) has not been implemented and is not proposed to be carried forward as a proposal in this Plan. Any areas of public open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.

4.83 It is not proposed to allocate any new sites in Hordle and Everton for public open space. Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.
Map GI-HOR: Green Infrastructure Hordle and Everton
Transport proposals at Hordle and Everton

4.84 The transport improvements set out in HOR4 and EVT2 and as shown on Map MoS3/HOR4/EVT2, are proposed to be included in the Sites and Development Plan DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

4.85 A full list of proposed transport schemes for Hordle and Everton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44).

HOR4: Transport Schemes

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

Hordle

HOR4.1 (HO/T/2): New Milton to Hordle on and off-road cycle route between Lower Ashley Road and Stopples Lane via Hare Lane, Lavender Road and Heath Road.

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

HOR4.2 (HO/T/7): Bus stop improvement, near Women’s Institute Hall, Ashley Lane, Hordle

The proposal includes provision of a bus lay-by, raised kerbs and bus shelter and the implementation of the scheme involves the use of non-highway land. This bus stop improvement together with other public transport improvements proposed in the area will encourage the use of the bus service, helping reduce car travel between the villages and nearby towns. The other public transport proposals are detailed in the transport schemes SPD.

HOR4.3 (HO/T/8): Footpath link from footpath No 738 to Stopples Lane

Link to be provided if Woodlands caravan park is redeveloped. It would require non-highway land to implement. The footpath will improve links in the village encouraging walking and reducing the reliance on car travel, particularly for short trips.
HOR4.4 (HO/T/9): Sight line improvements at Everton Road crossroad junction with Hordle Lane and Woodcock Lane

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

HOR4.5 (HO/T/10): Sight line improvements at Everton Rd junction with Fry's Lane

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

HOR4.6 (HO/T/12): Footway improvements along Woodcock Lane up to Sheldrake Gardens from junction with Everton Road

This scheme will require non-highway land to implement. The footway link will improve connectivity and permeability of the village encouraging walking and reducing the reliance on car travel, particularly to the school.

(See Map MoS3/HOR4/EVT2)

Everton

EVT2 (HO/T/A and B): Milford Road (A337)/Lymington Road (B3058).

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

(See Map MoS3/HOR4/EVT2, Milford on Sea section)
New Milton and Barton-on-Sea
New Milton and Barton on Sea overview map
<table>
<thead>
<tr>
<th>No. on overview map</th>
<th>Plan Ref.</th>
<th>Site</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NMT1</td>
<td>Off Park Road and off Park Close, Danesbury Meadow, Ashley</td>
<td>Possible development of up to 30 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>NMT2</td>
<td>West of Caird Avenue</td>
<td>Existing allocation for employment</td>
</tr>
<tr>
<td>3</td>
<td>NMT3</td>
<td>East of Caird Avenue</td>
<td>Existing allocation for housing and employment</td>
</tr>
<tr>
<td>4</td>
<td>NMT4</td>
<td>Additional land east of Caird Avenue</td>
<td>Possible development of up to 90 homes and up to 5 hectares employment land</td>
</tr>
<tr>
<td>5</td>
<td>NMT5</td>
<td>Off Moore Close</td>
<td>Possible development of up to 12 dwellings</td>
</tr>
<tr>
<td>6</td>
<td>NMT6</td>
<td>South of Gore Road, east of the Old Barn</td>
<td>Possible development of up to 20 dwellings</td>
</tr>
<tr>
<td>7</td>
<td>NMT7</td>
<td>East of Stem Lane, west of Great Woar Copse</td>
<td>Possible development of up to 80 dwellings</td>
</tr>
<tr>
<td>8</td>
<td>NMT8</td>
<td>East of Fernhill Lane</td>
<td>Housing development of up to 15 dwellings</td>
</tr>
<tr>
<td>9</td>
<td>NMT9</td>
<td>Ashley Cross Garage and Motor Repairs, Ashley Lane</td>
<td>Housing development of up to 10 dwellings</td>
</tr>
<tr>
<td>10</td>
<td>NMT10</td>
<td>Town centre</td>
<td>Definition of town centre boundary and shopping area</td>
</tr>
<tr>
<td>11</td>
<td>NMT11</td>
<td>Town centre</td>
<td>Town centre development opportunity sites</td>
</tr>
<tr>
<td>12</td>
<td>NMT12</td>
<td>Old Milton Lymington Road</td>
<td>Local Shopping Frontage</td>
</tr>
<tr>
<td>13</td>
<td>NMT13</td>
<td>West of Fernhill Lane Land off Culver Road Land south of Lymington Road</td>
<td>Public Open Space</td>
</tr>
<tr>
<td>NMT14</td>
<td>Various</td>
<td>Transport Schemes (see MapNMT14)</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>DM4</td>
<td>Barton on Sea</td>
<td>Coastal Change Management Area</td>
</tr>
<tr>
<td>15</td>
<td>DM5</td>
<td>Barton on Sea</td>
<td>Restrictions on soakaways</td>
</tr>
</tbody>
</table>
New Milton and Barton-on-Sea

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

4.87 Within the framework set in the Core Strategy, site-specific policies for New Milton and Barton on Sea which the Council is considering including in the Plan are set out.

Housing and Employment at New Milton and Barton on Sea

4.88 In this section, housing and employment are dealt with together as one of the main areas under consideration for further development to meet the Core Strategy requirements could provide for both housing and employment.

4.89 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 110 dwellings at New Milton, specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Core Strategy Policy CS15(b).

4.90 With regard to employment, the Core Strategy (Policy CS18) provides for up to 5 hectares of additional employment land adjoining New Milton.

4.91 This plan seeks to identify the most appropriate locations where these developments could take place.

4.92 Various sites have been suggested to the Council for consideration as housing allocations. Having appraised those suggestions the Council has identified five sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration would be acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40).

4.93 The sites being considered as possible housing land allocations are:
- NMT1: Land off Park Road and off Park Close
- NMT4: Land east of Caird Avenue (also considered for employment)
- NMT5: Land off Moore Close
- NMT6: Land south of Gore Road
- NMT7: Last east of Stem Lane, west of Great Woar Copse

4.94 There are a number of ways which these sites, in combination, could provide for up to 110 dwellings. This could include a major single allocation in one area or several smaller allocations on two or more of these sites. It must be emphasised that not all of the sites will be needed and there is some choice between the sites. The Council’s preliminary view is that preference should be given to suitable sites which are not currently within the Green Belt, which is the land off Park Road and Park Close. However, this site (made up of two areas of land separated by a woodland) could not accommodate more than about 30 dwellings, so other sites would also need to be allocated to achieve the 110 figure.
With regard to employment sites, the Council's clear preference is for further land to be allocated adjoining the existing allocations east of Caird Avenue (Site NMT2).

At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. The Council will only come to a firm view following consideration of comments made in response to this public consultation document.

Possible development sites adjoining New Milton

Land already excluded from the Green Belt

Site NMT1, land off Park Road and off Park Close, is identified as “white land” in the adopted Local Plan, which means it has been excluded from the Green Belt to meet possible future development needs. National policy is that where land has been excluded from the Green Belt, this should generally be developed before more land is removed from the Green Belt. The Council considers that Site NMT1 should be considered for residential development, but not for employment development.

<table>
<thead>
<tr>
<th>NMT1: Land off Park Road and off Park Close, Danesbury Meadow, Ashley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land off Park Road and off Park Close, as shown on Map NMT1 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The combined area of land, of about 1.2 hectares could accommodate around 30 dwellings.</td>
</tr>
<tr>
<td>In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:</td>
</tr>
<tr>
<td>• provision of satisfactory vehicular, pedestrian/cycle access, with links to existing footpaths and cycleways;</td>
</tr>
<tr>
<td>• retention of important trees and hedgerows on the site boundaries;</td>
</tr>
<tr>
<td>• provision of a 25m buffer between Stanley’s Copse SINC and development (northern part). This could serve a dual function as open space;</td>
</tr>
<tr>
<td>• public open space provision of around 0.3ha, including provision of children’s play space within both parts of the site; and</td>
</tr>
<tr>
<td>• land for the provision of a minimum of 5 full size allotments plots on the northern part of the site, adjoining the existing allotment gardens, in order to provide for local needs arising from the development and in the wider community.</td>
</tr>
</tbody>
</table>
Land at Caird Avenue

4.98 The adopted Local Plan made allocations of land for housing and employment at Caird Avenue. Existing allocations remain undeveloped both west and east of Caird Avenue and it is proposed to carry forward these allocations into the new Plan as set out in NMT2 and NMT3 (outline planning permission has been granted for development east of Caird Avenue).

<table>
<thead>
<tr>
<th>NMT2</th>
<th>Land west of Caird Avenue - existing allocation for employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Land west of Caird Avenue, as shown on Map NMT2/3/4, is proposed to be carried forward as a site for employment development. Use of the site may include large format non-food retail warehousing development in accordance with Core Strategy Policy CS20.</td>
</tr>
<tr>
<td></td>
<td>In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:</td>
</tr>
<tr>
<td></td>
<td>• access from Caird Avenue;</td>
</tr>
<tr>
<td></td>
<td>• retention of trees on the northern and western boundaries;</td>
</tr>
<tr>
<td></td>
<td>• provision of pedestrian/cycle access to and within the site, linking in with the existing footpath and cycleway network in the area (see NMT 14.2); and</td>
</tr>
<tr>
<td></td>
<td>• provision of landscaping along the Caird Avenue frontage.</td>
</tr>
</tbody>
</table>
Land east of Caird Avenue, as shown on Map NMT2/3/4, is proposed to be carried forward as a site for housing and employment development. This area is currently used for mineral processing and other industrial activities. Proposals have recently been granted outline planning permission.

Residential development will be restricted to an area of about 2 ha. north of the spur access to the site from Caird Avenue and employment development restricted to an area of about 4 ha. to the south.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- provision of satisfactory vehicular access from Caird Avenue;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- provision of an access point about 180m south of the roundabout on Caird Avenue to include provision of pedestrian refuge;
- retention of woodland and balancing pond on the northern part of the site;
- provision of pedestrian/cycle access with links to the existing footpath and cycleway network. In particular provision of footpath and cycleways from the site to Carrick Way and south through the site to link with Caird Avenue (see NMT14.2 and NMT14.8);
- a landscape buffer being created between the employment and residential development in order to protect the amenities of residents and along Caird Avenue;
- a 25m buffer being provided between Carrick Way woodland and any development on the site in order to safeguard the Site of Importance for Nature Conservation. This buffer could serve a dual function as open space;
- provision of an enhanced landscape buffer between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337 and to provide a high quality setting for the development; and
- on-site provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.
4.99 Immediately to the east of Site NMT3 is an area (Site NMT4) currently used for mineral processing and other activities. Although currently within the Green Belt, this area has been subject to sand and gravel extraction and processing, and the landscape has been degraded by this process. The Council considers that with the ceasing of mineral processing activities in this area, it could be considered for further development, both for housing and employment. This could help to meet the Core Strategy requirements and would provide significant environmental benefits by securing the restoration of the site. Map NMT4 shows the full extent of the area that could be allocated for housing and employment development. It would be possible to provide for the 5 hectares of employment and most if not all of the 110 dwellings on this site, although a smaller development would also be a possibility.

4.100 The housing development would probably best be located on the northern part of the site and employment to the south. This would fit in well with the already permitted development to the west adjoining Caird Avenue. However, other arrangements are possible. If it is decided that the land in this area should be allocated for both residential and employment development, a development brief/master plan for the whole area will be prepared to ensure that the best form of development and substantial environmental benefits are achieved.

4.101 The Council considers that an extension of the allocation east of Caird Avenue is the most suitable area to accommodate the Core Strategy provision (Policy CS18) of up to 5 hectares of additional employment land adjoining New Milton.

**NMT4: Land east of Caird Avenue – possible further extension eastwards**

An additional area east of Caird Avenue, as shown on Map NMT 2/3/4, is identified as a possible additional site for employment development and also possible residential development. This could provide for about 5 hectares of employment land in accordance with Policy CS18 of the Core Strategy, and land for residential
development for up to about 90 dwellings to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Caird Avenue through the existing permitted scheme to the west of the site;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- retention of important trees on the site and its boundaries;
- provision of pedestrian/cycle access and routes through the site and linking with the footpath and cycleway network. In particular provision of a footpath link to Carrick Way woodland and the planned development to the west of the site (see NMT14.2 and NMT14.8);
- a landscape buffer being created between employment and residential development;
- a 25m buffer being provided between Carrick Way woodland and Ashley Meadows, and any development on the site in order to safeguard the Site of Importance for Nature Conservation. This buffer can serve a dual function as open space;
- provision of an enhanced landscape buffer between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337 and to provide a high quality setting for the development;
- on-site provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development; and
- provision of land for allotment gardens to provide a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

4.102 Development in this area would need to be co-ordinated with the cessation of minerals processing activities. The development should secure the restoration of all land in this area despoiled by minerals working and associated activities.

Other possible greenfield housing sites

4.103 While the Council does not consider that there are other suitable sites to meet the Core Strategy employment requirements, there are other options for meeting the housing requirement.

4.104 Site NMT5, land off Moore Close, has previously been identified for allotment provision in the Local Plan. However, the site has not come forward for allotments and the Council now considers that a better use of the site could be for housing, with allotments provided elsewhere in New Milton.
NMT5: Land off Moore Close

Land off Moore Close, as shown on Map NMT2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 0.4 hectares could accommodate around 10-12 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Moore Close;
- provision of pedestrian/cycle access to the site which links with existing footpaths and cycleways. A pedestrian link through the development should give access to Fawcetts Field public open space to the west; and
- retention of important trees and hedgerows on the site boundaries

Provision of children’s play space located within the residential development.

Map NMT5: Land off Moore Close

4.105 Site NMT6, a small site south of Gore Road east of the Old Barn, is a further possible housing site. Redevelopment of the large agricultural building and hard-standing which adjoins Gore Road could improve the appearance of this area.

NMT6: Land south of Gore Road, east of the Old Barn

Land south of Gore Road, as shown on Map NMT6 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 0.8 hectares could accommodate around 15 - 20 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory access from Gore Road;
- provision of grass verges and a hedgerow on the Gore Road frontage to reflect the character of this side of Gore Road, while making provision for
Sites and Development Management Development Plan Document: Consultation Document Section 4: The Coastal Towns and Villages

185

- cycle/pedestrian route proposal NMT14.6 along the site frontage; and
- public open space provision of informal open space and natural play space on-site.

Map NMT6: Land south of Gore Road

4.106 A further option that could be considered for future housing development is land to the north west of the town as shown in Site NMT7. The site is east of Stem Lane, and north of Antler Drive. It is in the Green Belt. If the site is allocated for development, the Green Belt boundary would need to be redrawn to exclude this land. This site would extend the developed area of New Milton into open countryside very close to the edge of the New Forest National Park and therefore could be considered less acceptable than the other options.

NMT7: Land east of Stem Lane, west of Great Woar Copse

Land east of Stem Lane, west of Great Woar Copse, as shown on Map NMT7, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 3.8 hectares could accommodate around 60 - 80 dwellings. Formal open space could be provided on land to the north of the site.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Stem Lane;
- provision of a cycle route within the site linking Stem Lane to the south with Bashley Cross Road to the north (see NMT14.5);
- the area of hedgerow and hedgerow trees between the site and Stem Lane being retained as far as possible, while allowing for the creation of a safe access to the site;
- a 25m buffer being provided between Great Woar Copse and development in order to safeguard the Site of Importance for Nature Conservation. This could serve a dual function as open space;
- the stream and hedgerow on the northern boundary being retained as a Green Infrastructure corridor;
- provision of informal open space, an equipped or mixed natural and equipped play area and space for young people on the site; and
• provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

Map NMT7: Land east of Stem Lane

Sites within the town

4.107 In addition to the allocation of greenfield sites for new residential development, two sites within the existing built-up area are also identified as possible sites for residential development. These are:
  • Land east of Fernhill Lane
  • Ashley Cross Garage and Motor Repairs, Ashley Lane

4.108 The land to the east of Fernhill Lane is the small remaining part of a larger allocation for residential development made in previous Local Plans. It is proposed to carry forward the allocation of this site for housing.

NMT8: Land east of Fernhill Lane

The existing allocation of land east of Fernhill Lane for residential development, as shown on the Map NMT8, is proposed to be carried forward into this Plan. The site could accommodate around 15 dwellings.

Map NMT8: Land east of Fernhill Lane
4.109 Site NMT9, Ashley Cross Garage and Motor Repairs, was identified in the Council’s Employment Land Review as an existing employment site which should be redeveloped. It is considered that an appropriate residential redevelopment of the site would provide environmental improvements and so it is proposed for allocation.

**NMT9: Ashley Cross Garage and Motor Repairs, Ashley Lane**

*Land of Ashley Cross Garage and Motor Repairs, as shown on Map NMT9, is proposed as a site for residential development. The site could accommodate around 10 dwellings.*

*In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:*

- provision of satisfactory vehicular from Ashley Lane; and
- retention of trees on the northern boundary of the site.

4.110 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. The Core Strategy assumes residential development within the existing defined built-up area of New Milton and Barton on Sea will be at significantly lower rates than in the recent past. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Future development proposals will be expected to comply with the guidance in the New Milton Local Distinctiveness Supplementary Planning Document, adopted in July 2010.

**Green Belt boundary**

4.111 The Green Belt boundary around New Milton and Barton on Sea will be amended as appropriate to reflect development allocations which are made in the final Plan. In addition, some minor amendments are proposed to the Green Belt boundary, as set out in Appendix 4.
New Milton town centre

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

<table>
<thead>
<tr>
<th>NMT10: Town centre boundaries</th>
</tr>
</thead>
<tbody>
<tr>
<td>The town centre boundary, the primary shopping area and secondary shopping frontages in New Milton town centre, are proposed to be carried forward from the adopted Local Plan, and are as shown on Map NMT-TC1.</td>
</tr>
</tbody>
</table>


4.114 Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map NMT-TC1 shows the boundaries, together with the Town Centre Opportunity sites identified in Policy NMT11.

Map NMT-TC1: New Milton Town Centre

4.115 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12b), although the impact of the
economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

### NMT11: Town Centre Opportunity Sites

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site Address</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The Post Office, 22-24 Station Road</td>
<td>Retail</td>
</tr>
<tr>
<td>2</td>
<td>Numbers 36 to 46 Station Road</td>
<td>Retail</td>
</tr>
<tr>
<td>3</td>
<td>Land bounded by Station Road and the railway line</td>
<td>Retail/office</td>
</tr>
<tr>
<td>4</td>
<td>The Memorial Hall, off Whitefield Road</td>
<td>Cultural/entertainment/community facilities</td>
</tr>
</tbody>
</table>

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

4.116 Development proposals on these sites should be primarily for the uses indicated in the policy, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (see Annex 2) and with other policies of this Plan and the Core Strategy.

### Local shopping frontages

4.117 The Local Shopping frontages in New Milton are defined on the Proposals Map. Policy DM18 applies.

4.118 It is proposed to make a revision to a frontage as set out and shown on Map NMT12.

### NMT12: Lymington Road, Old Milton Local Shopping Frontage

It is proposed that the local shopping frontage at Lymington Road, Old Milton is revised as shown on Maps NMT12:

- Extend to include Lidl supermarket and two further retail units. All 3 units are in A1 use and are part of the Local Shopping Frontage at Old Milton.
Green Infrastructure and Open Space at New Milton

Green Infrastructure Strategy for New Milton

4.119 The Green Infrastructure Strategy for New Milton is set out in Map GI-NMT. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

4.120 The footpath linking Dark Lane to Fernhill Lane residential area (see transport proposal NMT14.10) is an important component of the green infrastructure strategy. It will improve links for pedestrians and will help encourage walking within the town, providing a more direct link between the north east and north-west areas of New Milton.

4.121 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).
Map GI-NMT: Green Infrastructure New Milton
Open Space

4.122 Since the previous Local Plan was adopted, the following proposals for additional public open spaces have been implemented:
   a) 1.6 hectares of formal open space at land adjoining Ashley Sports Ground (NM-14);
   b) 4.9 hectares of formal open space at land west of Fernhill Land (NM-14 south);
   c) 4.8 hectares of informal open space at land north of Lake Grove Road (NM-15);
   d) 0.5 hectares of informal open space at and at Barton on Sea sewage works (NM-16); and
   e) 1.5 hectares of formal open space north of Fawcett’s Field.

4.123 These areas, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM7.

<table>
<thead>
<tr>
<th>NMT13: Public Open Space Proposals in New Milton</th>
</tr>
</thead>
<tbody>
<tr>
<td>The following sites, as shown on Maps NMT13a, NMT13b and NMT13c, are proposed to be allocated for public open space:</td>
</tr>
<tr>
<td>a) 5.9 hectares of formal open space at land west of Fernhill Lane;</td>
</tr>
<tr>
<td>b) 3.5 hectares of open space at land off Culver Road; and</td>
</tr>
<tr>
<td>c) 2 hectares of informal open space south of Lymington Road.</td>
</tr>
</tbody>
</table>

4.124 Proposal NMT13(a), land west of Fernhill Lane is the northern half of former Local Plan allocation NM-13. The southern part of the site has been implemented.

Map NMT13a: Proposed Public Open Space - west of Fernhill Lane

4.125 Proposal NMT13(b), land off Culver Road, was previously used as additional playing fields by Arnewood School but is no longer needed. It is proposed to acquire and develop this site as open space. This may include moving some uses from the War Memorial Recreation Ground.
Proposal NMT13(c), for informal open space south of Lymington Road, is to address a localised deficiency in informal open space in the Old Milton area.

The open space proposals form part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.

Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport proposals at New Milton

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

A full list of proposed transport schemes for New Milton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44).
NMT14: Transport Schemes

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

Junction improvement

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

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

Cycle route proposals

NMT14.2 (NM/T/11): A337 to Ashley Road via Caird Avenue superstore

On and adjacent to road cycle route from A337 to Ashley Road via Caird Avenue. This scheme requires non-highway land to implement the section along Caird Avenue linking through to Carrick Way. This route will connect to existing cycle routes and encourage cycling in this area of New Milton. The off-road section could be included as part of the development of site NMT3.

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

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

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

The cycle route requires the use of non-highway land to implement the off-road section between Milton Mead and Church Lane. The route provides connection to other proposed routes in the Barton on Sea area linking towards Arnewood School, the leisure centre and New Milton town centre. This will improve links in the town for cyclists and will encourage cycling to school.
<table>
<thead>
<tr>
<th>Route Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NMT14.5 (NM/T/7): New Lane (NPA boundary) to Gore Road, on- and off-road cycle route along Stem Lane.</strong></td>
<td>This route is predominantly on-road and within highways boundary however the northern section of this route is off-road requiring non-highway land to implement. This route can encourage cycling in this area of New Milton and can provide cycle route connections to the trading estate in New Milton.</td>
</tr>
<tr>
<td><strong>NMT14.6 (NM/T/5): Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use route.</strong></td>
<td>This proposed scheme will be implemented within the highway boundary; however is an extensive route utilising the roadside verge adjacent to Gore Road. The eastern section of the route utilises the existing footway and the section of the route to the west of the School is a new route on the existing verge. This route would provide a safe link for cyclists connecting western areas of New Milton to the town centre and the Arnewood School and New Milton leisure centre, encouraging cycling in this area.</td>
</tr>
<tr>
<td><strong>NMT14.7 (NM/T/17): Gore Rd to Marley Avenue Cycle Route across bridge via Davis Field</strong></td>
<td>This proposed cycle route includes a short dismount section on the bridge over the railway. The scheme requires non-highway land to implement and will provide greater permeability of the town for cyclists through provision of a route crossing the railway line. This route also connects to other routes encouraging cycling between the residential area in this part of New Milton and the town centre.</td>
</tr>
</tbody>
</table>

**Footpath improvement proposals**

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NMT14.8 (NM/T/38): Footpath from Caird Avenue to Lower Ashley Road linking to Carrick Way, Wentwood Gardens and Glen Spey</strong></td>
<td>This scheme requires land to implement. Part of the route is proposed to be provided as part of the development of the land to the east of Caird Avenue.</td>
</tr>
<tr>
<td><strong>NMT14.9 (NM/T/19): Station Road/Albert Road footpath improvements along railway embankment</strong></td>
<td>This route requires use of non-highway land to implement. The proposal will improve accessibility to the rail station which can help encourage non car travel, it also can encourage walking to the services and facilities within the town centre.</td>
</tr>
<tr>
<td><strong>NMT14.10 (NM/T/20): Provision of a footpath (0.8km) linking Dark Lane to Fernhill Lane residential area to west of sports facilities.</strong></td>
<td></td>
</tr>
</tbody>
</table>
This route is based on the previous Local Plan policy DW-T10.46. It requires non-highway land to implement. The route will improve links in the town for pedestrians and will encourage walking within the town, providing a more direct link between the north east and north west parts of New Milton.