Appendix 4

Appraisal of Site Specific Proposals and Alternatives
Map showing sites suggested for residential development outside the built up area of Milford on Sea
MIL-01A | Land West of Barnes Lane/North of George Road (Not in consultation document)

Address: Land West of Barnes Lane/North of George Road, Mil
Parish: Milford on Sea
Site Size (Ha): 2.2

Site Description:
The site is situated to the north of Milford on Sea and covers an area of 2.2 hectares. It is an area of agricultural grassland, with boundary trees and hedgerows. The ownership of the site is unknown.

Assessment Summary:
This site is in an unsustainable location, with poor access to facilities, employment, public transport connections and the shops and services at Milford Local Centre. It has adequate access to footpaths and cycleways. This site is large enough to support a dual allocation of both housing and formal open space, which could assist in addressing the deficiency in formal open space at Milford on Sea.
This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* The development of this site would have a negative impact on the character of the countryside.
MIL-02A | Land north of Manor Road (Consultation Document ID: MoS2)

Address: Manor Road, Milford on Sea
Parish: Milford on Sea
Site Size (Ha): 2.4

Site Description:
The site is situated to the north east of Milford on Sea and covers an area of 2.4 hectares. It is an area of agricultural grassland, with boundary trees and hedgerows. The site is in single ownership.

Assessment Summary:
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location with good access to footpaths and public transport connections, and adequate access to cycleways and facilities. It has poor access to employment and the shops and services of Milford Local Centre. The site is large enough to support a dual allocation of both housing and formal open space, which could assist in addressing the deficiency in formal open space at Milford on Sea. This site has the following issues:
* Creating a safe access to the site from Manor Road would result in the loss of protected trees and hedgerow, which would have a negative impact on the character of the area. It may be possible to create a safe access to the site from Lymington Road but further investigation into transport impacts would be required.
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Lymington Road and Manor Road.
* The development of this site would result in the loss of land which is part of the backup grazing land resource for the New Forest.
MIL-02B | Land north of Manor Road (Not in consultation document)

Address: Manor Road, Milford on Sea
Parish: Milford on Sea
Site Size (Ha): 2.4

Site Description:
The site is situated to the north of Milford on Sea and covers an area of 2.4 hectares. It is an area of agricultural grassland, with boundary trees and hedgerows. The site is in single ownership.

Assessment Summary:
This site is in a relatively unsustainable location, with poor access to facilities, employment and the shops and services of Milford Local Centre, and adequate access to cycleways. It has good access to footpaths and public transport connections.

It is large enough to support a dual allocation of both housing and formal open space, which could assist in addressing the deficiency in formal open space at Milford on Sea.

This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* Creating a safe access to the site from Manor Road would result in the loss of protected trees and hedgerow, which would have a negative impact on the character of the area.
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Barnes Lane and Manor Road.
* The development of this site would result in the loss of land which is part of the backup grazing land resource for the New Forest.
**MIL-04 | Land north of School Lane (Consultation Document ID: MoS1)**

**Address:** School Lane, Milford on Sea  
**Parish:** Milford on Sea  
**Site Size (Ha):** 3.5

**Site Description:**  
The site is situated to the north east of Milford on Sea and covers an area of 3.5 hectares. It is an area of agricultural land, with boundary trees and hedgerows. The site is in single ownership. Part of the site is allocated as proposed public open space in the current Local Plan.

**Assessment Summary:**  
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with good access to footpaths and public transport, and adequate access to cycleways and facilities. It has poor access to employment and the shops and services of Milford Local Centre. The site is large enough to support a dual allocation of both housing and formal open space, which could assist in addressing the deficiency in formal open space at Milford on Sea. This site has the following issues:  
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Lymington Road and School Road.
MIL-07A | Land east of Lymington Road (north) (Not in consultation document)

Address: Lymington Road, Milford on Sea
Parish: Milford on Sea
Site Size (Ha): 2.3

Site Description:
The site is situated to the east of Milford on Sea and covers an area of 2.3 hectares. It is agricultural land with mature tree boundaries. The ownership of the site is unknown.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths and public transport connections, and adequate access to cycleways, facilities and the shops and services at Milford on Sea Local Centre. It has poor access to employment. This site is not considered to be suitable for allocation for development. The main reasons the site is not considered suitable are:
* the impact of development on biodiversity
The site is part of the Keyhaven Fields SINC, which supports a significant population of waders and Brent Geese. The development of this site would have a significant negative effect on biodiversity.
The site has the following additional issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs.
* The development of this site would have a negative impact on the character of the countryside.

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MIL-08 | Land east of New Lane (Not in consultation document)

Address: New Lane, Milford on Sea
Parish: Milford on Sea
Site Size (Ha): 0.7

Site Description:
The site is situated to the south east of Milford on Sea and covers an area of 0.7 hectares. It is an area of grassland and scrub. The site is in single ownership.

Assessment Summary:
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with adequate access to footpaths, cycleways, employment and the shops and services at Milford Local Centre. It has poor access to facilities and public transport connections. This site has the following issues:

* The site is within 400m of the Solent & Southampton Water SPA/SAC/SSSI and the development of this site could cause harm to this area.
* The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation. Further investigation may be required.
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Keyhaven Road and New Lane.
* Drainage of this site may be a problem. Further investigation may be required.
**MIL-11 | Land at West Road (Not in consultation document)**

**Address:** West Road, Milford on Sea  
**Parish:** Milford on Sea  
**Site Size (Ha):** 2.5

**Site Description:**
The site is situated to the west of Milford on Sea and covers an area of 2.5 hectares. It is an area of grassland. Part of the site is used for the storage of materials associated with the adjacent holiday park. The site is in single ownership.

**Assessment Summary:**
This site could provide affordable housing to meet a local housing need. It is in an unsustainable location, with poor access to footpaths, cycleways, facilities, employment and the shops and services at Milford Local Centre. It has good access to public transport connections.  
This site has the following issues:
* It would be difficult to connect the site to footpaths and cycleways  
* The development of this site would have a negative impact on the character of the countryside.
**MoS3.1 | Manor Road to Milford Crescent cycle route (Via Chaucer Drive, Keats Avenue, Wolsey Way and Knowland Drive to The Orchard)**

1. **Provide a safe and secure environment:**
   Provision of cycle route markings will improve safety of cyclists on the carriageway. Off road section will further improve safety of cyclists.

2. **Improve health and well being:**
   Improved cycle routes can encourage cycling, which has associated health benefits.

3. **Make sustainable provision to meet housing needs and requirements:**
   N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
   The cycle route provides improved links towards the school.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
   Improved cycle routes can encourage cycling reducing car travel and associated congestion, improving permeability of the village for cyclists.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
   N/A

7. **Maintain and enhance the vitality and viability of town centres:**
   Improved cycle routes encourage cycling, reducing dependence on the car which can reduce the number of vehicles in Milford centre.

8. **Promote sustainable tourism:**
   N/A

9. **Maintain and enhance local, national and international nature conservation interests:**
   Limited impact

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
    Provision of a cycle path may adversely impact the small area of woodland/open on the off road section. Subject to design of the surfaces and signs this would probably not result in either harm to CA or setting of Rose Cottage.

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
    Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. **Encourage sustainable use of resources:**
    N/A

13. **Minimise factors contributing to climate change:**
    Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

**Consideration of 'reasonable alternatives'**
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
MoS3.2 | Milford on Sea to Downton via Blackbush Road

1. Provide a safe and secure environment:
Provision of cycle route markings/signage will improve safety of cyclists on the carriageway. Off road section will further improve safety of cyclists.

2. Improve health and well being:
Improved cycle routes can encourage cycling, which has associated health benefits.

3. Make sustainable provision to meet housing needs and requirements:  
N/A

4. Meet educational, leisure and cultural needs of community and visitors:
The cycle route provides improved links between the village centre and the leisure area/caravan park.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
Improved cycle routes, provides better cycle accessibility to the village for the local community.

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District's assets:  
N/A

7. Maintain and enhance the vitality and viability of town centres:
Improved cycle routes encourage cycling, reducing dependence on the car which can reduce the number of vehicles in Milford Local Centre, improving the attractiveness of the centre.

8. Promote sustainable tourism:  
Improved cycle links from the tourist area (caravan park) to the village centre can promote sustainable travel for tourists.

9. Maintain and enhance local, national and international nature conservation interests:  
Limited impact

10. Maintain, enhance and create high quality landscape, townscape and seascape:  
Limited impact

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:  
Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. Encourage sustainable use of resources:  
N/A

13. Minimise factors contributing to climate change:  
Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

Consideration of 'reasonable alternatives'
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
MoS3.3 | Milford Primary School / Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane

1. Provide a safe and secure environment:
   +
   This will provide an adjacent to road route improving safety for cyclists, particularly those travelling to the school.

2. Improve health and well being:
   +
   Improved cycle routes can encourage cycling, which has associated health benefits.

3. Make sustainable provision to meet housing needs and requirements:
   N/A

4. Meet educational, leisure and cultural needs of community and visitors:
   +
   This will provide improved links to the school, as well as helping reduce traffic congestion associated with the school.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
   +
   Improved cycle links will provide alternative travel modes to the local community, reducing numbers of vehicles on the road.

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:
   N/A

7. Maintain and enhance the vitality and viability of town centres:
   +
   Improved cycle routes encourage cycling, reducing dependence on the car which can reduce the number of vehicles in Milford improving the attractiveness of the centre.

8. Promote sustainable tourism:
   0
   Limited impact

9. Maintain and enhance local, national and international nature conservation interests:
   0
   Limited impact

10. Maintain, enhance and create high quality landscape, townscape and seascape:
    -?
    Negative impact may result from removal of grass verges on the adjacent to road section

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:
    +
    Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. Encourage sustainable use of resources:
    N/A

13. Minimise factors contributing to climate change:
    +
    Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

Consideration of 'reasonable alternatives'

Cycle route on and off road linking to the school
MoS3.4 | Provision of footway (0.2km) on the east side of Carrington Lane

1. Provide a safe and secure environment:
   The provision of footway will mean pedestrians will not be walking on the carriageway, improving their safety on this route.

2. Improve health and well being:
   Improved pedestrian environment encourages walking, with associated health benefits.

3. Make sustainable provision to meet housing needs and requirements:
   N/A

4. Meet educational, leisure and cultural needs of community and visitors:
   The route improves the pedestrian links to the schools from this area of Milford.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
   Improved pedestrian infrastructure will benefit the local community.

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:
   N/A

7. Maintain and enhance the vitality and viability of town centres:
   Limited impact

8. Promote sustainable tourism:
   N/A

9. Maintain and enhance local, national and international nature conservation interests:
   N/A

10. Maintain, enhance and create high quality landscape, townscape and seascape:
    Possible issues relating to on street parking being lost as the road will be narrowed. Parking may be displaced elsewhere. The road widening appears to be on the opposite side to the listed wall at The Old House however care would need to be taken to ensure no damage to the wall and that the design of the path is sensitive to the setting of the listed buildings.

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:
    Encouragement of walking can reduce number of vehicular trips, reducing pollution.

12. Encourage sustainable use of resources:
    N/A

13. Minimise factors contributing to climate change:
    Encouragement of walking can reduce number of vehicular trips, reducing greenhouse gas emissions.

Consideration of 'reasonable alternatives'
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
## Compatibility of Milford on Sea Specific Policies

<table>
<thead>
<tr>
<th>+ = Compatible</th>
<th>× = Potential Conflict</th>
<th>? = Uncertain (also includes mixed areas of compatibility where the overall outcome is uncertain)</th>
<th>0 = No Relationship</th>
</tr>
</thead>
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<table>
<thead>
<tr>
<th>Policies</th>
<th>MoS1: Land north of School Lane</th>
<th>MoS2: Land north of Manor Road</th>
<th>MoS3: Transport Schemes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MoS1: Land north of School Lane</td>
<td>?¹</td>
<td>+</td>
<td></td>
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<tr>
<td>MoS2: Land north of Manor Road</td>
<td>+</td>
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¹ The total amount of land available at these sites combined could provide a higher number of houses than sought by Core Strategy Policy CS12.
### Compatibility of DM Policies with Milford on Sea Specific Policies

<table>
<thead>
<tr>
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<th>MoS3: Transport Schemes</th>
</tr>
</thead>
<tbody>
<tr>
<td>DM1: Locally designated sites of importance for nature conservation</td>
<td>0</td>
<td>0</td>
<td>?¹</td>
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<tr>
<td>DM2: Protection of historic street and footpath patterns</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>DM3: Renewable and low carbon energy generation</td>
<td>+</td>
<td>+</td>
<td>0</td>
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<tr>
<td>DM4: Coastal Change Management Area</td>
<td>+</td>
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<td>DM5: Restrictions on new soakaways</td>
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<tr>
<td>DM6: Green infrastructure</td>
<td>+</td>
<td>+</td>
<td>+</td>
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<tr>
<td>DM7: Protection of public open space, private playing fields and sports ground and school playing fields</td>
<td>+</td>
<td>+</td>
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<tr>
<td>DM8: Built up area boundary changes</td>
<td>+</td>
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<td>DM9: Green belt</td>
<td>+</td>
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<tr>
<td>DM10: Occupancy of housing to meet a local need</td>
<td>+</td>
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<td>0</td>
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</tbody>
</table>

¹ Some transport schemes run through, or are adjoining Sites of Importance for Nature Conservation. The impacts these proposals have will depend on the detailed schemes.
<table>
<thead>
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<tbody>
<tr>
<td>DM11: Residential accommodation for older people</td>
<td>+</td>
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<td>DM12: Sites safeguarded for marine uses</td>
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<td>DM13: Tourism and visitor facilities</td>
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<tr>
<td>DM14: Additional retail floorspace in Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge</td>
<td>0</td>
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<tr>
<td>DM15: Primary shopping areas</td>
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<tr>
<td>DM16: Secondary shopping frontages</td>
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<tr>
<td>DM17: Town centre development</td>
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<tr>
<td>DM18: Local Shopping Frontages in the built up areas of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge</td>
<td>0</td>
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<tr>
<td>Policy DM19: Local Shopping Frontages in Marchwood, Blackfield, Holbury, Fawley, Milford on Sea, Hordle and Bransgore</td>
<td>0</td>
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<td>DM20: Small local shops and public houses</td>
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<tr>
<td>DM21: Residential development in the countryside</td>
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### Policies

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<th>MoS3: Transport Schemes</th>
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<tbody>
<tr>
<td>DM22: Removal of restrictive conditions on agricultural workers and forestry workers dwellings</td>
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<tr>
<td>DM23: Employment development in the countryside</td>
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<tr>
<td>DM24: Shops, services and community facilities in rural areas</td>
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<tr>
<td>DM25: Loss of rural employment sites, public houses and community facilities</td>
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<tr>
<td>DM26: Recreational uses in the countryside – including horse-keeping/riding</td>
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<tr>
<td>DM27: Development generating significant freight movements</td>
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