

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

5.1 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.

5.2 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.

5.3 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.

Bransgore and Sopley

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

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

Housing at Bransgore

5.6 Housing development will continue on acceptable sites within the defined built-up area of Bransgore. 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.

5.7 In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 10 dwellings to be identified specifically to address local needs for affordable housing. However, it has not been possible to identify a suitable site on the edge of Bransgore. There may be limited scope to provide housing to address local housing needs as part of proposals to resolve the future of the former military training and rest camp in Derritt Lane – known both as Sopley Camp and Merryfield Park. This site is very close to Bransgore, although located in Sopley Parish.

Green Belt boundary

5.8 The Green Belt boundary is defined on the Policies Maps. Changes are made to the boundary defined in the previous Local Plan to remove from the Green Belt several small isolated pockets of Green Belt that were left around Bransgore after deletion of the Green Belt designation from the National Park.

Bransgore Local Shopping Frontage

5.9 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 DM18 applies to the Local Shopping Frontage, in Ringwood Road/Oaktree Parade, as defined on the Policies Map, which is the primary shopping area for Bransgore.

Green Infrastructure and Open Space at Bransgore

5.10 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Bransgore.

5.11 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

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

5.12 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the village – in particular by providing the important green links between the green spaces within the village and with the adjoining countryside.

5.13 In addition to protecting existing open spaces within Bransgore, 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, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8.

5.14 Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure Supplementary Planning Document.

Sopley

Sopley Camp

5.15 Sopley Camp (also known as Merryfield Park) is a site of some 11 hectares located north of Derritt Lane to the west of Bransgore, but in Sopley parish. It was established in World War II as the residential camp for RAF Sopley. Of the original buildings, 91 remain on the site and have been used for various purposes. The site has been privately owned for some time. It lies within the Green Belt. Its ‘lawful use’ has been established to be a ‘training or rest camp on an occasional basis including day and residential training, education and activity courses and ancillary uses.’

5.16 The National Planning Policy Framework sets out policies for the Green Belt. On sites within the Green Belt, previously developed sites may be partially or completely redeveloped where development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. The site’s future will be considered against the policies set out in the National Planning Policy Framework, having regard to the adopted Core Strategy.

5.17 Possible future uses could include residential, business, training/educational, and recreational uses, or similar, provided the

development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

5.18 Proposals for this site will only be considered in the context of a comprehensive scheme for the whole site. Site owners will be encouraged to involve the local community in the preparation of the comprehensive scheme. It is considered that the eastern part of the site, closest to Bransgore, is likely to be the most appropriate part of the site to accommodate built development, in order to protect the openness of the Green Belt. Development proposals should ensure that the rural character of Derritt Lane is maintained.

Ringwood and Blashford

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

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

Housing and employment at Ringwood

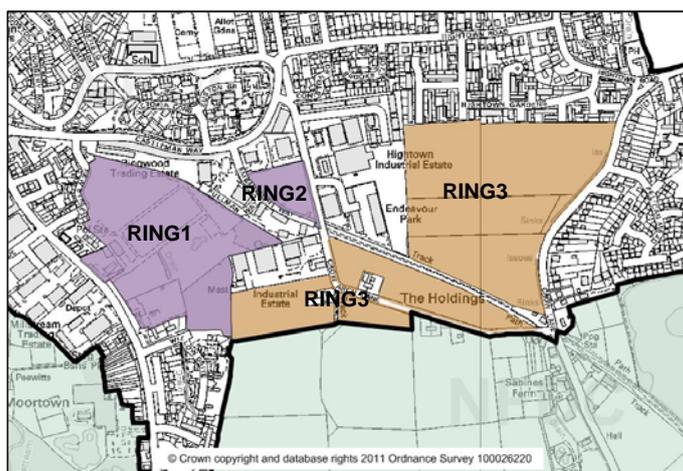
5.21 Housing development will continue on acceptable sites within the defined built-up area of Ringwood. In addition, the Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified at Ringwood for around 150 dwellings (Policy CS11).

5.22 Provision is made for new employment development by carrying forward employment land allocations of the previous Local Plan and making additional provision for up to five hectares of employment land (Policy CS18).

5.23 When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness. Guidance is given in the Ringwood Local Distinctiveness Supplementary Planning Document.

Development area in southern Ringwood

5.24 The majority of new development in Ringwood over the Plan period will take place in the southern part of the town. Proposals for the redevelopment of a significant area of brownfield land, to the east of Christchurch Road, are carried forward from the previous Local Plan. In addition, land west of Crow Lane and adjacent to Crow Arch Lane, is allocated to meet the requirements for additional residential and employment development. Some of this land had been identified as a 'reserve' development site in the previous Local Plan.



RING1/RING2/RING3: Overview map of south Ringwood proposals

Employment development at Ringwood

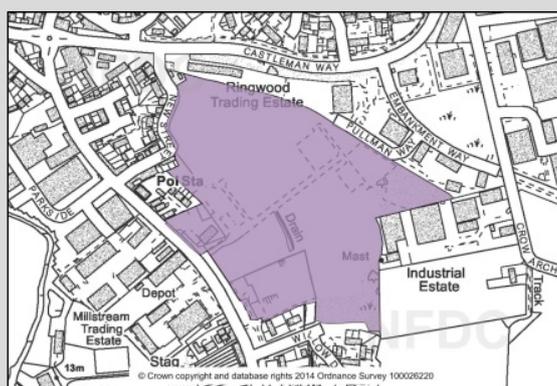
5.25 Two areas of land allocated for employment development in the previous Local Plan remain undeveloped and are carried forward as employment land allocations in this Plan. These are:

- Land east of Christchurch Road (see Policy RING1)
- Land south of Castleman Way (see Policy RING2)

RING1: Land east of Christchurch Road – employment land allocation

Land east of Christchurch Road 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:

- within the site, the provision of an access road to adoptable standards connecting Christchurch Road to land allocated south of Crow Arch Lane Industrial Estate in Policy RING3;
- a full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;
- appropriate transport contribution being paid towards any necessary transport improvements;
- provision of a cycle route within the site linking Christchurch Road to New Street (see RING6.7);
- pedestrian and cycle links to Castleman Way and Christchurch Road (see RING6.9);
- the resolution of existing contamination issues prior to, or in association with, development (see Policy DM5); and
- compatible employment uses being located in those areas of the site closest to existing housing. Consideration will need to be given to any impact on residential amenities in terms of noise or other disturbance.

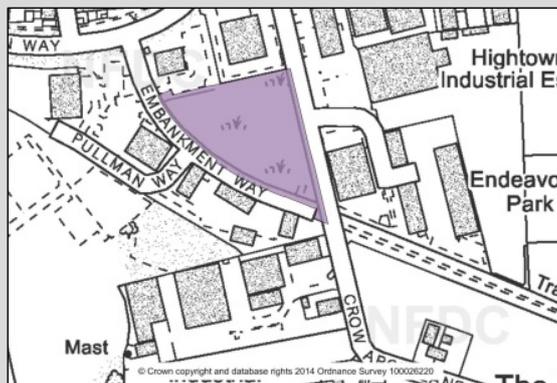


5.26 A substantial site on the east side of Christchurch Road was allocated for employment development in the previous Local Plan. This is a brownfield site which will provide some seven hectares of land for employment development. Within the site there are areas where previous uses have

contaminated the ground. Contamination issues will need to be resolved as part of development proposals. The development of this site will be required to provide appropriate vehicular access through the site to adjoining land to the east, allocated in Policy RING3.

RING2: Land south of Castleman Way

Land south of Castleman Way is allocated for employment development in accordance with Policy CS17 of the Core Strategy.



5.27 A small area of land south of Castleman Way, allocated in the previous Local Plan, remains available for employment development.

New housing and employment land allocations

5.28 Core Strategy Policy CS11(ii) requires the allocation of land to accommodate around 150 new dwellings on greenfield land. Core Strategy Policy CS18(a)(iii) makes provision for up to five hectares of additional employment land at Ringwood. These requirements will be met by the allocation of land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane.

Development area south of Ringwood, west of Crow Lane

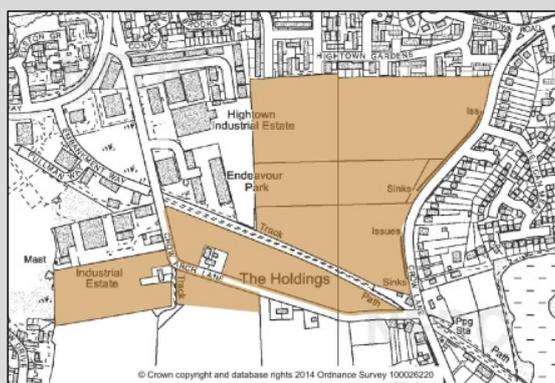
RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane

Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane is allocated to provide:

- residential development of up to around 150 dwellings, with 50% of the dwellings provided to be affordable housing, in accordance with Policy CS11(ii) and Policy CS15(a) of the Core Strategy;
- up to five hectares of employment development in accordance with Policy CS18 of the Core Strategy; and
- public open space, to include natural green space designed to mitigate the recreational impacts of the development on European nature conservation designations (SANGS).

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

- the residential development being located principally in the northern and eastern parts of the site adjoining the existing housing;
- the employment development being located in the western and southern parts of the site, primarily adjoining Crow Arch Lane Industrial Estate and Hightown Industrial Estate;
- provision of an access road to serve employment uses south of Crow Arch Lane, through the site and the industrial land allocation east of Christchurch Road (see Policy RING1);
- a full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;
- appropriate transport contributions being paid towards any necessary transport improvements;
- retention and enhancement of the green route/cycleway on the route of the old railway line (see RING6.4);
- provision of links to the proposed cycle route on Hightown Gardens to the north of the site (see Ringwood Town Access Plan) and the proposed cycle route on the Castleman Trailway (RING6.4) towards the south of the site, including links across the site;
- provision of appropriate landscape buffers between the employment and residential uses;
- on-site provision of public open space (both formal and informal) in accordance with Policy CS7, including provision of children's play space(s) located within the residential development;
- provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);
- provision of land for a minimum of 15 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community; and
- phasing of the development being agreed.



5.29 The development of this site will provide around 150 new homes, five hectares of land for employment development and significant areas of natural green space (SANGS). The provision of allotments will also provide benefits to

the wider community. The development of this site should make provision for publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European nature conservation sites, meeting the requirements of Policy DM3. The SANGS provision should include enhancements to the Castleman Trailway through the site (between Crow Arch Lane and Crow Lane), improving links to long-distance routes and the public right of way network that can be accessed via the Castleman Trailway.

5.30 Encouragement will be given to the inclusion of a managed-workshop scheme as part of the employment development, as referred to in Core Strategy Policy CS17 (b), as such facilities are not available in this part of the Plan area.

5.31 Prior to any development taking place on the site, agreement needs to be in place defining how the proposed land uses can be accommodated on the site. This agreement can be achieved through the preparation of a Supplementary Planning Document, a Development Brief or the approval of a developer-led master plan. This will ensure that the best form of development and distribution of land uses within the site is achieved and that the development land allocations in this area are implemented with appropriate co-ordination and phasing.

5.32 Development in this area will need to be co-ordinated with the implementation of the employment land allocation east of Christchurch Road (see Policy RING1).

5.33 A minor revision to the Green Belt boundary, south of Crow Arch Lane, will be made.

Housing sites within Ringwood

5.34 Small-scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Policies 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 Ringwood Local Distinctiveness Supplementary Planning Document gives detailed guidance aimed at ensuring new development in Ringwood is well designed and respects local character and distinctiveness.

5.35 The Green Belt boundary is defined on the Policies Maps. Changes are made to the boundary defined in the previous Local Plan to reflect development allocations made in this Plan.

Ringwood Town Centre

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

5.37 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out

in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

5.38 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 has in the main confirmed the findings of the original study undertaken for the preparation of the Core Strategy, although the impact of the economic downturn has been to delay the need for additional retail floorspace until later in the Plan period.

RING4: Ringwood Town Centre Opportunity Sites

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

Policy No.	Site address	Development opportunity primarily for the following uses:
RING4.1	The Furlong Car Park	Retail
RING4.2	Former Cinema Site, Market Place and environs	Retail/entertainment/office

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

5.39 Development proposals on these sites should be primarily for the uses indicated in Policy RING4, 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.

Ringwood Local Shopping Frontage

5.40 Policy DM17 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 Policies Map. In Ringwood a local shopping frontage is defined in Butlers Lane, Poulner.

Green infrastructure and open space at Ringwood

5.41 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will

provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Ringwood.

5.42 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

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

5.43 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the town – in particular by providing the important green links between the green spaces within the town and with the adjoining countryside.

5.44 In addition to protecting existing open spaces within Ringwood, 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, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. This will include the creation of a significant area of natural green space as part of the proposed development south of Ringwood, west of Crow Lane (see Policy RING3). The Plan also proposes an extension to the formal open space to the south of the town, west of Green Lane, to enable additional facilities to be provided (see Policy RING5). Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8.

RING5: New public open space, land west of Green Lane

Land to the west of Green Lane is allocated for public open space.



5.45 This allocation of land for public open space will provide a further 3.1 hectares of public open space, enabling expansion of existing sports facilities

in this area and helping to address the formal open space deficiency in Ringwood.

5.46 Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure Supplementary Planning Document.

5.47 The transport proposals to provide for cycle routes between Crow Arch Lane and Moortown Lane (RING6.3) and from Castleman Way to Crow Lane (RING6.4) will make an important contribution to the Green Infrastructure Strategy.

Transport proposals at Ringwood

5.48 The Ringwood Town Access Plan (TAP), a Supplementary Planning Document, sets out the full list of proposed transport schemes for Ringwood. The TAP sets out the vision for how access to facilities and services within the town can be improved over the Plan period and sets out an action plan to guide future investment in transport schemes. The majority of the improvements set out in the Ringwood Town Access Plan are transport schemes which can take place within the existing highway land and are not specifically identified in this document.

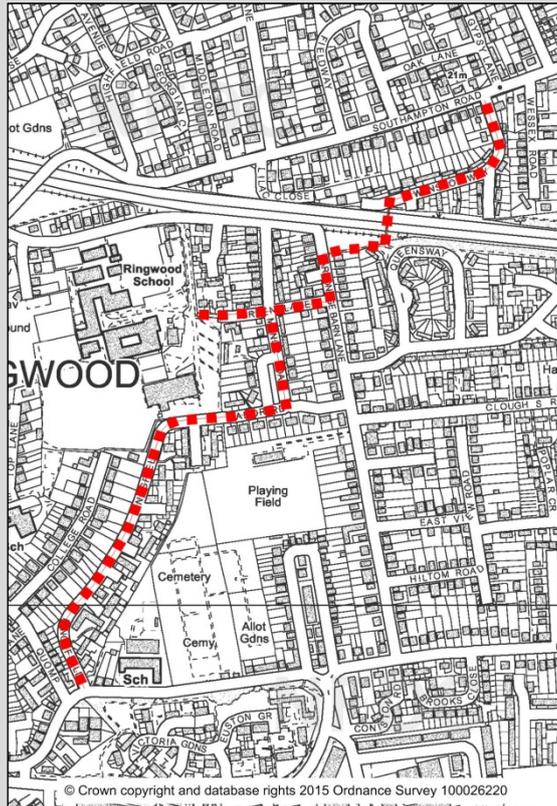
5.49 The transport improvements set out in RING6 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

RING6: Transport Schemes¹⁵

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

Cycle route proposals

RING6.1 (PC2): Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.



5.50 The cycle route is an on- and off-road cycle route that involves the use of non-highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through the town, improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31.

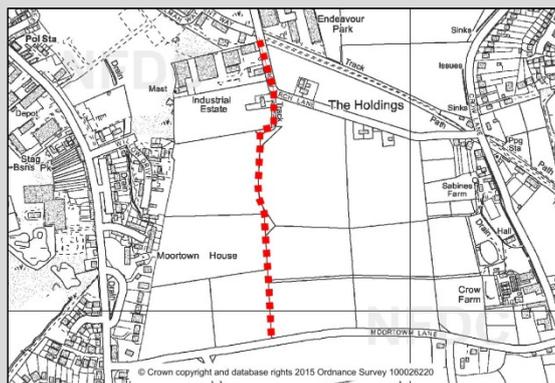
¹⁵ An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to schemes identified in the Ringwood Town Access Plan.

RING6.2 (PC3): School Lane to Cloughs Road - on-road cycle route via Manor Road with short off-road section adjacent to the schools.



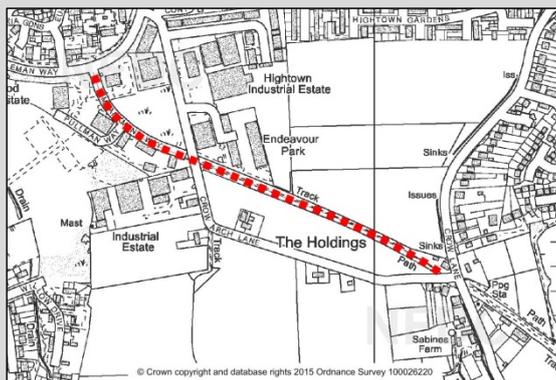
5.51 This scheme requires the use of non-highway land to implement, in particular the widening of the footpath adjacent to the school playing fields. This cycle route improves accessibility and linkages to the town and schools from the residential area to the east, reducing the need to travel by car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

RING6.3 (PC6): Crow Arch Lane to Moortown Lane - cycleway across fields to Moortown Lane.



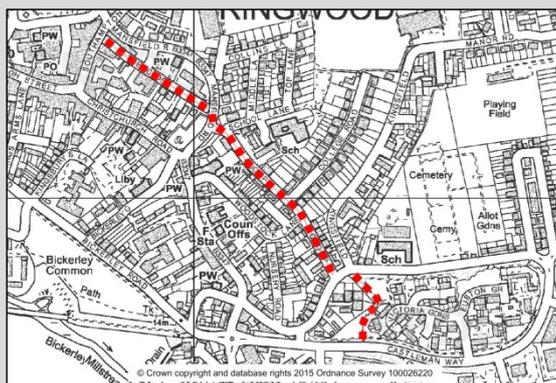
5.52 This cycle route requires non-highway land to implement and will provide improved access between the town and south Ringwood. This proposed route will encourage cycling to the recreational areas on Long Lane in the south of Ringwood as well as connecting the southern part of the town to the employment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

RING6.4 (PC8): Cycle route - Castleman Way to Crow Lane via Embankment Way.



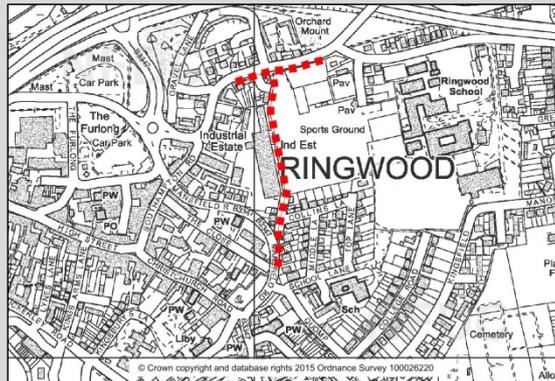
5.53 This adjacent-to-road and off-road cycle route requires the use of non-highway land to implement, utilising the former rail line. This route continues the existing “Castleman Trailway” route, improving accessibility to Ringwood and the industrial estate from the Crow area (see also policy RING3).

RING6.5 (PC11): Castleman Way to town centre via Quomp and The Close on-road cycle route with off-road section through Victoria Gardens open space.



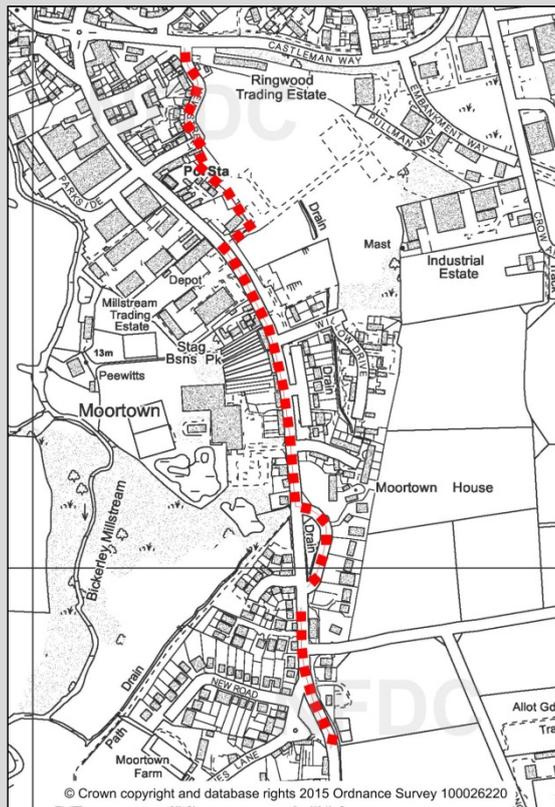
5.54 This scheme includes the provision of an off-road cycle link through the Victoria Gardens public open space to Hightown Road. This cycle route can assist in encouraging cycling to/from the town centre. The new and improved crossing points along the route will increase pedestrian and cyclist safety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

RING6.6 (PC14): Cycle route from Mansfield Road to Southampton Road via Carvers Sports Ground.



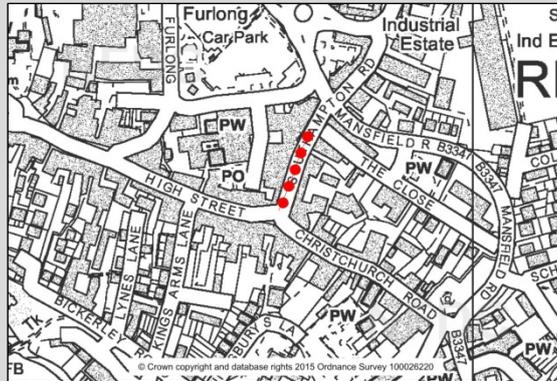
5.55 This scheme includes adjacent, on-road and off-road sections of cycle route, and involves the use of non-highway land through Carvers Sports Field. The route improves links for cyclists in the town centre, away from the major roads. This can encourage cycling as an alternative to car travel for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

RING6.7 (PC15): Moortown to Castleman Way via New Street – cycle route on and adjacent to road.



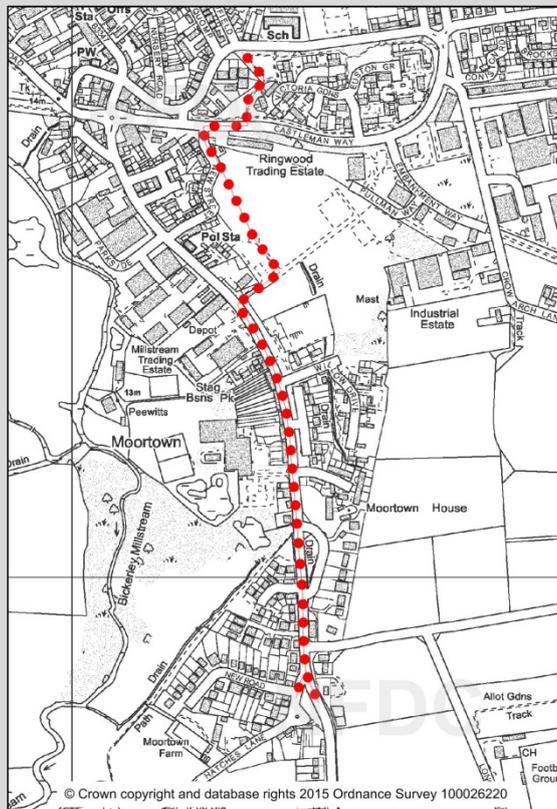
5.56 This is a significant scheme that involves the use of non-highway land through the RING1 employment land allocation and highways verge adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood (see also policy RING1).

RING6.8 (PR1): Southampton Road enhanced pedestrian environment to make the area safe and attractive for walking and cycling, southern section to Fridays Cross.



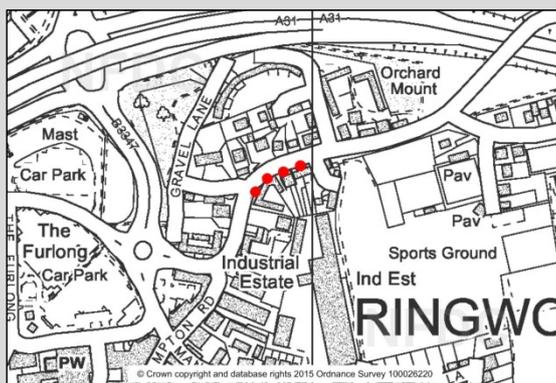
5.57 This scheme forms part of Phase 2 of the current Country Towns Initiative scheme (described in scheme reference AP1 in the Ringwood TAP). The scheme is the second phase of a significant environmental scheme improving pedestrian facilities in the town centre along Southampton Road. The scheme will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

RING6.9 PC20): Moortown to town centre via Quomp, improvements to existing paths and footways, including footway link through the employment land allocation east of Christchurch Road.



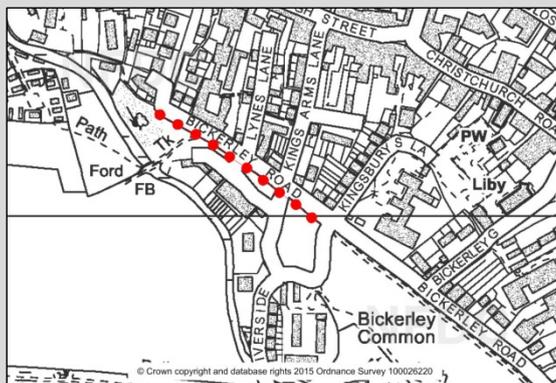
5.58 This scheme provides an improved footpath route connecting Castleman Way and Christchurch Road and requires non-highway land to implement the section passing through the employment land allocation (Policy RING1). The section of footway link proposed through the employment land allocation east of Christchurch Road is to be provided as part of development of the site, following a similar route to that of cycle route PC15 in the Ringwood TAP (see also Policy RING1). The improvements along Christchurch Road through to Castleman Way will improve the permeability of this area of Ringwood for pedestrians, encouraging walking to the town centre from the southern area of Ringwood.

RING6.10 (PC21): Southampton Road, west of Frampton Place, footpath widening to provide shared pedestrian/cycle route.



5.59 This scheme requires the use of land in front gardens to implement the widening of the footpath. This will assist pedestrian safety encouraging walking to and from this area of Ringwood as well as improving accessibility to the Ringwood School and recreation ground.

RING6.11 (AP3): Extension of footpath alongside Bickerley Road to create a continuation to Danny Cracknell Pocket Park.



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

Fordingbridge, Ashford and Sandleheath

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

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

Housing at Fordingbridge, Ashford and Sandleheath

5.66 Housing development will continue on acceptable sites within the defined built-up areas of Fordingbridge, Ashford and Sandleheath. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 100 dwellings at Fordingbridge and up to 10 dwellings at each of Ashford and Sandleheath, to be identified specifically to address local needs for affordable housing. Policies FORD1, ASH1 and SAND1 below identify sites 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. In Fordingbridge regard will be given to the Fordingbridge Town Design Statement.

New housing allocations adjoining Fordingbridge, Ashford and Sandleheath

Fordingbridge

5.67 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates a site adjoining Fordingbridge to provide additional housing to meet a local housing need for affordable and low-cost housing. This is FORD1: Land east of Whitsbury Road.

FORD1: Land east of Whitsbury Road, Fordingbridge

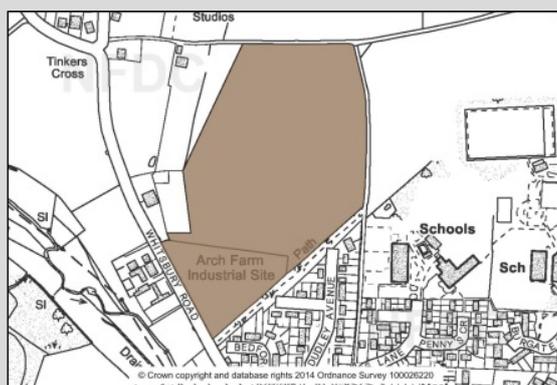
Land east of Whitsbury Road is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy, and for public open space. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access from Whitsbury Road, with safe pedestrian crossing points;
- provision of pedestrian/cycle routes (FORD2.8), through the site linking to the footpath and cycleway network. This should provide links between Whitsbury Road and the adjoining school sites;
- provision of a safe pick-up and drop-off facility within the site to serve the adjoining schools;
- on site provision of public open space (both formal and informal), in

accordance with Policy CS7, including provision of natural play space for children and recreational space for young people located within the residential development;

- provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);
- retention and enhancement of important trees and hedgerows on the site;
- provision of a landscape buffer along the Whitsbury Road frontage and the south-eastern boundary of the site; and
- provision of suitable land for a minimum of 10 full size allotment plots within the site.

Planning permission will not be granted for any built development until a comprehensive plan has been prepared showing how all the required elements can be satisfactorily accommodated and integrated within the site and any phasing for the provision of the different elements.



5.68 If the Suitable Alternative Natural Green Space (SANGS) is provided on site the development could accommodate about 100 new homes, having regard to the character of the area as one of transition between town and countryside. The provision of allotments will provide benefits to the community. The delivery of publicly accessible natural green space (SANGS provision) of an appropriate scale and design to meet in full the requirements of Policy DM3 will be a priority. The development should include the creation of a 'green route' adjacent to the former railway line, which should include a footpath/cycleway route between Whitsbury Road and Burgate School, and should connect with the Avon Valley Path long distance walking route (see also Policy FORD2.7).

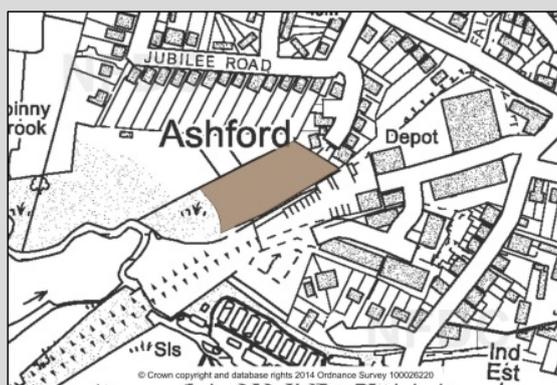
Ashford

5.69 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Ashford to provide additional housing to meet a local housing need for affordable and low-cost housing. This is ASH1: Land adjoining Jubilee Crescent.

ASH1: Land adjoining Jubilee Crescent, Ashford

Land adjoining Jubilee Crescent is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access from Jubilee Crescent. The design of the vehicular and pedestrian access from the end of Jubilee Crescent into the site should maximise the separation between the carriageway/footway and the closest adjoining dwelling, such as by the creation of a pinch point;
- protection of important boundary trees;
- provision of pedestrian route through the development to the line of the dismantled railway, enabling links to nearby public rights of way; 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.



5.70 The development of this site will provide up to around 10 new dwellings to meet a local housing need.

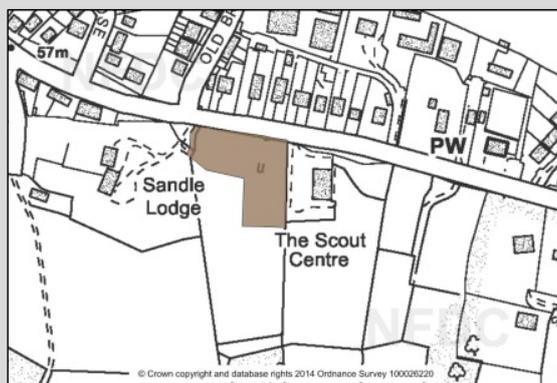
Sandleheath

5.71 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Sandleheath to provide additional housing to meet a local housing need for affordable and low-cost housing. This is SAND1: Land to west of Scout Centre, south of Station Road.

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

Land to the west of the Scout Centre, south of Station 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. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision of a landscape buffer on the southern boundary of 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.



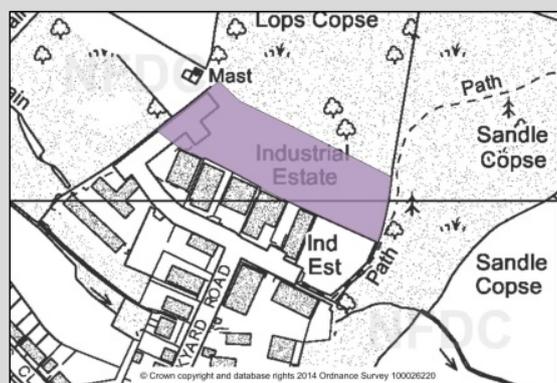
5.72 The development of this site will provide up to around 8-10 dwellings to meet a local housing need.

New employment development in Fordingbridge, Ashford and Sandleheath

5.73 The Core Strategy makes no provision for new greenfield employment land allocations at Fordingbridge, Ashford and Sandleheath. The strategy is to retain and make better use of existing employment sites and encourage business development, particularly within the town centre. Approximately one hectare of employment land at Sandleheath Industrial Estate already has planning permission and is available for development.

SAND2: Sandleheath Industrial Estate

Land at Sandleheath Industrial Estate is allocated for employment development.



5.74 The implementation of the existing planning permission to extend the Industrial estate at Sandleheath will complete this development.

Fordingbridge town centre

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

5.76 The Town Centre Boundaries, Primary Shopping Areas Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside the Primary Shopping Areas and Secondary Shopping Frontages.

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

5.78 The need for additional retail floorspace in Fordingbridge (identified in Policy CS20 of the Core Strategy) is small and will be addressed through extensions to existing shops, rather than by identifying specific sites where there may be an opportunity for redevelopment.

Green infrastructure and open space at Fordingbridge, Ashford and Sandleheath

5.79 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, sets out the measures required to mitigate the recreational impacts of development on European

nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Fordingbridge, Ashford and Sandleheath.

5.80 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

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

5.81 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of Fordingbridge, Ashford and Sandleheath – in particular by providing the important green links between the green spaces within the town and villages, and with the adjoining countryside.

5.82 In addition to protecting existing open spaces within Fordingbridge, Ashford and Sandleheath, 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, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. This will include the creation of a significant area of natural green space as part of the proposed development east of Whitsbury Road. This allocation also includes provision for an additional two hectares for playing fields (see Policy FORD1). Any new areas of public open space provided, including as part of a development scheme will be protected by Policy DM8.

5.83 Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure Supplementary Planning Document.

5.84 The following transport proposal will also make an important contribution to the Green Infrastructure Strategy, by encouraging walking and cycling:

- FORD2.4: Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on-road section linking to the town centre.

Transport proposals at Fordingbridge, Ashford and Sandleheath

5.85 A full list of proposed transport schemes for Fordingbridge, Ashford and Sandleheath is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the ‘Review of Transport

Proposals January 2011' (see Background Paper 44). The list of schemes includes improvements to footpaths and pedestrian safety measures.

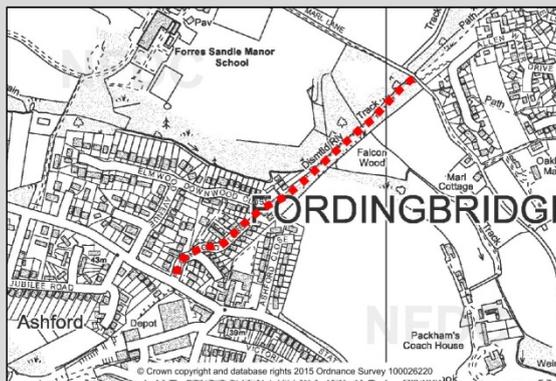
5.86 The transport improvements set out in FORD2 are included in this Plan because they are significant and/or require non-highway land to implement them. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

FORD2: Transport Schemes¹⁶

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

Cycle route proposals

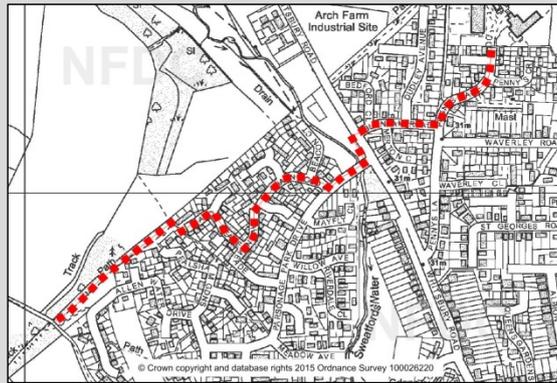
FORD2.1 (FO/T/1): Marl Lane to Station Road, Ashford, on- and off-road cycle route via Falconwood Close.



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

¹⁶ An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies 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).

FORD2.2 (FO/T/2): Pennys Lane to Marl Lane crossing Whitsbury Road via Charnwood Drive and Avon Meade and along former railway line.



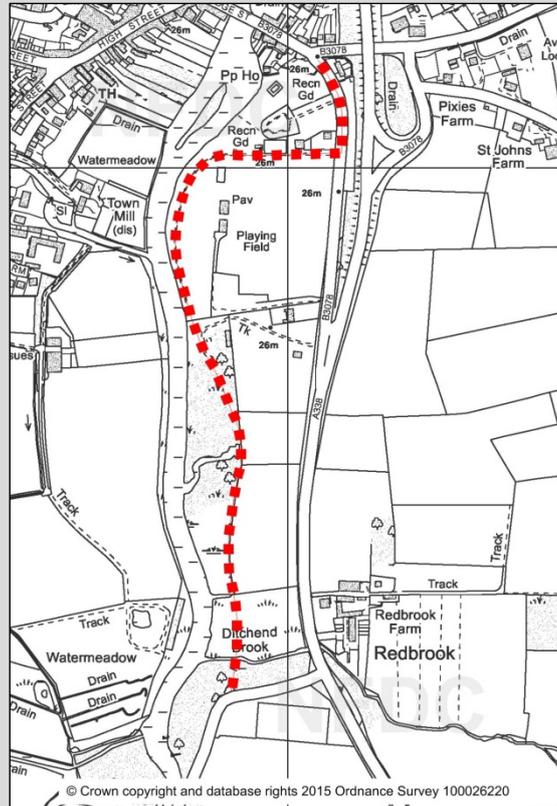
5.88 This cycle route links through the residential area of this part of Fordingbridge with links to the schools off Burnham Road. The off-road section of this route requires the use of non-highway land to implement, providing a safe off-road link across an area of open space. This route will encourage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

FORD2.3 (FO/T/6): Cycle route - Ashford to Normandy Way along Station Road.



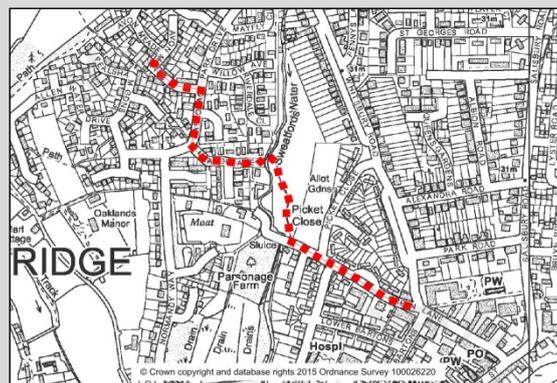
5.89 This cycle route along Station Road to Fordingbridge town centre includes an adjacent-to-road section on Station Road which will require the use of non-highway land to implement. The route will provide improved cycle links to and from Fordingbridge town centre and the west of the town and Ashford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

FORD2.4 (FO/T/7): Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on-road section linking to the town centre.



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

FORD2.5 (FO/T/8): Avon Meade to Green Lane: on-road and off-road cycle route.

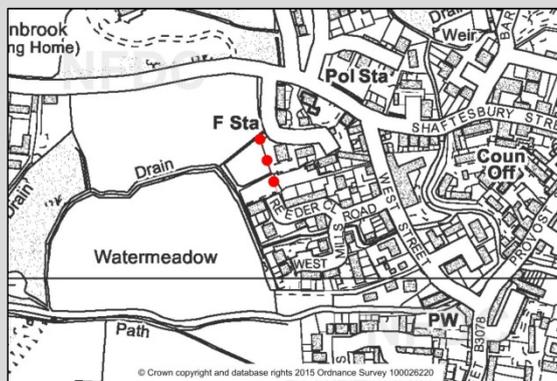


5.91 This proposal includes sections along Avon Meade, Parsonage Park Drive and across an existing footpath route from Meadow Avenue to Green Lane and on-road sections along Green Lane. The section of route through the area of open space between Meadow Avenue and Green Lane requires non-highway land to implement. The route provides improved accessibility to

the town for cyclists, encouraging cycling for shorter trips into the town.

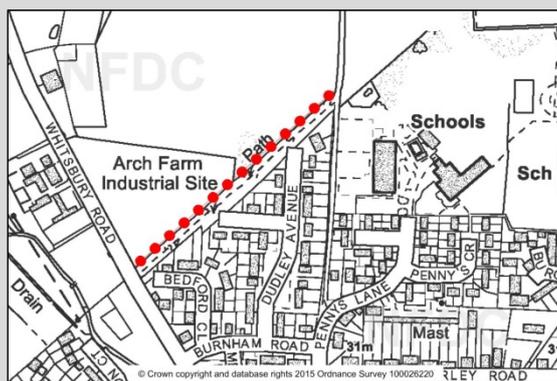
Footpath improvement

FORD2.6 (FO/T/13): Improved footpath route from Flaxfields End (off Station Road).



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

FORD2.7 (FO/T/12): Provision of footpath adjacent to former railway line east of Whitsbury Road.



5.93 Part of this route will be provided as part of development proposals set out in Policy FORD1. The route should include connecting links to Bedford Close, Hertford Close and Dudley Avenue as well as an uncontrolled crossing point on Whitsbury Road to facilitate safer crossing of the road for pedestrians. This scheme provides greater accessibility to the Fordingbridge Infant and Junior schools for pedestrians.