NEW FOREST DISTRICT COUNCIL – LOCAL PLAN (PART 2) EXAMINATION

Post Hearing Note 2 – Housing Allocation MAR1, Marchwood

1. Principle of the allocation

1.1 It is agreed that this is previously developed land, not a greenfield site. It is allocated by the Council as a site under Core Strategy policy CS12 to meet local housing need and the affordable housing contribution is set by CS15(b) at 70%. Policy CS15(b) refers to greenfield sites providing 70% affordable housing. I accept that there is something of an anomaly created by a non-greenfield site being allocated under these provisions. But allocations under CS12 are directly linked to, and justified by, the high proportion of affordable housing that they will deliver. The Council would not have allocated the site if the landowner had previously indicated that it was not available or not deliverable (in terms of viability) under these policy requirements.

1.2 Marchwood is not indentified for additional general housing allocations in Core Strategy policies CS10 and CS11. I see no soundness reason to consider that the site should be allocated other than under CS12/CS15(b).

1.3 If the site is not deliverable (unavailable/unviable) then I consider that the allocation would not be effective and should be deleted. Accordingly, I would be grateful if the MOD could confirm whether, if the allocation is retained in the plan, it is likely to come forward for its intended purpose. In responding to this point the MOD should be aware of my preliminary view in relation to noise mitigation, summarised below. It would be helpful if the MOD could respond by Thursday 28 March. Please let me know if longer is required.

2. Mitigation of traffic noise for future residents

2.1 The site abuts roads and a junction used by HGV traffic to and from Marchwood Industrial Park (MAR5), Cracknore Industrial Park (MAR6) and Marchwood Military Port (MAR7 to be revised). There is no technical evidence on noise in relation to this site, but in my view there is at least the potential over the plan period (and beyond) for the growth of traffic arising from the planned uses of the allocated commercial sites to have an adverse impact on the amenity of future residents of at least some of the new houses on MAR1. Although existing housing abuts the Marchwood bypass, it would be poor land use planning if the allocation of this small site for housing were, in the future, to impose any additional constraint on traffic growth associated with the major commercial allocations nearby compared with constraints which exist from existing housing.

2.2 Accordingly, if the allocation is retained, my preliminary view (subject to consultation by the Council in due course on the proposed change) is that MAR1 should include an additional bullet along the following lines:

- The design and layout of the dwellings should ensure that acceptable living conditions will be created for their future occupiers, particularly in relation to noise from HGVs arising from the implementation over the plan period of policies MAR 5, 6 and 7.

2.3 I am not inviting comment from the MOD at this stage on this change, but wanted to alert the landowner to this view for when it considers its overall position on deliverability.

Simon Emerson
Inspector 8 March 2013