Section 1: Introduction

Section 2: Development Management Policies

Section 3: Site Specific Proposals – Totton and the Waterside

**Section 4: Site Specific Proposals – The Coastal Towns and Villages**

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

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

4.1 The site-specific policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.

4.2 The general policies set out in:
   - the Core Strategy,
   - National Planning Policy and
   - Development Management policies set out in Section 2 of this document all apply where relevant.

4.3 Supplementary planning documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.
Lymington and Pennington
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>Proposed residential development of up to 45 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>LYM 2</td>
<td>Land north of Alexandra Road</td>
<td>Proposed residential development of up to 80 dwellings</td>
</tr>
<tr>
<td>3</td>
<td>LYM3</td>
<td>Land at Queen Katherine’s Road/Grove Road</td>
<td>Proposed residential development</td>
</tr>
<tr>
<td>4</td>
<td>LYM4</td>
<td>Land south of Ampress Lane, north of Buckland Gardens</td>
<td>Proposed residential development</td>
</tr>
<tr>
<td>5</td>
<td>LYM5</td>
<td>Fox Pond Dairy Depot and Garage, Milford Road, Pennington</td>
<td>Proposed residential development</td>
</tr>
<tr>
<td>6</td>
<td>LYM6</td>
<td>Riverside Site, Bridge Road</td>
<td>Proposed residential development</td>
</tr>
<tr>
<td>7</td>
<td>LYM7</td>
<td>Ampress Park, Southampton Road</td>
<td>Proposed employment development</td>
</tr>
<tr>
<td>8</td>
<td>LYM 8</td>
<td>Town centre</td>
<td>Town centre development opportunity sites</td>
</tr>
<tr>
<td>9</td>
<td>LYM9</td>
<td>Town centre</td>
<td>Burgage plots</td>
</tr>
<tr>
<td></td>
<td>LYM10</td>
<td>Various</td>
<td>Transport Schemes See Maps NMT14</td>
</tr>
</tbody>
</table>
Lymington and Pennington

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

4.5 The site-specific policies for Lymington and Pennington as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Lymington and Pennington

4.6 Housing development will continue on acceptable sites within the defined built-up area of Lymington and Pennington. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 150 dwellings to be identified specifically to address local needs for affordable housing. Policies LYM1 and LYM2 below identify sites to achieve the major part of this. When considering new developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness (having regard to the Lymington Local Distinctiveness Supplementary Planning Document).

New housing allocations adjoining Lymington and Pennington

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

- LYM1: Pinetops Nurseries
- LYM2: Land north of Alexandra Road

<table>
<thead>
<tr>
<th>LYM1: Pinetops Nurseries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land at Pinetops Nurseries, Pennington is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:</td>
</tr>
<tr>
<td>- provision of pedestrian/cycle access to the site with the cycling access linking to the proposed on-road cycle route on Ramley Road;</td>
</tr>
<tr>
<td>- enhancement of the setting of the adjacent listed building, Myrtle Farm Cottage; and</td>
</tr>
<tr>
<td>- provision of public open space in accordance with Core Strategy Policy CS7, including provision of play space(s) for both younger and older children located within the residential development.</td>
</tr>
</tbody>
</table>
4.8 The redevelopment of this glasshouse site could accommodate around 40-45 new homes. The development may include redevelopment of adjacent properties south of Myrtle Farm Cottage (67-71 Ramley Road). As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

**LYM2: Land north of Alexandra Road**

Land north of Alexandra Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Alexandra Road, and pedestrian links to the public footpath along the eastern boundary of the site;
- retention and enhancement of important trees and hedgerows on site boundaries;
- provision of a green buffer landscape feature including a recreational footpath along the northern boundary of the site connecting with woodland to the west;
- on site provision of public open space in accordance with Policy CS7, including the provision of play space(s) for both younger and older children located within the residential development; and
- provision of suitable land for a minimum of 10 full size allotments plots within the site.
4.9 The development of this site will provide up to around 80 new homes and significant areas of new green infrastructure, particularly along the northern boundary of the site. The creation of a substantial green infrastructure corridor linking the public footpath to the east with the woodland to the west of the site will create an additional wildlife corridor and will contribute towards the mitigation of the recreational impacts of development. The site layout and density of development should reflect the transition between the town and countryside within this development. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

Housing sites within Lymington and Pennington

4.10 In addition to new greenfield sites on the edge of Lymington allocated under policies LYM1 and LYM2 above, sites within the built-up area are allocated for residential development to contribute towards the development requirements of the adopted Core Strategy (Policy CS10).

4.11 In addition to specific site allocations, small-scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Proposals Map). When considering development within the existing built-up area, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. The Lymington Local Distinctiveness SPD, adopted in February 2011 gives detailed guidance aimed at ensuring new development in Lymington and Pennington is well designed and respects local character and distinctiveness.

Sites allocated for residential development within the existing built-up area

<table>
<thead>
<tr>
<th>LYM3: Land at Queen Katherine Road/Grove Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land at Queen Katherine Road/Grove Road is allocated for residential development, including affordable housing in accordance with Policy CS15(c) of the Core Strategy.</td>
</tr>
<tr>
<td>The site will be developed in accordance with the following site specific criteria:</td>
</tr>
<tr>
<td>• provision of footpath improvements along Grove Road between South Grove and Captain's Row;</td>
</tr>
<tr>
<td>• provision of public open space in accordance with Core Strategy Policy CS7, to include a play space for younger children located within the development.</td>
</tr>
</tbody>
</table>

Map LYM3: Land at Queen Katherine Road/Grove Road
4.12 Environmental improvements should result from the redevelopment of this builders’ merchant site on the edge of Lymington Conservation Area. The site could accommodate around 15 dwellings and a small children’s play space. The scheme should include the provision of a footway, in keeping with the character of Grove Road. This would improve pedestrian links along this road which will help promote walking to and from the town centre.

**LYM4: Land south of Ampress Lane, north of Buckland Gardens**

Land south of Ampress Lane, north of Buckland Gardens, is allocated for residential development, including affordable housing in accordance with Policy CS15(c) of the Core Strategy.

The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, cycle and pedestrian access from Ampress Lane;
- retention of trees and enhanced landscaping on the Southampton Road frontage.

Map LYM4: Land south of Ampress Lane, north of Buckland Gardens

4.13 Much of this part of Southampton Road has been redeveloped with new housing in recent years. There are two plots remaining which could accommodate around 10 dwellings. The character of the tree-lined street fronting Southampton Road should be maintained to safeguard the setting of Buckland Rings and the National Park.
LYM5: Fox Pond Dairy Depot and Garage, Milford Road, Pennington

Land at Fox Pond Dairy Depot and Garage, Milford Road, Pennington is allocated for mixed use development, primarily for residential development, with commercial uses on the ground floor along Milford Road. The residential development will include affordable housing in accordance with Policy CS15(c) of the Core Strategy.

Map LYM5: Land at Fox Pond dairy depot and garage, Milford Road

4.14 The commercial uses should complement the commercial activity within the Pennington shopping parade. The rear of the site should be for residential development. Development of this site will provide around 14 dwellings.

LYM6: Riverside Site, Bridge Road (former chicken factory site)

Land adjacent to Lymington River, off Bridge Road, is allocated primarily for residential development, including affordable housing in accordance with Policy CS15(c) of the Core Strategy. The development should be designed to include a publicly accessible river frontage, incorporating uses that will attract the wider public – such uses could include a cafes/restaurant/public house, small retail units and recreational/leisure uses. Employment generating uses may also be included within the scheme where they are compatible with other uses.

The site will be developed in accordance with the following site-specific criteria:

- provision of a development of the highest quality of design which significantly adds to the character and attractiveness of this part of Lymington and in public views of the Lymington River frontage;
- provision of the principal vehicular access from Bridge Road;
- provision of public access through the site and along the whole river frontage, including the provision of a pedestrian footbridge to cross the railway line in the vicinity of the station as part of a pedestrian route linking the site with the town centre;
- inclusion of appropriate measures to address flood risk (See Core Strategy Policy CS6, (c) and (d) in particular);
- provision of public open space in accordance with Core Strategy Policy CS7, to include public open space on the river frontage and provision of play space(s) for both younger and older children located within the residential development; and
- implementation of remediation measures to address any site contamination issues.
A site-specific Flood Risk Assessment (in accordance with Core Strategy Policy CS6) will be required.

Map LYM6: Riverside Site, Bridge Road

4.15 The design of the principal access should have regard to wider issues including the impacts on the level crossing and the junction of Bridge Road with Marsh Lane/Gosport Street.

4.16 The provision of a pedestrian route between the site and the town centre is particularly important as it will provide a safe and direct connection to the town centre encouraging walking to and from the town.

New employment development at Lymington

4.17 The Core Strategy makes no provision for new greenfield employment land allocations at Lymington. The strategy is to retain and make better use of existing employment sites and encourage business development, particularly within the town centre. A number of undeveloped plots remain within the Ampress Business Park to the north of the town.
LYM7: Ampress Park, Southampton Road

The development and redevelopment of employment uses at Ampress Park will be encouraged in accordance with Core Strategy Policy CS17.

On land north of Ricardo Way development will be subject to the following site-specific criteria:
- the de-culverting of Passford Water and diversion to the northern boundary of the site; and
- provision of additional landscaping on the northern boundary of the site in order to screen development from neighbouring residential properties.

On land west of Lymington Enterprise Centre, off Ampress Lane, development proposals should include provision for managed workspaces designed to meet the needs of business start-ups and small local firms.

Map LYM7: Ampress Park

4.18 Some areas remain available for employment development in Ampress Park. In addition to the general policy requirements set out in this Plan and the Core Strategy, Policy LYM7 identifies specific requirements relating to undeveloped parts of the site.

4.19 Lymington hosts a significant number of businesses related to marine activities. Policy DM12 (see Section 2) identifies a number of existing employment sites in Lymington which are particularly suitable for marine related uses:
- Land at Lymington Marina, Bath Road
- Lymington Yacht Haven, Kings Saltern Road
- Boat Yard, Mill Lane.

Green Belt boundary

4.20 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map – Part C.
Lymington town centre

4.21 Lymington town centre is one of the main shopping and commercial centres in the district. The Core Strategy sets the strategy for town centres in Policy CS20.

4.22 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for Lymington). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.

4.23 Map LYM-TC1 illustrates the policy areas shown on the Proposals Map for Lymington town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy LYM8 below.

Map LYM-TC1: Lymington Town Centre

4.24 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.
LYM8: Lymington Town Centre Opportunity Sites

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

<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>
</tbody>
</table>

In addition, the following edge of centre site is identified:

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<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.

4.25 Development proposals on these sites should be primarily for the uses indicated in Policy LYM8, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

4.26 Redevelopment of the Bus Station site in the High Street would be subject to the provision of improved Bus Station facilities.

4.27 Appropriate opportunities have not been identified within the defined town centre to accommodate large format retail development. However, the site identified in Bridge Road provides a suitable location for such a use, being relatively well located in relation to the town centre.

Burgage Plots

LYM9: Burgage Plots

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

a. Nos. 2 to 24 High Street;
b. Nos. 45 to 51 High Street;
c. Nos. 55 to 58 High Street;
d. Nos. 63 to 75 High Street;  
e. Nos. 124 to 131 High Street; and  
f. Nos. 43 to 48 St Thomas’ Street.  
Further development will be restricted to the limited rear extension of properties fronting the High Street.

4.28 Burgage plots are an important historic feature of Lymington town centre, influencing the pattern of development. It is important to the character of the town centre that new development continues to maintain this historic pattern of development where it remains largely intact.

Lymington and Pennington Local Shopping Frontages

4.29 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In Lymington and Pennington local shopping frontages are identified at:
- Milford Road/ South Street, Pennington
- Pennington Square.

Green Infrastructure and Open Space at Lymington and Pennington

4.30 A Green Infrastructure Strategy for the Plan area will be published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Lymington and Pennington, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

4.31 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features.

4.32 The Green Infrastructure Strategy will include these areas and will identify further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.

4.33 In addition to protecting existing open spaces within Lymington and Pennington, new open spaces accessible to the public will be created over the Plan Period by new public open space provision required as part of a development proposal. In particular, the development at Alexandra Road (Policy LYM2) will provide additional public open space. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

4.34 The public open space provision in new developments will make a contribution to the mitigation strategy to address the recreational impact of new housing
development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.

4.35 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.

4.36 Some transport proposals of this Plan will also form an important part of the Green Infrastructure Strategy. In particular, the proposed footpath improvements linking Highfields Avenue to Priestlands Lane and improved footpath connections along Bath Road (see LYM10.5).

Transport proposals at Lymington and Pennington

4.37 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). The list includes a variety of schemes including bus shelters and traffic management measures to improve safety.

4.38 The transport improvements set out in LYM10 are included in the Sites and Development Management DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

LYM10: 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

LYM10.1 (LP/T/2): Pennington to Highfield via Priestlands Road and the Bunny Run cycle route.

1 An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).
4.39 This proposal upgrades a footpath to a cycleway and includes on-road and off-road sections, requiring non-highway land to implement. The cycle route will encourage cycling in the town through provision of improved links to the schools as well as connection to the other proposed routes serving Pennington and the wider area.

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

4.40 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.

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

4.41 This off-road cycle route link is part of the agreed Strategic Cycle Route network and requires the upgrade of a public footpath to be used by cyclists. This short section provides a link through the residential area in this part of Pennington connecting to routes that link to the schools, leisure centre and town centre.
LYM10.4 (LP/T/30): Provision of a footpath (0.15km) linking Highfields Avenue to Priestlands Lane.

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

LYM10.5 (LP/T/34): Footway improvements along High Street and St Thomas Street to enhance walking route through the town centre.

4.43 The aim of the proposal is to improve the footways and the public realm along High Street. The improved pedestrian environment will help to promote and encourage walking to and through the town centre.
4.44 Pedestrian connections from The Quay to the Sea Wall currently do not provide a satisfactory link. Opportunities to improve the existing footpaths and either widen narrow footways in Bath Road or the creation of a new pedestrian link should be explored when adjacent areas are redeveloped.

LYM10.7 (LP/T/36): Provision of footpath around the Riverside site (LYM6) (including railway crossing).

4.45 This footpath will provide a pedestrian link through and around the site, encouraging walking within the town.
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>Proposed residential development of up to 30 20 dwellings and public open space</td>
</tr>
<tr>
<td></td>
<td>MoS2</td>
<td>Various</td>
<td>Transport schemes</td>
</tr>
<tr>
<td>2</td>
<td>DM5</td>
<td>Milford on Sea</td>
<td>Coastal Change Management Area (See Section 2)</td>
</tr>
</tbody>
</table>
Milford on Sea

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

4.47 The site-specific policies for Milford on Sea as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Milford on Sea

4.48 Housing development will continue on acceptable sites within the defined built-up area of Milford on Sea. Regard will also be had to the Milford on Sea Village Design Statement. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 30 dwellings to be identified specifically to address local needs for affordable housing. Policy MoS1 identifies a site to achieve this. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing allocation adjoining Milford on Sea

4.49 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates a site adjoining Milford on Sea to provide additional housing to meet a local housing need for affordable and low-cost housing. This is MoS1: Land north of School Lane.

MoS1: Land north of School Lane

Land north of School Lane is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy, and for public open space. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of up to 20 a maximum of 30 dwellings;
- provision of public open space on site in accordance with Core Strategy Policy CS7, including provision of informal open space and natural play space on-site;
- land for a minimum of 2 hectares of formal public open space in the northern part of the site (east of the Milford Primary School) to include public playing fields, and play space for children within the residential development in the southern part of the site;
- provision of suitable land for a minimum of 5 full size allotment plots within the site;
- provision of vehicular access from Lymington Road at the southern end of the site (diverting School Lane at its western end though the site, with the existing route of School Lane being retained as a pedestrian and cycle route and for access only to existing properties in School Lane and Lymefields);
- provision of off-road cycleway along the site frontage with Lymington Road with links through to public open space provided on the site;
- pedestrian access to the site from Lymington Road and School Lane;
- provision of a safe pick-up and drop-off area for Milford Primary School;
- enhancement of landscaping along the Lymington Road and School Lane;
- provision of a significant landscape buffer (trees and hedgerow), to screen the residential development from views from the open countryside to the east, as
part of the first phase of development.

Map MoS1: Land north of School Lane (revised map)

4.50 As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude the MoS1 site area to be developed for housing. The land allocated for playing fields will remain within the Green Belt.

4.51 If practical, the delivery of the affordable housing development should be phased over the Plan Period. A development brief to resolve the future of the whole of the area identified in Policy MoS1, to be agreed by the local planning authority, will be required.

4.52 The development will be required to provide significant areas of new green infrastructure, particularly to screen the areas of residential development from the open countryside. Encouragement will be given to the provision of formal open space in the Green Belt land to the east of this allocation, to help address the shortfall of provision in the Parish.

4.53 The cycle route proposal MoS2.2 (Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane) passes along the site’s frontage with Lymington Road and should be accommodated within the development scheme.

Housing sites within Milford on Sea

4.54 Small scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map). When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Green Belt boundary

4.55 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map – Part C.
Milford on Sea Local Shopping Frontage

4.56 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM19 applies to the Milford on Sea Local Shopping Frontage, as defined on the Proposals Map. (See also Appendix 1: Schedule of changes to Proposals Map - Part F.)

Green Infrastructure and Open Space at Milford on Sea

4.57 A Green Infrastructure Strategy for the Plan area will be published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Milford on Sea to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

4.58 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features

4.59 The Green Infrastructure Strategy will include these areas and will identify further features contributing to the green infrastructure of Milford on Sea – in particular the important green links between the green spaces within the built-up areas and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘recreational routes’ are identified in the Green Infrastructure Strategy.

4.60 In addition to protecting existing open spaces within Milford on Sea, new open space accessible to the public will be created over the Plan Period by a significant new allocation of formal public open space as part of the development proposals north of School Lane (MoS1). This will address a shortfall of playing field provision in the village. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

4.61 The public open space provision provided as part of new residential developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.

4.62 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.

Transport proposals at Milford on Sea

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). The list includes a variety of schemes including footpath improvements and traffic management measures to improve safety. (See also HOR3.7 Milford Road (A337)/Lymington Road (B3058) junction improvements in the Everton and Hordle section of this document).
The transport improvements set out in MoS2 are included in the Sites and Development Management DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

**MoS2: 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

- **MoS2.1 (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.

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

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2 An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).
4.66 This cycle route includes both on and off-road sections with an adjacent-to-road section along Lymington Road with a dismount section on the path between Lyndale Close and Carrington Lane. This route requires non-highway land to implement the pavement widening for the adjacent-to-road section of the route. This route connects Milford on Sea Primary School and the village centre encouraging cycling to/from the school and the village. This can help alleviate the traffic problems associated with children being driven to school.

**Footpath improvement proposal**

MoS2.3 (MF/T/10): Provision of measures to address vehicle/pedestrian conflicts in Carrington Lane. Where opportunities arise, this will include provision of a footway on the east side of Carrington Lane.

4.67 This scheme may require the use of non-highway land to implement. At present there is no footway. The aim is to improve pedestrian safety and encourage walking.
Hordle and Everton
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 155-169 Everton Road</td>
<td>Proposed residential development of up to 5 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>HOR2</td>
<td>Land at Hordle Lane Nursery</td>
<td>Proposed residential development of up to 15 dwellings</td>
</tr>
<tr>
<td></td>
<td>HOR3</td>
<td>Various</td>
<td>Transport schemes</td>
</tr>
</tbody>
</table>
Hordle and Everton

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

4.69 The site-specific policies for Hordle and Everton as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing at Hordle and Everton

4.70 Housing development will continue on acceptable sites within the defined built-up areas of Hordle and Everton. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 10 dwellings to be identified at each of Hordle and Everton specifically to address local needs for affordable housing. Given the closeness of the two settlements it is considered that this local need could be provided for at either settlement. It has not been possible to identify any further acceptable sites at Everton to provide for this possible development. Policies HOR1 and HOR2 below identify sites which could provide up to around 20 dwellings to help meet local housing needs for affordable housing. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing sites allocations adjoining Hordle

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

- HOR1: Land to the rear of 155-169 Everton Road
- HOR2: Land at Hordle Lane Nursery

4.72 While a suitable site was not identified on the edge of Everton, the two sites identified adjoining Hordle will provide additional housing development to address local needs for affordable and low-cost housing within Hordle Parish as a whole, as provided for under Policy CS12 of the Core Strategy.

<table>
<thead>
<tr>
<th>HOR1: Land to the rear of 155-169 Everton Road, Hordle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land to the rear of 155-169 Everton Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing.</td>
</tr>
</tbody>
</table>
Map HOR1: Land to the rear of 155-169 Everton Road, Hordle

4.73 The development of this site will provide around 5 new homes. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

HOR2: Land at Hordle Lane Nursery

Land at Hordle Lane Nursery, is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy and allotments. 70% of the dwellings provided will be affordable housing.

The site will be developed in accordance with the following site-specific criteria;

- provision of suitable land for a minimum of 10 full size allotments plots, which may be provided on land adjacent to the site and
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for younger children located within the residential development.

Map HOR2: Land at Hordle Lane Nursery

4.74 The development of land on the Hordle Lane Nursery site will provide up to around 15 new dwellings to meet a local housing need, and also provide for new allotment gardens to meet a wider community need for additional allotments in Hordle. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude the development site.
Housing sites within Hordle and Everton

4.75 Small-scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map). When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Green Belt boundary

4.76 The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map – Part C..

Hordle Local Shopping Frontage

4.77 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM19 applies to the Local Shopping Frontage, at Stopples Lane, as defined on the Proposals Map.

Green Infrastructure and Open Space at Hordle and Everton

4.78 A Green Infrastructure Strategy for the Plan area will be published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Hordle and Everton to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

4.79 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:

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

4.80 The Green Infrastructure Strategy will include these areas and will identify further features contributing to the green infrastructure of Hordle and Everton – in particular the important green links between the green spaces within the built-up areas and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘recreational routes’, are identified in the Green Infrastructure Strategy.

4.81 In addition to protecting existing open spaces within Hordle and Everton, new open spaces accessible to the public will be created over the Plan Period as part of the development proposals. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

4.82 The public open space provision provided as part of new residential developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
4.83 Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.

4.84 The proposed footpath link from Footpath No 738 to Stopples Lane (see HOR3.3) will improve the provision of recreational footpaths in the centre of Hordle and is regarded as an important part of the Green Infrastructure Strategy.

**Transport proposals at Hordle and Everton**

4.85 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). The list includes a variety of schemes including traffic management measures to improve safety for pedestrians and cyclists.

4.86 The transport improvements set out in HOR3 are included in the Sites and Development Management DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

**HOR3: 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:

**HOR3.1 (HO/T/2): New Milton to Hordle on and off-road cycle route between Lower Ashley Road and Stopples Lane via Hare Lane, Lavender Road and Heath Road.**

4.87 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.

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3 An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).
HOR3.2 (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. This scheme will result in a loss of on-street parking in this location.

HOR3.3 (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.
HOR3.4 (HO/T/9): Sight line improvements at Everton Road crossroad junction with Hordle Lane and Woodcock Lane

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

HOR3.5 (HO/T/10): Sight line improvements at Everton Rd junction with Frys Lane

4.91 This junction improvement scheme requires the use of non-highway land to achieve the required visibility in order to make this location safer. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village.
HOR3.6 (HO/T/12): Footway improvements along Woodcock Lane up to Sheldrake Gardens from the junction with Everton Road

4.92 This scheme aims to provide a footway along the length of Woodcock Lane up to Sheldrake Gardens. When opportunities arise, additional sections of footway, or enhancements to existing provision, will be provided. The footway improvements will improve pedestrian safety in Woodcock Lane, and encourage walking within the village.

HOR3.7 (HO/T/A and B): Milford Road (A337)/Lymington Road (B3058).

4.93 Traffic lights are proposed at the Milford Road (A337)/Lymington Road (B3058) junction, incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction. This is a significant scheme aimed at improving safety for pedestrians and cyclists crossing the A337, particularly beneficial for those travelling between Everton and the school on Lymington Road, Milford on Sea. The scheme will also assist traffic from Milford on Sea joining the A337.
New Milton and Barton on Sea
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>South of Gore Road, east of the Old Barn</td>
<td>Proposed residential development up to 20 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>NMT2</td>
<td>Land east of Caird Avenue, south of Carrick Way</td>
<td>Residential development</td>
</tr>
<tr>
<td>3</td>
<td>NMT3</td>
<td>Land east of Caird Avenue</td>
<td>Business and employment development</td>
</tr>
<tr>
<td>4</td>
<td>NMT4</td>
<td>Land east of Caird Avenue, south of Carrick Way woodland</td>
<td>Proposed residential and employment development of up to 90 dwellings and up to 5 hectares employment land</td>
</tr>
<tr>
<td>5</td>
<td>NMT5</td>
<td>Land east of Fernhill Lane</td>
<td>Residential development of up to 15 dwellings</td>
</tr>
<tr>
<td>6</td>
<td>NMT6</td>
<td>Ashley Cross Garage and Motor Repairs, Ashley Lane</td>
<td>Residential development of up to 10 dwellings</td>
</tr>
<tr>
<td>7</td>
<td>NMT7</td>
<td>Land west of Caird Avenue</td>
<td>Employment development</td>
</tr>
<tr>
<td>8</td>
<td>NMT8</td>
<td>New Milton town centre</td>
<td>Town centre development opportunity sites</td>
</tr>
<tr>
<td>9</td>
<td>NMT9</td>
<td>Land west of Fernhill Lane</td>
<td>Public Open Space</td>
</tr>
<tr>
<td>10</td>
<td>NMT10</td>
<td>Land off Culver Road</td>
<td>Public Open Space</td>
</tr>
<tr>
<td>11</td>
<td>NMT11</td>
<td>Land south of Lymington Road, north of Chestnut Avenue</td>
<td>Public Open Space</td>
</tr>
<tr>
<td>12</td>
<td>NMT12</td>
<td>South of Pitts Place and west of Moore Close</td>
<td>Allotments</td>
</tr>
<tr>
<td></td>
<td>NMT13</td>
<td>Various</td>
<td>Transport Schemes</td>
</tr>
<tr>
<td>13</td>
<td>DM5</td>
<td>Barton on Sea</td>
<td>Coastal Change Management Area (See Section 2)</td>
</tr>
<tr>
<td>14</td>
<td>DM6</td>
<td>Barton on Sea</td>
<td>Restrictions on soakaways (see Section 2)</td>
</tr>
</tbody>
</table>
New Milton and Barton on Sea

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

4.95 The site-specific policies for New Milton and Barton on Sea as set out below aim to help achieve the aims and objectives of the Core Strategy.

Housing and employment at New Milton and Barton on Sea

4.96 Housing development will continue on acceptable sites within the defined built-up area of New Milton and Barton on Sea, including sites allocated in the previous Local Plan. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 110 dwellings to be identified specifically to address local needs for affordable housing. Policies NMT1 and NMT4 below identify sites to achieve this.

4.97 New employment development within the Plan Period will be on land in the Caird Avenue area. In addition to previous Local Plan proposals carried forward into this Plan in this area, the Policy CS18 of the Core Strategy proposes up to 5 hectares of additional employment land at New Milton.

4.98 When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness (having regard to the New Milton Local Distinctiveness Supplementary Planning Document).

Housing and employment allocations adjoining New Milton

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

- NMT1: Land south of Gore Road, east of the Old Barn
- NMT4: Land east of Caird Avenue, south of Carrick Way woodland

4.100 Both these site allocations provide opportunities to achieve local environmental improvements as well as providing for affordable housing. Development south of Gore Road will involve the removal of existing structures and areas of hard-standing to the east of the Old Barn Public House (a listed building). There is an opportunity here to improve the setting of this listed building.

4.101 Additional provision for residential and employment development is made by allocating further land for development east of Caird Avenue. The development proposals east of Caird Avenue, involve the restoration of land used for minerals extraction and processing, and will require the cessation of these activities. Residential and employment land allocations in the Caird Avenue area, made in the previous Local Plan but which remain undeveloped (end of 2011), are carried forward into this Plan, together with the new land allocation.
Land south of Gore Road

NMT1: Land south of Gore Road, east of the Old Barn

Land south of Gore Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- removal of existing structures and hard-standings from the site prior to commencement of development;
- enhancement of the setting of the listed building (the Old Barn) to the west of the site;
- continuation of footway with grass verges along the frontage to Gore Road, with provision for cycleway proposal NMT13.6; and
- provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space and natural play space on-site.

Map NMT1: Land south of Gore Road

4.102 The development of this site will provide up to around 20 new homes, and a continuation of the public footway on the south side of Gore Road. As a consequence of this allocation, the Green Belt Boundary is amended in this area to exclude this development site.

Development area east of Caird Avenue

4.103 Land east of Caird Avenue has been identified as an area appropriate for new development in previous Local Plans. Unimplemented allocations for employment development and residential development are carried forward into this Plan (See Policies NMT2 and NMT3 below). This Plan proposes further development adjoining to the east of the previous Local Plan’s land allocations. This area has been subject to sand and gravel extraction and processing, and the landscape has been degraded by this process. New allocations are made for housing development to meet a local housing need (in accordance with Core Strategy Policy CS12) and employment development (in accordance with CS18) on land to the east of Caird Avenue, south of Carrick Way woodland. As a consequence of the allocation the Green Belt Boundary is amended in this area to exclude the new development site.

4.104 A Development Brief for the area covered by Policies NMT2, NMT3 and NMT4 will ensure that the best form of development and substantial environmental benefits are achieved.
Land east of Caird Avenue, south of Carrick Way is allocated for residential development, including affordable housing in accordance with Policy CS15(d) of the Core Strategy.

The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular access from Caird Avenue at the Tesco/supermarket roundabout, and the implementation of any necessary improvements to the roundabout;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- retention of woodland and balancing pond on the northern part of the site;
- provision of pedestrian/cycle access with links to the footpath and cycleway network and land to the south east, allocated in Policy NMT4. In particular provision of footpath and cycleways from the site to Carrick Way and south through the site to link with Caird Avenue (see NMT13.2 and NMT13.8);
- provision of appropriate landscape buffers:
  i. between the employment and residential development to protect the amenities of residents;
  ii. along the western site boundary with Caird Avenue to enhance the Green Infrastructure Strategy green buffer;
  iii. between Carrick Way woodland and residential properties of 25m width to safeguard the Site of Importance for Nature Conservation. (This buffer could serve a dual function as open space);
- provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.
4.105 The development of this site will provide 54 new homes and create a new area of public open space in the northern part of the site, retaining the woodland and balancing pond. An outline planning application for residential development was granted planning permission on this site in 2010. This provided for 54 new homes, a new area of public open space in the northern part of the site and the retention and enhancement of the woodland and balancing ponds.

**NMT3: Land east of Caird Avenue – Business and employment development**

Land east of Caird Avenue is allocated for employment development in accordance with Policy CS17 of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular access from Caird Avenue at the Tesco/supermarket roundabout, and the implementation of any necessary improvements to the roundabout;
- provision of an access road through the site from the Tesco/supermarket roundabout to provide access to land to the east, allocated for developed in Policy NMT4;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- provision of a secondary vehicular access about 180m south of the roundabout on Caird Avenue, with the inclusion of a pedestrian refuge on Caird Avenue;
- provision of pedestrian/cycle access with links to the existing footpath and cycleway network. In particular provision of footpath and cycleways from the southern part of the site to link with Caird Avenue (see NMT13.2 and NMT13.8);
- provision of appropriate landscape buffers:
  - between the employment and residential uses;
  - along the western site boundary with Caird Avenue to enhance the Green Infrastructure Strategy green 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.

4.106 A scheme for business and general industrial uses on this site was granted planning permission on this site in 2010, (this provided for 10,191 sq. metres of business uses and 6,430 sq. metres of general industrial uses). The development of this site should be co-ordinated with the allocations made in Policies NMT2 and NMT4. When considering development proposals for this site, ensuring the development is well screened from countryside views and views from the A337 when entering New Milton will be particularly important.

**NMT4: Land east of Caird Avenue, south of Carrick Way woodland**

Land east of Caird Avenue, south of Carrick Way woodland, is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy, and employment development. 70% of the dwellings provided will be affordable housing. Five hectares of the site should be for employment development in accordance with Policy CS18 of the Core Strategy.

The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle accesses from Caird Avenue via the development to the west of the site (Policies NMT2 and NMT3);
- implementation of any necessary improvements to the Caird Avenue Tesco/supermarket roundabout;
- improvement to the junctions of Caird Avenue with Ashley Road and the A337;
- provision of pedestrian/cycle access and routes through the site and linking with the footpath and cycleway network. In particular provision of a footpath link to Carrick Way woodland and the development to the west of the site (see NMT13.2 and NMT13.8);
- retention of important trees within the site and on site boundaries;
- provision of appropriate landscape buffers:
  i. between employment and residential uses within the site;
  ii. between the site and adjacent Sites of Importance to Nature Conservation (Carrick Way woodland and Ashley Meadows);
  iii. between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337;
- cessation of mineral and mineral related operations from the site and implementation of appropriate remediation measures to address any contamination issues related to the site, prior to or in association with development proposals;
- protection of the Danes Stream water body;
- on-site provision of public open space in accordance with Core Strategy Policy CS7, including provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development; and
- provision of suitable land for a minimum of 10 full size allotments plots within the site
- within the employment land allocation, inclusion of provision for development in accordance with Core Strategy Policy CS17(a) and (b).

<table>
<thead>
<tr>
<th>4.107</th>
<th>The development of this site will provide up to 90 new homes and 5 hectares of land for new employment development. Its development will assist in addressing local housing and employment needs and will provide community benefits such as public open space and allotments, and the restoration of an area of significantly degraded land.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.108</td>
<td>Policy CS17 (a) and (b) of the Core Strategy encourage employment development which provides for high-value and knowledge-based businesses and for small-scale and start-up businesses.</td>
</tr>
<tr>
<td>4.109</td>
<td>Development in this area will need to be co-ordinated with the implementation of other land allocations made in this area (see Policies NMT2 and NMT3) and the cessation of minerals processing activities. The development in this area will be required to secure the restoration of all land in this area which has been despoiled by minerals working and associated activities.</td>
</tr>
<tr>
<td>4.110</td>
<td>A Development Brief/Masterplan prepared for this area will ensure that the development land allocations in this area are undertaken with appropriate co-ordination and phasing. Land allocated in Policy NMT4 will be developed after the implementation of Policies NMT2 and NMT3.</td>
</tr>
</tbody>
</table>

**Sites within the existing built-up area of New Milton and Barton on Sea**

| 4.111 | In addition to new greenfield sites on the edge of New Milton allocated under Core Strategy Policy CS12, sites within the built-up area are allocated for residential development to contribute towards the development requirements of the adopted Core Strategy (Policy CS10) (See Policies NMT5 and NMT6). |
## Residential development

### NMT5: Land east of Fernhill Lane

Land east of Fernhill Lane is allocated for residential development, including affordable housing in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular access from Forest Oak Drive;
- retention of the trees on the boundary of the site with Fernhill Lane;
- provision of public open space in accordance with Core Strategy Policy CS7, including a natural play space for young children located within the development.

### Map NMT5: Land east of Fernhill Lane

4.112 The development of this site will provide around 15 new homes.

### NMT6: Ashley Cross Garage and Motor Repairs, Ashley Lane

Land of Ashley Cross Garage and Motor Repairs is allocated for residential development, including affordable housing in accordance with Policy CS15(d) of the Core Strategy. Trees on the northern boundary of the site should be retained.

### Map NMT6: Ashley Cross Garage and Motor Repairs, Ashley Lane

4.113 Redevelopment of Ashley Cross Garage and Motor Repairs for residential use would provide environmental improvements.
Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Proposals Map). When considering development within the existing built-up area particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. The New Milton Local Distinctiveness Supplementary Planning Document, adopted in July 2010 gives detailed guidance aimed at ensuring new development in New Milton and Barton on Sea is well designed and respects local character and distinctiveness.

Employment development

**NMT7: Land west of Caird Avenue**

Land west of Caird Avenue is allocated for employment development in accordance with Policy CS17 of the Core Strategy. Large format / retail warehousing development in accordance with Core Strategy Policy CS20(d) may be accommodated within the site.

The site will be developed in accordance with the following site specific criteria:

- access from the Caird Avenue roundabout;
- provision of pedestrian/cycle access to and within the site, linking in with the existing footpaths and the cycleway network in the area (see NMT 123.2);
- retention of trees and enhancement of the landscape buffer on the northern and western boundaries; and
- provision of appropriate landscaping to complete the green buffer along the Caird Avenue.

**Map NMT7: Land west of Caird Avenue**

Land north of the supermarket in Caird Avenue is a long-standing allocation for employment development/ business development. The site is currently under-used as car parking for the adjacent supermarket.

**Green Belt boundary**

The Green Belt boundary is defined on the Proposals Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan. Amendments to the Green Belt boundary are as set out in Appendix 1: Schedule of changes to Proposals Map – Part C.
**New Milton town centre**

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

4.118 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for New Milton). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.

4.119 Map NMT-TC1 illustrates the policy areas shown on the Proposals Map for New Milton town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy NMT8 below.

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**Map NMT-TC1: New Milton Town Centre**

4.120 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.
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, 122-124 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/Manor 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.

4.121 Development proposals on these sites should be primarily for the uses indicated in Policy NMT8, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

**New Milton and Barton on Sea Local Shopping Frontages**

4.122 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In New Milton and Barton on Sea local shopping frontages are identified at:
- Ashley Parade
- Old Milton (See Appendix 1: Schedule of changes to Proposals Map – Part F, PM-NMT-F1).

**Green Infrastructure and Open Space at New Milton and Barton on Sea**

4.123 A Green Infrastructure Strategy for the Plan area is will be published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for New Milton and Barton on Sea, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

4.124 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this
Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features.

4.125 The Green Infrastructure Strategy includes will include these areas and identifies will identify further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘green buffers’, ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.

4.126 In addition to protecting existing open spaces within Ringwood, New Milton, new open spaces accessible to the public will be created over the Plan Period by:
- New allocations of land for public open space
- Provision of public access to existing private green spaces
- New public open space provision required as part of a development proposal.

Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

**NMT9: New Public Open Space west of Fernhill Lane**

Land west of Fernhill Lane is allocated as Public Open Space.

**Map NMT9: Proposed Public Open Space - west of Fernhill Lane**

4.127 This Public Open Space allocation will provide 5.9 hectares of formal open space, extending Fernhill Sports Ground.
NMT10: New Public Open Space off Culver Road

Land off Culver Road is allocated as Public Open Space.

Map NMT10: Proposed Public Open Space - off Culver Road

4.128 In the event that the existing playing fields become surplus to Education Authority requirements, the proposal is to turn these existing playing fields into public open space.

NMT11: New Public Open Space south of Lymington Road, north of Chestnut Avenue.

Land south of Lymington Road, north of Chestnut Avenue is allocated for public open space.

Map NMT11: Proposed Public Open Space - south of Lymington Road, north of Chestnut Avenue

4.129 This proposal will provide a new area of informal open space to address the localised deficiency in informal open space in the Old Milton area. To secure long term public access to this area, the Council may consider a limited amount of ‘enabling development’ at the eastern end of the site provided the existing woodland is retained and a minimum of 0.5 hectares of informal public open space is provided.

4.130 These public open space proposals and public open space provision in new developments will make a contribution to the mitigation strategy to address the
recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.

4.131 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.

4.132 The transport proposal (NMT13.10), for a footpath linking Dark Lane to Fernhill Lane residential area will also make a contribution to the green infrastructure strategy, encouraging walking by providing a more direct link between the north east and north west areas of New Milton.

Land allocated for allotments

<table>
<thead>
<tr>
<th>NMT12: Land for allotments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land is allocated for the provision of new allotments:</td>
</tr>
<tr>
<td>a) East of existing allotments south of Pitts Place (0.5 hectares);</td>
</tr>
<tr>
<td>b) West of Moore Close (0.5 hectares).</td>
</tr>
</tbody>
</table>

4.133 These proposals are carried forward from the previous Local Plan.

Transport proposals at New Milton

4.134 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). The list includes a variety of schemes including traffic management measures to improve safety for pedestrians and cyclists.

4.135 The transport improvements set out in NMT13 are included in the Sites and Development Management DPD because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.
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

**NMT13.1 (NM/T/18):** Station Road/Manor Road/Avenue Road Junction improvements including junction realignment.

4.136 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

**NMT13.2 (NM/T/11):** A337 to Ashley Road via Caird Avenue superstore.

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4 An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).
On-road and adjacent-to-road cycle route from A337 to Ashley Road via Caird Avenue. This scheme requires non-highway land to implement the section along Caird Avenue linking through to Carrick Way. This route will connect to existing cycle routes and encourage cycling in this area of New Milton. The off-road section could be included as part of the development of site NMT3. The detailed route through the NMT2 and NMT3 allocations will be agreed in a Development Brief/Masterplan for the site, and/or through planning applications.

**NMT13.3 (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-road and off-road sections including a dismount section over the railway bridge. The off-road section requires the use of non-highway land in the area of open space to the north of the bridge to implement the proposal. The cycle route provides a route through the town centre connecting to other cycle routes serving the wider New Milton area encouraging cycling as an alternative mode of travel to the car.

**NMT13.4 (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.
NMT13.5 (NM/T/7): New Lane (NPA boundary) to Gore Road, on-road and off-road cycle route along Stem Lane.

4.140 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.

NMT13.6 (NM/T/5): Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use route.

4.141 This proposed scheme will be implemented within the highway boundary; however it is an extensive route utilising the roadside verge adjacent to Gore Road. The eastern section of the route utilises the existing footway and the section of the route to the west of the school is a new route on the existing verge. This route would provide a safe link for cyclists connecting western areas of New Milton to the town centre and the Arnewood School and New Milton leisure centre, encouraging cycling in this area.
NMT13.7 (NM/T/17): Gore Road to Marley Avenue Cycle Route across bridge via Davis Field.

4.142 This proposed cycle route includes a short dismount section on the bridge over the railway. The scheme requires non-highway land to implement and will provide greater permeability of the town for cyclists through provision of a route crossing the railway line. This route also connects to other routes encouraging cycling between the residential area in this part of New Milton and the town centre.

Footpath improvement proposals

NMT13.8 (NM/T/38): Footpath from Caird Avenue to Lower Ashley Road linking to Carrick Way, Wentwood Gardens and Glen Spey.

4.143 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.
NMT13.9 (NM/T/19): Station Road/Albert Road footpath improvements along railway embankment.

4.144 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.

NMT13.10 (NM/T/20): Provision of a footpath (0.8km) linking Dark Lane to Fernhill Lane residential area to west of sports facilities.

4.145 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.