New Forest District Council Local Development Framework

Sites and Development Management
Development Plan Document
New Forest District outside the National Park

Public Consultation Document
January 2011

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Section 5: Site Specific Proposals - Ringwood, Fordingbridge, the Avon Valley and Downlands

5.1 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.

5.2 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.

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

5.4 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.

5.5 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.

5.6 The local implications of the Core Strategy for Ringwood, Fordingbridge, the Avon Valley and Downlands are set out on pages 91 to 93 of the Core Strategy. This consultation document sets out for each individual settlement the site specific proposals and transport proposals to help achieve the policies set out in the Core Strategy. The proposals are set out in the following order:
   - Bransgore
   - Ringwood
   - Fordingbridge, Ashford and Sandleheath
Bransgore and Sopley
Bransgore overview map

| No. on Overview Map | Plan Ref. | Site                          | Proposal                                                        |
|---------------------|----------|-------------------------------|                                                               |
| 1                   | SOP1     | Land at Sopley Camp           | Limited development to enable restoration                     |
| 2                   | DM8      | Areas adjoining Bransgore     | Changes to settlement boundary to remove Green Belt anomalies  |
Bransgore

5.7 The strategy for Bransgore is summarised on page 93 of the Core Strategy.

5.8 Within the framework set in the Core Strategy, the site specific policies for Bransgore, which the Council is considering including in the Plan, are set out.

Housing at Bransgore

5.9 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 10 dwellings at Bransgore 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).

5.10 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. Having appraised those suggestions the Council does not consider that there are any suitable sites for allocation within or immediately adjoining Bransgore village boundary (as set out in the Sustainability Appraisal Report – Background Paper 40). However, there may be scope to address local housing needs on sites not specifically identified in this Plan through Core Strategy Policy CS22 ‘Affordable housing for rural communities’, if suitable sites should come forward in future.

5.11 There may also be limited scope to provide some housing to address local housing needs as part of proposals to resolve the future of the former military training and rest camp in Derritt Lane – known both as Sopley Camp and Merryfield Park (see SOP1). This site is very close to Bransgore, although located in Sopley Parish.

5.12 Small scale residential developments will continue to be permitted on appropriate sites within the defined village 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.

Green Belt boundary

5.13 Some minor amendments are proposed to the Green Belt boundary, as set out in Appendix 4. These are primarily related to small isolated areas of Green Belt that remain after deletion of the Green Belt designation within the National Park which surrounds Bransgore on most sides. The areas proposed to be removed from the Green Belt would be brought within the village boundary.

Bransgore Local Shopping Frontage

5.14 The Bransgore 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 Bransgore

5.15 The Green Infrastructure Strategy for Bransgore is set out in Map GI-BRAN. Policy DM-6: Green Infrastructure applies to the identified Green Infrastructure features.

Map GI-BRAN: Green Infrastructure Bransgore
5.16 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open space

5.17 Since the previous Local Plan was adopted, three hectares of additional formal open space has been provided at Bransgore (implementation of Local Plan Policy BG-1).

5.18 This area, 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.

5.19 It is not proposed to allocate any further sites in Bransgore for open space. Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Sopley

Sopley Camp

5.20 Sopley Camp (also known as Merryfield Park) is a site of some 28.5 hectares off Derritt Lane to the west of Bransgore, but in Sopley Parish. It was established in World War II as the residential camp for RAF Sopley. Of the original buildings, 91 remain on the site and have been used for various purposes. When it was still owned by the government the site was used by the Household Cavalry as holiday accommodation and to temporarily accommodate Vietnamese boat people. The site has been privately owned for some time. It lies within the Green Belt. Its ‘lawful use’ has been established to be a ‘training or rest camp on an occasional basis including day and residential training, education and activity courses and ancillary uses.’

5.21 The planning policy in the adopted Local Plan for Sopley Camp is that development, including the re-use of buildings, will not be permitted and that the Council will encourage the restoration of the site to agriculture and forestry. However, there is no legal obligation on the landowners to restore the site to agriculture and forestry and the Council accepts that there has to be some incentive for this to happen.

5.22 One option would be to do nothing, in which case it is likely that existing buildings would remain for the foreseeable future with continuing disputes about authorised/unauthorised uses. However, the Council considers that in order to resolve the future of this site a better approach could be to allow a limited amount of new development to enable environmental improvements to be made across the site, and secure the removal of the former military buildings and structures. This approach is set out, for consultation, in SOP1. Clearing these buildings from the site would allow the satisfactory resolution of issues relating to lawful and unauthorised uses. If this principle is supported by the local community, detailed proposals could be drawn up for a site restoration plan which will need to be realistic, deliverable and provide real overall benefits. Given the local sensitivities associated with this site, it will be essential that any future proposals are drawn up in association with the local community.
5.23. **At this stage in the preparation of the Plan the Council has made no decision about the future of Sopley Camp. The Council will only come to a firm view following consideration of comments made in response to this public consultation document.**

**SOP1: Sopley Camp (Merryfield Park)**

To enable the restoration of Sopley Camp, a limited amount of development may be permitted within the framework of a comprehensive site restoration plan to remove existing buildings and hardstandings, return most of the site to agriculture and forestry, and significantly improve the environmental appearance of the site.

The total amount of development will be limited to that needed to produce a financially viable scheme that achieves these aims, demonstrated to the satisfaction of the local planning authority. The possible uses on the site may include business uses, training/education and a limited amount of residential accommodation (including affordable housing).

The developed part of the site of the site should be the closest part to Bransgore.

Map SOP1: Sopley Camp
Ringwood and Blashford
Ringwood 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>RING1</td>
<td>East of Christchurch Road Ringwood</td>
<td>Employment development</td>
</tr>
<tr>
<td>2</td>
<td>RING2</td>
<td>South of Castleman Way</td>
<td>Employment development</td>
</tr>
<tr>
<td>3</td>
<td>RING3</td>
<td>South of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane</td>
<td>Possible site for development of up to 5 hectares employment land, 150 dwellings and public open space</td>
</tr>
<tr>
<td>4</td>
<td>RING4</td>
<td>Land north of Hightown Road</td>
<td>Possible site for development of 150 dwellings and public open space</td>
</tr>
<tr>
<td>5</td>
<td>RING5</td>
<td>Town centre</td>
<td>Definition of town centre boundary and shopping area</td>
</tr>
<tr>
<td>6</td>
<td>RING6</td>
<td>Town centre</td>
<td>Town centre development opportunity sites</td>
</tr>
<tr>
<td>7</td>
<td>RING7</td>
<td>Bulters Lane, Poulner</td>
<td>Local Shopping Frontage</td>
</tr>
<tr>
<td>8</td>
<td>RING8</td>
<td>West of Green Lane</td>
<td>Public open space</td>
</tr>
<tr>
<td></td>
<td>RING9</td>
<td>Various</td>
<td>Transport Schemes See Map RING8</td>
</tr>
<tr>
<td>9</td>
<td>Avon 1</td>
<td>Avon Valley Lakes</td>
<td>Water storage/recreation/ nature conservation</td>
</tr>
<tr>
<td>10</td>
<td>DM8 BLASH</td>
<td>Blashford</td>
<td>Provide settlement boundary for Blashford</td>
</tr>
</tbody>
</table>
Ringwood

5.24 The strategy for Ringwood is summarised on page 92 of the Core Strategy.

5.25 Within the framework set in the Core Strategy, site specific policies for Ringwood which the Council is considering including in the Plan are set out below.

Housing and employment at Ringwood

5.26 In this section land for housing and employment development are dealt with together as the Core Strategy requires land to be identified for both.

5.27 The Core Strategy (Policy CS11) provides for new greenfield sites to be identified for 150 dwellings in Ringwood. The housing development will be subject to the requirement that 50% of the housing provided should be affordable housing as set out in Core Strategy Policy CS15(a).

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

5.29 This Plan seeks to identify the most appropriate locations where these developments could take place.

5.30 Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified two areas 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).

5.31 The areas being considered as possible housing land allocations are:
   - RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane
   - RING4: Land north of Hightown Road

5.32 These two areas can be regarded as alternatives for meeting housing land needs. For the reasons outlined in para. 5.34, the Council does not consider that the land east of Ringwood can be put forward as an option for meeting employment land needs.

5.33 At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for greenfield development. The Council will only come to a firm view following consideration of comments made in response to this public consultation document. However, the Council’s preliminary view is that the land to the west of Crow Lane and adjacent to Crow Arch Lane is the best location and that it can meet the need for both housing and employment land.

5.34 The Council has previously proposed that land at Lynes Farm, east of Ringwood and south of the A31, could be allocated for employment uses. This was considered in detail at a previous Local Plan Public Inquiry and was firmly rejected by the Inspector. Having regard to the evidence submitted by the Highways Agency, he concluded that it would not be possible to create a safe junction to the site from the
A31 to serve employment development on this site. The Inspector’s report into the New Forest District Local Plan (First Alteration) stated that in the Inspector’s view, based upon the evidence provided to him, the existing junction joining the A31 would not be capable of serving additional development without causing congestion and highway safety concerns and essentially there would be no realistic solution to solving this problem. Without a direct junction onto the A31, traffic to this site would be using unsuitable roads within the town. He was also concerned about the impact of development on the open countryside between Ringwood and the National Park.

Possible development sites at Ringwood

Land south of Ringwood west of Crow Lane

5.35 A substantial site (about 7 hectares) on the east side of Christchurch Road is already allocated for employment uses in the adopted Local Plan. This site has lain empty for more than 20 years. It comprises the former Wellworthy site and Hampshire County Council depot. It is proposed that this land continues to be allocated for employment development, subject to the criteria set out in Proposal RING1. The Council would like to see this site brought back into productive use as soon as possible and prior to the development of employment on new Greenfield land.

**RING1: Industrial land (including former Wellworthy site) east of Christchurch Road, Ringwood**

The existing Local Plan allocation to the east of Christchurch Road, shown on Map RING1, is proposed to be carried forward. The land is identified for employment development (industrial/office/storage and distribution uses) to provide for employment needs in accordance with Policy CS17 of the Core Strategy.

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:

- within the site, the provision of an access road linking from Christchurch Road to land south of Crow Arch Lane Industrial Estate (see RING3 below);
- a full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;
- appropriate transport contribution being paid towards any necessary transport improvements, including junction improvements with the A31 in the town centre;
- provision of a cycle route within the site linking the Christchurch Road to New Street (see RING9.7);
- foot and cycle links to Castleman Way and Christchurch Road (see RING9.10);
- full contamination remediation work to an employment development standard; and
- compatible employment uses being located in those areas of the site closest to existing housing. Consideration will need to be given to any impact on residential amenities in terms of noise or other disturbance.
5.36 In addition, a small part of another previous Local Plan employment land allocation south of Castleman Way remains undeveloped. It is proposed to carry forward the remaining part of this employment land allocation as set out in RING2 below.

RING2: Land south of Castleman Way

The existing Local Plan allocation south of Castleman Way, as shown on Map RING1, is proposed to be carried forward. The land is identified for employment development (industrial / office / storage and distribution uses) to provide for employment needs in accordance with Policy CS17 of the Core Strategy.

5.37 Beyond these two remaining allocations, the adopted Local Plan (Policy RW-12) identifies an area of about 10 hectares of land to the west of Crow Lane as a reserve site for possible residential and employment development. Although not a firm allocation for development, this area has been recognised as an appropriate location for future development in Ringwood. The land identified by Local Plan Policy RW-12 alone is not sufficient to accommodate the development requirements of the Core Strategy. In addition to the 150 dwellings and 5 hectares of additional employment land on greenfield sites, a substantial public open space allocation for formal playing fields is also sought in this Plan. However, there is further “white land” already excluded from the Green Belt to be considered for possible longer term development in this location (see Map RING1). The proposal set out in RING3 below to provide for both the Core Strategy’s housing and employment development needs together with open space, could take up all of the “white land” currently excluded from the Green Belt south of Ringwood.

RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane

Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane, as shown on Map RING1, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11 and CS15 of the Core Strategy, employment development in accordance with Policy CS18(a), and public open space. Land in this area will accommodate 150 dwellings, and up to 5 hectares of employment land. In addition to public open space requirements associated with the developments own requirements, land will be allocated for formal public open space (playing fields).

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:

- the residential development being located principally in the northern and eastern parts of the site adjoining the existing housing;
- the employment development being located in the western and southern parts of the site, primarily adjoining Crow Arch Lane Industrial Estate and Hightown Industrial Estate;
- provision of an access road linking Christchurch Road to Crow Arch Lane (see also Policy RING1);
- a full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;
- appropriate transport contributions being paid towards any necessary
transport improvements, including junction improvements with the A31 in the town centre;
- retention/enhancement of the green route/cycleway on the route of the old railway line (see RING9.4);
- provision of links to the proposed cycle route on Hightown Gardens to the north of the site and the proposed cycle route on the Castleman Trailway towards the south of the site including links across the site;
- public open space provision, both formal and informal, of around 1.2 to 1.4ha, including provision of children’s play space(s) located within the residential development (based on 150 dwellings);
- the provision of land (at least 2 hectares) to provide formal playing fields, on site or on suitable adjacent land, to help address the shortfall of playing fields in Ringwood;
- provision of land for a minimum of 15 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community; and
- appropriate phasing of development being agreed, to tie in with the prior development of the majority of site RING1.

5.38 As an alternative to RING3, it would be possible to allocate the housing development on land to the north of Hightown Road, as set out in RING4. However, if this development option was proposed, the employment land allocation of up to 5 hectares of land would still be provided on land at Crow Arch Lane as proposed in RING3. This alternative is not the Council’s preferred option but this will be reconsidered in the light of the consultation response. Another option would be to split the housing between the two sites.
Map RING1: Land south of Ringwood, west of Crow Lane
RING4: Land north of Hightown Road

Land north of Hightown Road, as shown on Map RING4, is identified as an alternative possible site (to site RING3) for up to 150 dwellings, to provide for housing needs in accordance with Policies CS11 and CS15 of the Core Strategy, and public open space. In addition to public open space requirements associated with the developments own requirements, land would be allocated for formal public open space (playing fields).

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 an appropriate vehicular/foot and cycle access to the site from Hightown Road;
- the protection of existing hedgerows on the site boundaries;
- the provision of green infrastructure corridors utilising the existing streams/ditches along the southern and eastern boundary of the site;
- landscaping works to the eastern and northern boundaries of the site in order to screen the development from the New Forest National Park;
- public open space provision, both formal and informal, of around 1.2 to 1.4ha, should be provided adjacent to the existing children’s play area on the western boundary of the site (based on 150 dwellings);
- the provision of land (at least 2 hectares) to provide formal playing fields, on site or on suitable adjacent land, to help address the shortfall of playing fields in Ringwood; and
- provision of land for a minimum of 15 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community.

Small scale residential developments in Ringwood

5.39 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 Ringwood 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. The Council intends to prepare a Ringwood Local Distinctiveness Supplementary Planning Document.

Ringwood town centre

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

RING5: Town centre boundaries

The town centre boundary, the primary shopping area and secondary shopping frontages in Ringwood town centre, are as shown on Map RING-TC1.

5.41 Within the Primary Shopping Areas, Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.

5.42 The town centre boundary, the primary shopping area and secondary shopping frontages are substantially as defined in the previous Local Plan. Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn, however minor revisions will be made to the Town Centre boundary to recognise development that has taken place in the Furlong Centre. Map RING-TC1 shows the boundaries, together with the Town Centre Opportunity sites identified in RING6.

5.43 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 12/12c), although the impact of the economic downturn has been to delay the need for additional retail floorspace until later in the plan period.

RING6: Town Centre Opportunity Sites

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

<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>The Furlong Long Stay Car Park</td>
<td>Retail</td>
</tr>
<tr>
<td>2</td>
<td>Former Cinema Site, Market Place and Environs</td>
<td>Retail/entertainment/office</td>
</tr>
</tbody>
</table>

Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.
5.44 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.

Map RING-TC1: Ringwood Town Centre

5.45 Policy RW-1 of the previous Local Plan allocated the Bus Depot site on West Street for a mixed use residential development. As the site is subject to flood risk where residential development is unlikely to be appropriate it is proposed to delete this allocation.

Local Shopping frontage

5.46 The current Local Plan does not define any local shopping frontages in Ringwood. However, there is a local shopping parade in Butlers Lane, Poulner which should be recognized, and to which proposed Policy DM18 should apply.

RING7: Butlers Lane, Poulner Local Shopping Frontage

A Local Shopping Frontage, as shown on Map RING7 below, is defined in Butlers Lane, Poulner.
Green Infrastructure and Open Space at Ringwood

5.47 The Green Infrastructure Strategy for Ringwood is set out in Map GI-RING. Policy DM-6: Green Infrastructure applies to the identified Green Infrastructure features.

5.48 The proposed Crow Arch Lane to Moortown Lane cycle route (see Transport Proposal RING9.3) and the proposed cycle route from Castleman Way to Crow Lane (RING9.4) are important parts of the Green Infrastructure Strategy.

5.49 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).
Map GI-RING: Green Infrastructure Ringwood and Blashford
Open Space

5.50 Since the previous Local Plan was adopted, additional public open spaces have been provided as follows:
   a) 4 hectares of formal open space at Land between Long Lane and Green Lane (Local Plan Policy RW-13);
   b) 3.9 hectares of informal open space at Land at Hurst Ponds (Local Plan Policy RW-14); and
   c) 0.5 hectares of informal open space at Land east of Hightown Lane (Local Plan Policy RW-15).

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

5.52 One open space allocation is proposed to be carried forward from the Local Plan. This is the southern part of previous Local Plan allocation RW-13: Land west of Green Lane. The northern part of this allocation has been implemented. The provision of the remainder will assist in addressing the formal open space deficiency in Ringwood.

RING 8: Public Open Space Proposal, land west of Green Lane

3.1 hectares of formal open space at land west of Green Lane is allocated for public open space, as shown on Map RING8.

Map RING8: Open space allocation, land west of Green Lane

5.53 Additional public open space provision, including new playing fields, would also be provided as part of proposed housing and employment land allocations (see RING3, RING4 and Map RING1).

5.54 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.
Transport proposals at Ringwood

5.55 The transport improvements set out in RING9 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.

5.56 The Ringwood Town Access Plan (a Supplementary Planning Document) sets out the full list of proposed transport schemes for Ringwood. The majority of the improvements set out in the Ringwood Town Access Plan are transport schemes which can take place within the existing highway land and are not specifically identified in this document.

5.57 This Plan suggests the provision of a possible access road linking Christchurch Road to Crow Arch Lane, to serve new employment development (see RING1 and RING3).

Strategic Transport Scheme

5.58 The Highways Agency (HA) had a proposal for a ‘lane gain merge’ and closure of West Street access on to the A31. The HA currently have no funding to implement this scheme. This significant scheme was designed to alleviate congestion and improve safety problems on the westbound carriageway. The provision of an additional lane would mean that traffic no longer had to merge directly into the running lanes of traffic, improving driver safety at this point. It was anticipated that this scheme could take place within the existing highway land. In the absence of this Highways Agency scheme, the concept of closing West Street to traffic exiting onto the A31 could still have some benefits for the town and is being investigated.

Local Transport Schemes

RING9: Transport Schemes

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

<table>
<thead>
<tr>
<th>Cycle route proposals</th>
</tr>
</thead>
<tbody>
<tr>
<td>RING9.1 (PC2): Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.</td>
</tr>
</tbody>
</table>

The cycle route is an on and off-road cycle route that involves the use of non highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through the town, improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31.
RING9.2 (PC3): School Lane to Cloughs Road: on-road cycle route via Manor Road with short off-road section adjacent to the Schools.

This scheme requires the use of non highway land to implement, in particular the widening of the footpath adjacent to the school playing fields. This cycle route improves accessibility and linkages to the town and schools from the residential area to the east, reducing the need to travel by car, which can help reduce congestion particularly that associated with school traffic.

RING9.3 (PC6): Crow Arch Lane to Moortown Lane - cycleway across fields to Moortown Lane.

This cycle route requires non highway land to implement and will provide improved access between the town and south Ringwood. This proposed route will encourage cycling to the recreational areas on Long Lane in the south of Ringwood as well as connecting the southern part of the town to the employment sites in the Crow Lane area, helping reduce traffic congestion in this area of Ringwood.


This adjacent to road and off-road cycle route requires the use of non highway land to implement, utilising the former rail line. This route continues the existing “Castleman Trailway” route, improving accessibility to Ringwood and the industrial estate from the Crow area (see also RING1).

RING9.5 (PC11): Castleman Way to Town Centre via Quomp and The Close on-road cycle route with off-road section through Victoria Gardens open space.

This scheme includes the provision of an off-road cycle link through the Victoria Gardens public open space to Hightown Road. This cycle route can assist in encouraging cycling to/from the town centre. The new and improved crossing points along the route will increase pedestrian and cyclist safety and confidence aiding in promoting walking and cycling.

RING9.6 (PC14): Cycle route from Mansfield Road to Southampton Road via Carvers sports ground.

This scheme includes adjacent, on- and off-road sections of cycle route and involves the use of non highway land through Carvers Sports Field. The route improves accessibility and permeability of the town for cyclists away from the major roads in the town centre. This can encourage cycling as an alternative to car travel for short trips through the town.

RING9.7: Moortown to Castleman Way via New Street on and adjacent to road cycle route (PC15)
This is a significant scheme that involves the use of non highway land through the former Wellworthy site and highways verge for the adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood (see also RING3).

Footpath improvements

RING9.8 (PR1): Southampton Road enhanced pedestrian environment to make the area safe and attractive for walking and cycling, southern section to Fridays Cross.

This scheme forms part of Phase 2 of the current Country Towns Initiative scheme (described in scheme reference AP1 in the Ringwood TAP). The scheme is the second phase of a significant environmental scheme improving pedestrian facilities in the town centre along Southampton Road. The scheme will enhance the pedestrian environment in the town centre and provide improved links to the services and facilities in the centre of Ringwood. The improved pedestrian links will promote walking to and from the town centre as a viable alternative to car travel for short trips.

RING9.9 (AP2): Cloughs Road footpath improvement and provision where missing

This scheme involves the use of non highway land to implement the footpath widening. The footpath improvements will assist safe walking in this area of Ringwood which will encourage walking between the town centre and this residential area.

RING9.10 (PC20): Moortown to Town Centre via Quomp improvements to existing paths and footways, including footway link through Wellworthy site.

This is a significant scheme which provides an improved footpath route connecting Castleman Way and Christchurch Road and requires non highway land to implement the section passing through the Wellworthy site. The section of footway link proposed through the Wellworthy site is to be provided as part of development of the site following a similar route to cycle route PC15 (see Ring 3). The improvements along Christchurch Road through to Castleman Way will improve the permeability of this area of Ringwood for pedestrians encouraging walking to the town centre from the southern area of Ringwood.

RING9.11 (PC21): Southampton Road, west of Frampton Place, footpath widening to provide shared pedestrian/cycle route

This scheme requires the use of land in front gardens to implement the widening of the footpath. This will assist pedestrian safety encouraging walking to and from this area of Ringwood as well as improving accessibility to the Ringwood School and recreation ground.
RING9.12 (AP3): Extension of footpath alongside Bickerley Road to create a continuation to Danny Cracknell Pocket Park

This scheme requires the use of non highway land to implement the footpath extension adjacent to Bickerley Road. This scheme will continue and develop upon the pedestrian network in this area, helping promote walking in and around the town.

RING9.13 (TMH4): Improve facilities for pedestrians to encourage greater footfall in this part of the shopping area whilst maintaining vehicle access for shopping and servicing.

This transport scheme includes improved pedestrian links along West Street and dropped crossings to be provided on High Street. This is a significant pedestrian facility improvement scheme that creates an improved pedestrian environment, which will encourage walking/cycling to the town centre reducing reliance on the private car, improving access for all.
Map RING9: Transport Schemes Ringwood
Avon Valley Lakes

5.59 The Avon Valley Lakes, to the north of Ringwood, were created as a result of sand and gravel extraction. They have been developed as an important area for water storage, nature conservation and recreational use. The area is now subject to an agreed Management Plan for the area – the Blashford Lakes Strategic Management Plan (February 2006).

<table>
<thead>
<tr>
<th>AVON1: Avon Valley Lakes</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Avon Valley Lakes area, as shown on the Proposals Maps, is safeguarded for the following uses:</td>
</tr>
<tr>
<td>• water storage,</td>
</tr>
<tr>
<td>• nature conservation and environmental education, and</td>
</tr>
<tr>
<td>• recreational uses, which are compatible with water storage and nature conservation interests</td>
</tr>
</tbody>
</table>

5.60 In considering development proposals within this area, particular regard will be given to the Blashford Lakes Strategic Management Plan and the implementation of the Management Plan strategy.
It is proposed to define Blashford as a built-up area in this plan, recognising that ‘countryside policies’ are no longer appropriate. The proposed built-up area boundary is as shown on Map DM8 BLASH, in Section 2 of this document.
Fordingbridge, Ashford and Sandleheath
Fordingbridge, Ashford and Sandleheath 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>FORD1</td>
<td>East of Whitsbury Road, Fordingbridge</td>
<td>Possible site for development of up to 100 dwellings and public open space</td>
</tr>
<tr>
<td>2</td>
<td>ASH1</td>
<td>Adjoining Jubilee Crescent, Ashford</td>
<td>Possible site for development of up to 10 dwellings</td>
</tr>
<tr>
<td>3</td>
<td>SAND1</td>
<td>West of Scout Centre, south of Station Road, Sandleheath</td>
<td>Possible site for development of up to 10 dwellings</td>
</tr>
<tr>
<td>4</td>
<td>SAND2</td>
<td>Sandleheath Industrial Estate</td>
<td>Employment development</td>
</tr>
<tr>
<td>5</td>
<td>FORD2</td>
<td>Town centre</td>
<td>Definition of town centre boundary and shopping area</td>
</tr>
<tr>
<td>6</td>
<td>FORD 3</td>
<td>South of Fordingbridge Recreation Ground</td>
<td>Public open space</td>
</tr>
<tr>
<td></td>
<td>FORD4</td>
<td>Various</td>
<td>Transport schemes See Map FORD4</td>
</tr>
</tbody>
</table>
Fordingbridge, Ashford and Sandleheath

5.62 The strategies for Fordingbridge, Ashford and Sandleheath are summarised on pages 92-93 of the Core Strategy.

5.63 Within the framework set in the Core Strategy, site-specific policies for Fordingbridge, Ashford and Sandleheath, which the Council is considering including in the Plan, are set out below.

Housing at Fordingbridge, Ashford and Sandleheath

5.64 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 100 dwellings at Fordingbridge and up to around 10 dwellings at each of Ashford and Sandleheath 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 Policy CS15(b).

5.65 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 is proposing one site in each of the settlements 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).

5.66 The sites being considered as possible housing land allocations are:

- FORD1: Land east of Whitsbury Road, Fordingbridge
- ASH1: Land adjoining Jubilee Crescent, Ashford
- SAND1: Land west of the Scout Centre, south of Station Road, Sandleheath

5.67 At this stage in the preparation of the Plan the Council has made no decision about the allocation of these 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 site for housing adjoining Fordingbridge

5.68 Only one suitable site for possible development has been identified in Fordingbridge. This site was identified in the previous Local Plan as a public open space allocation. It has not been possible to implement that proposal, but the allocation of land in this area for housing development would enable the provision of additional playing fields to be secured and also would provide opportunities to improve accessibility to schools from existing residential areas to the south and west.

<table>
<thead>
<tr>
<th>FORD1: Land east of Whitsbury Road, Fordingbridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land east of Whitsbury Road, as shown on map FORD1, 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 site could accommodate</td>
</tr>
</tbody>
</table>
around 100 dwellings. The remaining area of this site should provide for 2.8 hectares of public open space.

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 Whitsbury Road;
- provision of pedestrian/cycle routes linking with footpaths and cycleways and the adjoining school sites. An area of drop-off and pick-up parking should be provided at the entrance to the site, with direct pedestrian/cycleway links provided through to the Fordingbridge school sites, utilising the route of the former railway line (see Transport Scheme FORD 4.9);
- retention of important trees and hedgerows on the boundaries of the site and within the site, including the group of mature pines on the southern boundary backing into Hertford Close;
- strengthening of the landscape buffer along the Whitsbury Road frontage and the south-eastern boundary of the site. Landscape treatment should also be undertaken on the northern edge of the developed area in order to screen development and provide a suitable boundary between the development and countryside beyond;
- public open space provision, including provision of natural children’s play spaces and recreational space for young people located within the residential development and formal open space on the northern part of the site;
- provision of safe access across Whitsbury Road in order to allow children to access the existing equipped play area to the south west of the site (see Transport Scheme FORD 4.9); and
- provision of land for a minimum of 10 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community.

Map FORD1: Land east of Whitsbury Road, Fordingbridge
Possible site for housing adjoining Ashford

5.69 Only one small site for possible development is put forward for consultation in Ashford.

**ASH1: Land adjoining Jubilee Crescent, Ashford**

Land adjoining Jubilee Crescent, as shown on Map ASH1, 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 site could accommodate up to 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 access from Jubilee Crescent;
- retention of trees and hedgerows on the northern, western and southern boundaries of the site;
- provision of pedestrian access through the development to the line of the dismantled railway, enabling links to nearby public rights of way; and
- public open space provision, including provision of natural children’s play space located within the residential development.

Possible site for housing adjoining Sandleheath

5.70 Land adjacent to the Scout Centre car park, south of Station Road as shown on the proposals map has been identified as a possible housing allocation. It is estimated that there is capacity for up to approximately 8-10 dwellings on the site.

**SAND1: Land to west of Scout Centre, south of Station Road**

Land to the west of the Scout centre, south of Station Road, as shown on Map SAND1, 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.

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

- a landscape buffer being provided on the southern boundary of the site; and
- on-site provision of a natural play space (of around 0.1ha, based on 10 dwellings).

Map SAND1: Land to the west of the Scout Centre

Small scale residential developments in Fordingbridge, Ashford and Sandleheath

5.71 In addition to the allocation of greenfield sites for new residential development, small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up areas. The Core Strategy assumes residential development within the existing defined built-up areas 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.
Employment in Sandleheath

5.72 There is planning permission for the extension of Sandleheath Industrial Estate. Some new employment development has taken place recently, but about one hectare remains undeveloped.

**SAND2: Sandleheath Industrial Estate**

Land with planning permission at Sandleheath Industrial Estate is allocated for industrial and business development.

![Map SAND2: Sandleheath Industrial Estate](image)

5.73 The built-up area boundary of Sandleheath will be amended to reflect the extent of planning permissions which have been granted for extensions to the Sandleheath Industrial Estate (see Appendix 4).

Fordingbridge town centre

5.74 Fordingbridge town centre provides an important local shopping and commercial centre. The Core Strategy sets the strategy for town centres in Policy CS20.

**FORD2: Town centre boundaries**

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

5.75 Within the Primary Shopping Areas, Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.

5.76 The town centre boundary, the primary shopping area and secondary shopping frontages are all as defined in the previous Local Plan. Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map FORD-TC1 shows the boundaries.
5.77 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12), although the impact of the economic downturn has been to delay the need for additional retail floorspace until later in the plan period.

5.78 The need for additional retail floorspace in Fordingbridge (identified in Policy CS20 of the Core Strategy) is small and will be addressed through extensions to existing shops.

Green Infrastructure and Open Space at Fordingbridge, Ashford and Sandleheath

Green Infrastructure Strategy for Fordingbridge, Ashford and Sandleheath

5.79 The Green Infrastructure Strategy for Fordingbridge, Ashford and Sandleheath is set out in Map GI-FORD. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.
Map GI-FORD: Green Infrastructure Fordingbridge, Ashford and Sandleheath
5.80 The following transport proposals are particularly important with regard to the Green Infrastructure Strategy:

- **FORD4.4 (FO/T/7):** Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on road section linking to the town centre
- **FORD4.7:** Footpath from Green Lane to Shaftsbury Street
- **FORD4.8:** Footpath along disused railway line from Ashford to Dorset

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

**Open Space**

5.82 Since the previous Local Plan was adopted, no proposals for public open space have been implemented in Fordingbridge, Ashford or Sandleheath. Any areas provided as part of a development scheme will be shown as existing public open space on the Proposals Map and protected by Policy DM7.

5.83 An open space allocation on land south of Fordingbridge Recreation Ground (FORD3) is proposed to be carried forward from the adopted Local Plan. This will be used to extend the recreation ground and to provide additional sports pitches. It will assist in addressing the deficiency in formal open space in Fordingbridge.

<table>
<thead>
<tr>
<th><strong>FORD3: Open Space south of Fordingbridge Recreation Ground</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5 hectares of formal open space is allocated south of Fordingbridge Recreation Ground, as shown on Map FORD3.</td>
</tr>
</tbody>
</table>

5.84 In addition, the proposed allocation of 2.8 hectares of formal open space on land east of Whitsbury Road in association with proposed new residential development (FORD1) will assist in addressing the deficiency in formal open space in Fordingbridge.

5.85 Projects relating to the improvement of existing open spaces in Fordingbridge, Ashford and Sandleheath will be set out in the Open Space SPD.
Transport proposals at Fordingbridge, Ashford and Sandleheath

5.86 The transport improvements set out in FORD4 are proposed to be included in the Sites and Development Plan DPD because they are significant and/or require non-highway land to implement them. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

5.87 A full list of proposed transport schemes for Fordingbridge, Ashford and Sandleheath has been published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44).

**FORD4: Transport Schemes**

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Fordingbridge and Ashford are proposed (there are no specific proposals at Sandleheath):

**Cycle route proposals**

FORD4.1 (FO/T/1): Marl Lane to Station Road, Ashford, on- and off-road cycle route via Falconwood Close.

This scheme requires non highway land to implement, utilising an existing footpath route. This scheme will encourage cycling in the area by providing a safe off-road route connecting Ashford to northern areas of Fordingbridge and other routes connecting to schools and Fordingbridge town centre.

FORD4.2 (FO/T/2): Pennys Lane to Marl Lane crossing Whitsbury Road via Charnwood Drive and Avon Meade and along former railway line.

This cycle route links through the residential area of this part of Fordingbridge with links to the schools off Burnham Road. The off-road section of this route requires the use of non highway land to implement, providing a safe off-road link across an area of open space. This route will encourage cycling, particularly to the Fordingbridge Infant and Junior Schools, which may help reduce congestion and traffic in this area.

FORD4.3 (FO/T/6): Cycle route - Ashford to Normandy Way along Station Road.

This cycle route along Station Road to Fordingbridge town centre includes an adjacent to road section on Station Road which will require the use of non highway land to implement. The route will provide improved cycle links to and from Fordingbridge town centre and the west of the town and Ashford area. This can encourage cycling to the town centre, helping reduce congestion in the town.

FORD4.4 (FO/T/7): Recreation Ground to Bickton Mill via U119 cycle route (0.6km)
across rural open land with an on road section linking to the town centre

This cycle route requires the use of non highway land to implement and provides a link to the town from areas to the south of Fordingbridge as well as improving links to the recreation ground and sports fields. This will encourage cycling as a viable alternative to car travel into the town, due to the provision of a safer off-road route connecting to the town.

FORD4.5 (FO/T/8): Avon Meade to Green Lane: on- and off-road cycle route

This proposal includes sections along Avon Meade, Parsonage Park Drive and across an existing footpath route from Meadow Avenue to Green Lane and on road sections along Green Lane. The section of route through the area of open space between Meadow Avenue and Green Lane requires non highway land to implement. The route provides improved accessibility and permeability of the town for cyclists, encouraging cycling for shorter trips into the town.

Footpath improvement

FORD4.6 (FO/T/13): Improved footpath route from Flaxfields End (off Station Road)

This scheme provides improved access and links to the play area and residential development on Reeder Close. The footpath requires the use of non highway land to implement and will provide greater permeability of pedestrian routes encouraging walking through the town.

FORD4.7: Footpath from Green Lane to Shaftsbury Street

The creation of a 0.5km footpath from Green Lane to Shaftsbury Street, through the southern part of Sweatfords Water, will create better links from north Fordingbridge, from the town centre and will provide greater recreational opportunities within the town.

FORD4.8: Footpath along disused railway line from Ashford to Dorset

This will provide a recreational route from Ashford to footpaths in Dorset.

FORD4.9 (FO/T/12): Provision of footpath using former railway line from Whitsbury Road to Avon Valley

This route includes links to Bedford Close, Hertford Close and Dudley Avenue as well as an uncontrolled crossing point on Whitsbury Road to facilitate safer crossing of the road for pedestrians. This footpath route requires the use of the former railway line land to implement. This scheme provides greater accessibility to the Fordingbridge Infant and Junior schools for pedestrians.
5.88 The proposal in the previous Local Plan (Policy FB-11) to extend the car park adjoining the A338 slip road is no longer considered necessary and will not be carried forward into this Plan as a proposal.