



New Forest District outside the National Park

Strategic Sites Masterplanning

Supplementary Planning Document - Consultation Draft

June 2018

Foreword

About this draft SPD

This draft Strategic Site Masterplanning SPD is published for the purposes of public consultation.

The SPD complements and elaborates on the policies set out in the [Local Plan 2016-2036 Part One: Planning Strategy](#), including the Strategic Site Allocation Concept Masterplans. It helps to demonstrate to communities and the development industry how planned developments can be successfully accommodated in accordance with the policies of the emerging Local Plan, including mitigating their impacts on sensitive landscapes and environments.

By creating high quality places that enhance local character and distinctiveness that connect well to existing development, that offer a high quality living environment for current and future residents, and that also offer attractive green spaces and opportunities for wildlife new development can contribute to achieving an environmental net gain. In the context of the sensitive landscapes and habitat of the Plan Area and adjoining New Forest National Park, achieving an environmental net gain is essential to achieving sustainable development.

The preparation of this document has been informed by

- existing Council guidance and SPD including Local Distinctiveness guides and Town and Village Design Statements¹
- extensive site visits, a landscape sensitivity and capacity assessment prepared by professionally qualified landscape and design officers, and other relevant evidence
- co-operative working on site master planning with a most of the site promoters in as part of the preparation of the Local Plan
- feedback from earlier stages of Local Plan consultation and the views of councillors.

Public consultation- have your say

Please make a separate written response to this SPD, preferably by email using the response form provided using the link below:

policyandplans@NFDC.gov.uk

Planning Policy, Appletree Court, Beaulieu Road,
LYNDHURST, SO43 7PA.

The deadline for making comments is **4pm Friday 29 September 2018**.

This SPD is not a part of the Local Plan. Comments about the SPD will not be accepted as part of responses made to the Local Plan consultation.

The SPD will be finalised taking into account feedback from this consultation, further stages of collaborative working with site promoters, and the outcome of the independent examination of the the Local Plan 2016-2036 Part One. The final SPD will be adopted alongside the Local Plan 2016-2036 Part One, anticipated towards the end of 2019.

¹ <http://www.newforest.gov.uk/article/14288/>

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Chapter 1

Introduction

1.1 Policy Background

Promoting high quality design and supporting local character and distinctiveness are strong themes embodied in planning policy at local and National level.

The [Strategic Site Masterplanning SPD](#) complements and elaborates on the policies set out in the [Local Plan 2016-2036 Part One: Planning Strategy](#), including the Strategic Site Allocation Concept Masterplans. It helps to demonstrate to communities and the development industry how planned developments can be successfully accommodated in accordance with the policies of the emerging Local Plan, including mitigating their impacts on sensitive landscapes and environments.

The strategic objectives² of the [Local Plan 2016-2036 Part One: Planning Strategy](#) include the following:

- To provide a high quality, safe and attractive living and working environments in our towns, villages and rural areas.
- To ensure that valued local character and distinctiveness is maintained, that new development is well designed and is appropriate in scale, density, form and character to its context and landscape setting
- To safeguard and where possible enhance the special qualities and landscape character of the Plan Area

These objectives are put into effect by the policies of the Local Plan, in particular [Policy 13: Design quality and local distinctiveness](#), and [Policy 14: Landscape character and quality](#), together with the [Strategic Site Allocation policies SS.1 – SS.18](#).

The following extracts³ from the Local Plan encapsulate the Local Plan approach to accommodating planned growth, and this draft SPD provides further guidance on how the Local Plan approach and policy objectives can be delivered:

The Plan Area is characterised by generally high environmental quality with towns and villages set within attractive countryside with significant visual, recreational, heritage and ecological value. The qualities of the area and the sensitivities of its

landscapes and habitats demand commensurate care and attention to quality in new development.

The objective is to create high quality places that enhance local character and distinctiveness, that connect well to existing development, that offer a high quality living environment for current and future residents, and also offer attractive green spaces and opportunities for wildlife. By achieving these objectives new development can contribute to achieving an environmental net gain, which in the context of the Plan Area is essential to achieving sustainable development.

The key to the achievement of a net environmental gain in landscape terms is to ensure that the change arising from development is as positive as it can be. By retaining and augmenting key landscape and townscape features, as part of creating a strong landscape framework for new development, the place created can have its own distinctive landscape character and quality whilst also relating well to its landscape context.

The creation of a robust Green Infrastructure framework of spaces, trees, planted features, links, watercourses and corridors will be of fundamental importance to the character, quality and sustainability of new developments that take place the Plan Area.

1.2 Status of this SPD

Supplementary Planning Documents (SPDs) are part of the Local Development Framework and form part of the planning framework for the area. However, they are not subject to independent examination and they do not form part of the statutory development plan. The guidance they give is a material consideration which will be taken into account in determining planning applications and appeals.

This SPD is a material consideration which will be taken into account when determining planning applications and appeals. Applicants should therefore take this SPD into account when preparing development proposals.

1.3 Structure and purpose of this document

The opening section of this document is set out in six chapters forming an overarching explanation of the design expectations for all large and strategic housing sites within the district.

The first chapter explains the need for masterplans and supported by frameworks (as described in Chapter 5 below) and what the Council expects applicants to provide in order to meet these needs.

This is followed in chapter 2 by an explanation of the design principles that underpin policy 13 of the Local Plan in terms of how they should apply to larger housing allocation sites

Chapter 3 carries a description of the 'Vision' of the council's expectations for development design of these sites and some general principles are then set out which apply to all such sites;

This vision is concluded at chapter 4 by an explanation of the Council's approach to density and dwelling numbers.

Chapter 5 explains the standard approach that the council expects, setting this out in terms of a design and access statement but which could equally be created through design coding.

The main body of the document (Chapter 7) then demonstrates the Council's expectations in the same way, suggesting the layout of the three main frameworks for each site (or part site).

It is not appropriate for this document to express all the details of character types and detailed designs. The document therefore sets out the expectations for character types only in terms of the typical perimeter blocks that designers should seek to create, including some minimum dimensions that are deemed to be important. Developers are expected to expand upon these, as well as the frameworks in preparing outline or detailed planning applications.

1.4 The scope and need for Masterplans

1.4.1 The New Forest District outside the National Park Local Plan 2016-36 (Local Plan) explains (at 9.23-9.37) that the Council expects a **masterplan framework** to accompany any development proposal for major sites (residential development of over 100 units) The design process outlined in this guidance is intended to facilitate the development of such frameworks and the pre-application process will enable site developers and promoters to discuss innovative ideas and concepts. This introductory section sets out the expectations for the master planning of sites including those contained in the Local Plan Strategic Site Allocation Policies. The policies in chapter 10 of the Local Plan identify key objectives for each of the allocated sites and the following concept masterplans and guidance notes expand upon these to explain how the council expects the key objectives to be met.

1.4.2 In order to achieve high quality masterplans that meet these objectives, the Council will expect each application to include background survey information (in accordance with national and

² Extracts from Strategic Objectives SO1 - SO3

³ Extracts from Local Plan paragraphs 5.47, 5.48, 5.54 and 5.55

local planning requirements) to support the iterative process of design and a full analysis of the site and its context.

For the strategic sites, a keen understanding of the landscape will be fundamental to the design, layout, form and intensity of development. With so much pressure on the sensitive landscapes of the New Forest District, change is inevitable but through good design this change must be positive, supporting or recreating landscapes based on the underlying character of existing landscapes (including townscapes). A landscape and Visual Impact Assessment (LVIA) should be the starting point so that when read together with the suit of supporting survey information (including topological survey, tree and ecology reports), the qualities of the landscape can be fully considered throughout the design process.

Applications should be accompanied by at least:

- a **Landscape and Visual Impact Assessment** (LVIA) in accordance with current guidance⁴
- a **Design and Access Statement** that thoroughly analyses the site and its context, sets out the vision for the site and demonstrates, through an understanding of local context, a commitment to creating a successful place with well-designed new homes and supporting infrastructure.
- a **Landscape Strategy** showing the elements of green infrastructure described for the Landscape Framework at paragraph 5.2 and including management intentions.
- a **Masterplan** which identifies the vision for the development and sets out a clear description of the type of place that will be created

1.4.3 To assist with this, each of the major strategic sites allocated for residential development are guided by specific conceptual design frameworks to indicate the Council's vision of each site. These are based upon informal landscape sensitivity studies undertaken by the Council and upon submissions and initial discussions with agents promoting the strategic sites and their survey information at the time (which may be limited).

Development proposals that do not follow the approach illustrated in the Site Concept Masterplans set out in the Strategic Site Allocation Policies will need to include their own

masterplan that demonstrates from first principles how the requirements of the Strategic Site Allocation Policy can be met in full and would deliver net environmental gain and a high quality design that is appropriate to its context and landscape setting.

1.4.4 Similarly, other major development proposals will be supported where a masterplanning framework is agreed, provided that they are deliverable in accordance with the relevant principles and requirements of the policies and the guidance below.

⁴ GLVIA- Guidelines for Landscape and Visual Impact Assessment, 3rd edition. Landscape Institute and Institute of Environmental Management and Assessment. *Routledge 2013*

Chapter 2

Design principles for all new and developing neighbourhoods

2.0.1 The purpose of the Local Plan Chapter 5 Protecting our Special Environment policies (and supplementary design guidance) is to ensure that development creates pleasant and sustainable places to live. New development should not compromise the qualities of the existing environment and the sustainability of existing communities. Policy 13 in particular covers design quality and local distinctiveness, explaining that ‘all development should achieve high quality and inclusive design that contributes positively to local distinctiveness, quality of life and enhances the character and identity of the locality by creating buildings, streets, places and spaces that are : **Appropriate, Functional and Attractive.**

2.0.2 The Council has adopted Supplementary Planning Documents seeking a process that considers context thoroughly. This design guidance SPD applies that approach to strategic sites and other large housing development sites (over 50 dwellings).

2.1 Appropriateness

A process for achieving this is currently set out in adopted SPD. The following table is a useful checklist to assist in the proper analysis and subsequent response to local context.

2.1.1 Layout - Urban Structure and Urban Grain

- Plot width: Typical width of each plot.
- Building Line: Defining line of front of main building volume.
- Build up of building line: Percentage of plot width built up (ignoring side extensions). Relationship between buildings and spaces
- Set back: Widths of verge, pavement and the distance from the front boundary to building.
- Front boundary: Description of types incl. heights, construction materials
- Building format: Patterns in relationships between building elements e.g. detached houses with ridge lines parallel to the street, regular gables to bay window frontage.

2.1.2 Landscape

- Landscape setting/features: Trees, avenues, hedges, green features, watercourses, proportions of green spaces to building mass, areas of valuable habitat, etc.

- Topographical nature of the site and surroundings: Mounds, slopes, bunds, level changes.

2.1.3 Scale

- Massing: Volume (depth and heights) of buildings in relation to other buildings, streets and spaces
- Key Dimensions: .Human scale:- eaves height, ridge height, roof pitch, depth of plan etc. in relation to street width or external space dimensions and human form

2.1.4 Appearance - Detail and Materials

- Key Features: Rhythm of facades, repetition of elements and patterns in such elements as bays, dormers, repeated gables and chimneys. Rhythm and pattern on the skyline through roof shapes and articulation.
- Details: Craftsmanship, building techniques, façade treatment (proportion and pattern of elements).
- Materials: Texture, colour, pattern, durability/quality.

2.1.5 Density and Mix

- Site coverage :Approximate proportion of built to un-built land
- Density: Approximate numbers of dwellings per hectare
- Use mix: Approximate proportion of building floor space taken up by dwellings against that taken up by commercial and other uses.

Applications will need to demonstrate a thorough analysis of local context and follow a thread of design decisions through response to that context, leading through conceptual design and illustrative materials showing how that concept can be achieved. It is vital that the local landscape and townscape context is understood before density and expected quantum can reasonably be considered.

The Council will be considering appropriateness first and foremost in order to establish likely dwelling numbers on proposed strategic allocation sites

2.2 Functionality and Fitness for Purpose

The following checklist will ensure that where appropriate, each development includes the creation of a place with:

2.2.1 Legibility and sense of place

- Perimeter block layouts with connected streets. These should have visual connections to countryside and greenspace wherever possible.
- A hierarchy of streets which, through their design and through the characteristics of the buildings or margins that define them, are recognisable in terms of their importance as routes and as places in their own right.
- Street and footpath networks that access local connections.
- Streets orientated to allow views outward to features and landmarks beyond, giving orientation within the wider settlement/landscape.
- Buildings that exhibit relative consistency in scale and material use with only occasional departures from that consistency to highlight important vistas, nodes or spaces.
- Spaces and streets that are interlinked with recognisable views.
- Measures to reinforce and perpetuate the existing landscape character and heritage.

2.2.2 Safety and security

- Streets and public spaces (including footpath routes) with appropriate natural surveillance from dwellings.
- Rear gardens that are grouped together with permanent structures to define boundaries where adjacent to public or semi-public areas (e.g. walls).
- Streets that are designed to encourage low speeds of vehicular traffic and provide for pedestrian comfort and ‘crossability’. Segregation of pedestrians from vehicles should only be considered as a last resort or at vulnerable ‘hot spots’ such as immediately outside schools.
- Lighting to define main routes whilst minimising light pollution. Lighting that is more muted or absent where evening activity is to be discouraged – eg next to the rural edge, or across greenspace where alternative routes are easily accessible.
- Front doors that are visible from neighbouring dwelling frontages or active parts of streets, never secluded behind buildings.

2.2.3 Connectivity

- New routes informed by existing lanes, routes, paths and access points.
- Predominantly connected routes rather than dead ends and a clear definition between public routes and private space.
- Connected and overlooked paths where shared private drives are used to service frontage development wrapping some perimeter blocks.
- A simple hierarchy of streets that connect access points, creating a loose grid network, offering a choice of routes linking neighbourhoods together, dissipating traffic concentrations and minimising pressure on local lanes.

2.2.4 Robustness

- Buildings designed to accommodate minor alterations and smaller extensions, allowing for any foreseeable alterations of function, without destroying or detracting from the forms and spaces around them.
- Small business and local centre layout that continues the street pattern. Block sizes should remain consistent with the housing model allowing the area to remain robust for any future changes of use and/or neighbourly mixture of uses (buildings which define streets and spaces are especially important in local locations).

2.2.5 Sustainability

- Efficient use of sunlight and daylight penetration, considered in layout and building designs at the outset.
- Transport choices, prioritising transport mode in order of pedestrian first, cycling second and motor vehicle use last.
- Enhanced biodiversity and habitat creation – use of native plant species, deep gardens and open spaces that are managed for ecological benefit (as well as amenity). Also the introduction of micro-habitats and hibernaculae, where they can be maintained within open space and garden designs and), buildings that provide for wildlife (eg bat/swift boxes),
- A tree planting strategy that includes large species, as well as medium and small garden trees.
- SuDS – open space, road and roof run-off to surface features and soakaway where possible.

2.3 Attractiveness - Richness and delight

This may seem to be a largely subjective aspect of design, but design decisions will be influenced by normal (often cultural) expectations of proportion, colour and the contribution that development makes to the public realm and neighbours' outlook.

Designs are expected to embrace the use of soft landscape as the dominant source of richness and delight. This will be achieved through the landscape setting, its natural seasonal colours and diversity of species.

A consistent predominance of local materials and characteristic building forms will enable particular features and buildings to stand out where they offer genuine and memorable variety. Avoid contriving variety through random material changes – create interesting forms within limited palettes of materials instead.

Good quality details and craftsmanship will be expected with richness in texture: in brickwork and through the use of shadow lines under eaves and verges, in window reveals and through articulating the buildings. Architectural language should be consistent through details (especially avoiding cheapened rear elevations).

Groups of buildings and their spaces should work together to complement a rich and delightful place through diverse and clearly defined hard and soft landscape spaces. The frontage to all primary streets and key spaces should be contained by particularly distinctive compositions of built form.

Chapter 3

The 'Vision' and general principles for development.

3.0.1 The fundamental vision for all the strategic housing allocation sites is to use the existing landscape to create harmonious, distinctive and walkable neighbourhoods. These should be made up of well-crafted buildings, tranquil streets and spaces offering: desirable homes, fresh air, trees and gardens supported by a connected network of green spaces.

3.0.2 Within neighbourhoods there may be focal areas of higher density and greater activity with community and public facilities or amenities (e.g. a nursery, school or shop). Through good design the places people will want to visit or congregate should be easy to find, convenient to access and pleasant to be in.

3.0.3 In order to achieve this vision, developments should be designed in accordance with the general principles below:

3.1 Definable character

Create clearly definable character, by identifying and building upon what makes the area locally distinctive and creating a strong sense of place within identifiable new neighbourhoods. This refers to spaces, streets and places, skylines, views etc. and not just to architectural styles and building types. New strategic allocations for housing are not in urban areas; they are on the edge of the countryside; within important green gaps between settlements or outside of existing settlements. A landscape of rural characteristics underlies the local distinctiveness of each host environment. Therefore, in these areas, new development proposals should take the character and needs of rural and semi-rural landscapes and communities into account in the preparation of masterplans, frameworks and detailed design.

3.2 Connectivity

Ensure a strong sense of connection to existing neighbourhoods through footpath links, accessible greenspace and visual links. Offer a choice of routes through and within the development to enable new communities and new development to 'knit into' the fabric of the existing settlement, as opposed to creating segregation imposed through curtailed streets and artificial screening of new developments. The new networks of accessible green spaces should contribute significantly to the

quality of life in existing neighbouring communities. Create choices of streets within the development, having primary regard through design for the needs and comfort of pedestrians, creating opportunities and safe streets for cycling whilst allowing restrained use of cars to access dwellings.

3.3 Green Infrastructure

The network of multi-functional green spaces, natural and semi-natural features, rivers and water bodies which intersperse and connect neighbourhoods, and which is capable of delivering a wide range of environmental and quality-of-life benefits for local communities).

Augment the existing elements of green infrastructure and create an enhanced offer of public access to connected green spaces and features for amenity, and provide for a pleasant setting for built development. The layout and orientation of dwellings should offer all homes close proximity to greenspace and immediate access to green features (for instance through street trees and gardens). If the home does not directly look out onto greenspace, the street should have some enhanced form of greenery in the form of trees or enhanced garden spaces. This is to offer: amenity; biodiversity; a setting; a sense of character applicable to the district and the relevant local neighbourhood; to offer the health benefits of contact with greenspace and the natural environment; and to connect neighbourhoods.

3.4 Natural drainage patterns

Augment existing watercourses, ditches and ponds to create a network of drainage solutions to local flooding and provide capacity for storm water. Sustainable urban Drainage System (SuDS) principles and methods should be used to capture, direct and store the surface water from the development. SuDS features should be properly designed and provision made for future management to provide amenity and ecological benefits as well as ground and surface water management and water quality enhancement. This is to prevent flooding elsewhere in the network and manage local flood events within the allocation site wherever possible.

3.5 Block and neighbourhood structure

New development should predominantly be provided as coherent groups of homes. These should normally be laid out to define pedestrian friendly streets, as perimeter blocks with building frontages (including front doors) facing outward towards streets and public spaces to offer natural surveillance. Private gardens or green space should be provided as tranquil and secure areas within the perimeter blocks of buildings with

gardens backing onto each other. Front gardens are an opportunity to personalise homes and for each home to contribute to the welcoming and pleasant character of the street – they should contribute to natural surveillance and not detract from it.

3.6 Pleasant and pedestrian friendly streets

New development should contribute to existing streets and create new streets that are pleasant, safe and crossable places. Allow the sense of place to predominate in streets that also serve as movement corridors. Manual for Streets (and manual for Streets2)⁵ will be taken as appropriate guidance for street design ensuring that the right balance between place making and movement is achieved.

3.7 Sympathetic urban grain

Create a balance between space and built form that is appropriate to the location and the character of the surroundings.

3.8 Private defensible space

Provide some form of small front garden or privately owned/managed margin between each dwelling and the public street or space. This is to offer each occupant a certain minimum level of defence from public encroachment at the building frontage and the opportunity to personalise some part of their space, contributing to the character of the street or public space. A flexible approach to this provision can nevertheless offer strong containment of streets where higher densities and built form can predominate to make the more urban centres of some neighbourhoods where appropriate.

3.9 Positive sense of place

Ensure that there is a strong sense of place across small neighbourhoods or whole sites through creating consistent order in the use of building details and materials. Include variety by selective use of different building forms, skylines, and spaces using materials predominantly from the same limited palette. The aim is to create a place with an identity that residents are proud to call home. If a building requires screening by planting – it is not good enough to be built. If a road is too intrusive to live alongside, it is not an acceptable street within a settlement.

⁵ Manual for Street, published 2007 by the Department of Transport and Manual for Street 2, published 2010 by the Chartered Institution of Highways and Transportation:www.ciht.org.uk

Chapter 4

Efficient provision of dwellings - Density and dwelling numbers

- 4.0.1 For strategic housing allocation sites, an approximate number of dwellings has been suggested for each site. Because of the special nature of the New Forest environment, the figure is arrived at through a simple design process rather than relying upon setting density gradients based upon rule of thumb principles.
- 4.0.2 This figure should not be considered as a limit but as a guide. The figure is to enable the council to demonstrate a sufficient supply of land for local housing needs and is based upon the council's expectations of good design. A collaborative approach is encouraged and where developers can improve upon the framework guidance ideas, they are invited to discuss these with the Council.
- 4.0.3 If greater numbers of dwellings are proposed, developers should demonstrate how this can be achieved through high quality design and by providing enough information (in the Masterplan, D&AS and landscape strategy) to enable such designs to be delivered through the planning process. Increasing numbers must go hand in hand with good design quality.
- 4.0.4 Although the density of development will be predominantly informed by the rural edge location and the culture and heritage of local people, small pockets of more urban development may be defined within some site development frameworks. It will not be appropriate to create denser pockets in random areas away from key nodes and streets but areas of more intense built form should be used to help create legible centres of activity and containment to streets. Such places must be defined within masterplans in locations where they are needed to make communities sustainable - for example community hubs where local need and activity facilitate small shops, surgeries, schools, places of worship etc., or where movement corridors and nodes suggest a greater need for defining the street spaces or creating greater definition of the public realm through building frontages. The purpose of having these within development is to reduce the need to travel to the centre of established towns or villages, often by car; therefore they will need to be well connected via footpath and cycle routes.

- 4.0.5 Areas of over-intense suburban development are not a valued part of local character: they do not offer the benefits of sustainable lifestyles inherent in urban centres, nor do they offer comfortable living places.
- 4.0.6 If a more urban model is needed, the developer should: design bespoke buildings to suit the location and layout; connect buildings together to define spaces; create streetscapes which are shared for pedestrians and cars; introduce greenery in controlled and well detailed spaces, gardens, roof gardens and balconies. In other words – to create efficient use of land, innovative design and thorough detailing will be needed.
- 4.0.7 Higher densities (those over 30 dwellings per hectare (dph)) are expected only where appropriate and only through innovative use of building design and imaginative block arrangements. It will not be acceptable to simply condense or forego amenity spaces to deliver a higher number of standardised house forms. This does not create good streets. It exacerbates parking problems, fails to deliver good green infrastructure and will feel oppressive and out of place in a rural edge or suburban context.

Chapter 5

Design and Access statements for strategic sites

These are iterative documents informing the design process throughout its evolution. They are needed to inform and support final masterplans, details (and any design coding) and will be central to discussion at pre-application stages. They need to explain the intended characteristics of a site. For all major sites, (50 homes or more) the council expects these to include the following:

5.1 Contextual analysis (Map and Images)

Showing context, opportunities and constraints, key views, local landmarks, distinctive landforms and breaks of slope, water courses, tree groups or structural vegetation, special buildings or groups of buildings (ones whose character can inform development designs), typical settlement tissues and grain analysis etc etc. usually provided in the form of a figure ground plan. The critical thing is that this is analytical and that it goes well beyond the site boundaries – it is not a site survey (which should be contained within any application).

5.2 Landscape Framework

A green infrastructure embracing the principles of: the mitigation policy (policy10); public open space requirements (policy 15); a strategy for play; drainage patterns and any SuDS provision; habitat protection and enhancement. The framework will need to accommodate strategically located tree and structure planting. Examples of such frameworks illustrating the council's expectations for each site are given in the following chapters.

5.3 Built Framework

This needs to show progression from the Analytical Study creating a conceptual masterplan - a structure for the layout showing: block sizes and locations; typical block density and varying grain. Considering a hierarchy of street types and layout it could usefully be annotated with illustrations for: typical connections; typical treatment of street alignment, spaces, courtyards, squares, junctions and paths; sketch ideas for street elevations and typical dwelling types based on locally distinctive built forms. This framework will be key to explaining and justifying likely quantum of development and how its density and grain will be acceptable. Examples of such frameworks illustrating the council's expectations for each site are given in the following chapters.

5.4 Movement network framework.

This should show a hierarchy of routes with connections linked to existing surrounding routes. Through annotation and illustration, the framework could show how the fundamental principles of place making can be balanced with the movement function of the network. Examples of such frameworks illustrating the council's expectations for each site are given in the following chapters.

5.5 Typical character types

Examples of typical block types, street or courtyards can help justify the likely intensity of development through high quality detailed design examples in combination with responses to local distinctiveness and character. Generic block types that explain the council's expectations and which should inform the designs for all sites are illustrated below.

Chapter 7 demonstrates the council's expectations for the three main frameworks for each site

Chapter 6

Typical Block Types

- 6.0.1 Design frameworks and masterplans will need to provide some indication of the character that the development expects to create and in order to determine a reasonably accurate idea of dwelling numbers, there will need to be some understanding of block types and the likely streetscapes they will create.
- 6.0.2 Perimeter blocks enable the creation of connected streets, they ensure that rear gardens can be grouped together offering greater privacy and security and they enable the public areas to have a good level of natural surveillance and activity.
- 6.0.3 Local context for many areas will suggest a fairly soft urban grain with gaps between buildings, many dwellings with individual settings and plenty of space for greenery.
- 6.0.4 The rural edge nature of most parts of the identified allocation sites suggests that the context will require landscape settings, garden space, greenery and skyline to form a significant part of most block types and street. The principle suggested in each block type below is to build in an efficient manner whilst embracing such important elements of local distinctiveness. Occasionally sites will warrant a more intense form of development with streets defined by building frontage and occasionally a landmark feature by way of special building form but these will need to be consistent with the local context, the need to provide appropriate skylines and strengthen legibility within neighbourhoods and the need to create neighbourhoods with a real sense of place.
- 6.0.5 The council has considered local block types, densities and recent developments relevant to the types of site and development appropriate to this district. This work has revealed some important parameters as to what makes places successful and suggested some baseline considerations in order to avoid the pressures that sometimes undermine the character, function or aesthetic quality of developments. These are pressures that without care and innovation can lead to an overbearing sense of condensed suburbia rather than creating places that people are pleased to call home
- 6.06 Four perimeter block types are therefore suggested below with some important parameters set out regarding distances and design features. These suggested types should be evolved to

create distinctive settlement but these should take these types as a starting point with variations brought about by responses to local context landscape feature and the need to create individual streetscapes

6.1 Block type 1-Typical Perimeter Block

Standard perimeter block adjoining semi-rural communities and close to settlement edge locations.

This seeks gaps between buildings and enough space for taller planting (including trees) to be visible across the developed landscape both from distance and from within communities. These are to ensure that skylines are punctuated with greenery and so that such neighbourhoods do not offer an impression of inappropriately intensive development. The council wishes to avoid unadulterated expanses of roof, dwellings seen as backdrops to more dwellings and rows of close board corrals characterising what purports to be garden amenity but which does not function as such.

To maximise efficiency of land use, traditional front gardens which may be contextually appropriate in such areas may need to be considered sometimes as much smaller spaces to offer opportunity for personalisation and decoration and to ensure that streets remain green. In such cases they will need to be designed to protect them from being given over to car space.

Gardens contained together inside the block work better in combination as a group of tranquil green spaces – the cumulative benefit being greater than the sum of its parts. Typically these should not have vehicle access within the backs and depth should be at least 12 m as trees and other taller shrub planting tends to be avoided in smaller plots.

Street frontages should not create excessive cross over of vehicle parking accessing across pedestrian routes.

6.2 Block type 2- Courtyard Block

The principles of the standard block are repeated but with the opportunity for car parking to be inserted within the block. These will normally be appropriate where the quality of spaces dictates that cars should not dominate the street frontages, especially where buildings offer definition and natural surveillance to the public realm – the open green spaces, street spaces or courtyards.

Internal courtyards need to be good places in their own right – not just car parks. Rear and side boundaries will need permanent structure – walls or dwarf wall, pier and panel combinations. These will need to be designed with gaps, and windows to offer a sense of natural surveillance. Gardens may be less than 12m in depth. Therefore tree planting will need to

form part of the courtyard area as well as minor planted areas associated with some gardens.

Natural surveillance is important in these courtyards so the block needs to be large enough to accommodate at least two residential units where front doors and front windows look directly into the courtyard. Such dwellings should be subservient in mass to the street frontage buildings – typically bungalow or chalet bungalow styles would suit. Flats over garage (FOGs) will normally only be used as a device for building up street frontage on the edge of the block

6.3 Block type 3- Rural Lanes

Many of the proposed allocation sites include rural lanes where the agricultural hedge lines with their historic banks and ditches are a very important part of the local character. Such character needs to be protected. Where development would encompass such lanes, this block suggestion enables a limited number of dwellings to be inserted along traditional lines. Detached or semi-detached houses or bungalows set in deep garden settings should have plot divisions drawn straight from local examples. Driveway cross-overs should be kept to a minimum and enough room left to allow existing trees to grow, ditches to continue working without the need to culvert and significant sections of hedgerow to be retained.

6.4 Block type 4 A village centre type block.

Centres of activity, close to important nodes, streets or spaces will often need clusters of higher density units be they flats or terraced groups of houses with car parking spaces provided both on street and within more secure car parking courtyards. Such blocks can contain spaces and streets offering a very strong sense of character as well as enhanced provision of dwelling numbers. However, they need to create a very clear definition and workable transition through the block. The illustration shows how two blocks of relatively high density can have such a clear transition. It will not usually be acceptable to mix and muddle these. Garaging and parking within rear garden groups is detrimental to both living conditions and the character of the place. Conversely amenity space provision within the courtyard p[arts of the blocks will need to be protected from cars but also offer a very positive relationship between the spaces with natural surveillance and a sense of collective responsibility for the courtyard at the heart of the design

Block Type 1 – Typical perimeter block

Minimum gaps for car parking between units – car parking space(s) plus 1m either side.

Rear to side distances should not create oppressive spaces.

At 2 storeys, if the side of a building is greater than 8m wide then it should be at least 17m from the rear face of a dwelling.

At 2 storeys, if the side of a building is less than 8m wide then it should be at least 15m from the rear face of a dwelling. Single storey elements of buildings may encroach as close as the garden edge.

Room for personalization of dwellings keeps people and cars from front windows and creates green and comfortable streets spaces as well as a sense of ownership and responsibility amongst neighbours.

Exposed sides and ends of units need features such as plinth lines, chimney breast or window detail.

Minimum distance from backs to broad sides or deep gables – 17m



Minimum distance from backs to shallow (traditional) gables – 15m

Pairs of dwellings as semis can help numbers but proportions of building footprint to greenspace and proportions of building elevations to gaps should not depart from typical context.

Soakaway drainage should be positioned to leave a 2m gap to allow planting opportunities along rear boundaries.

Gardens contained together inside the block work better in combination as a group of tranquil green spaces – the cumulative benefit being greater than the sum of its parts. Typically these should not have vehicle access within the backs and depth should be at least 12.5m as trees and other taller shrub planting tends to be avoided in smaller plots

Extensive cross over makes a poor pedestrian environment it is better to avoid widths greater than a double car park unless such cross over can be broken up to allow refuge and a sense of the priority of pedestrians on pavements.

Block Type 2 – Typical courtyard block

Street designed to enable on-street parking or regulated to prevent it.

Continuous frontage to enclose a street or space.

Walls and rear garden gates designed with gaps and 'spy-holes' to offer a sense of natural surveillance.

Walls should address areas of public realm or semi-public spaces.

Room for personalization of dwellings keeps people and cars from front windows and creates green and comfortable streets spaces as well as a sense of ownership and responsibility amongst neighbours.

Average 10m deep gardens – if there are shorter ones there must be longer ones to compensate.

Minimum gaps for car parking between units – car parking space(s) plus 1m either side

Walls, not timber fences



Rear to side distances should not create oppressive spaces.

At 2 storeys, if the side of a building is greater than 8m (x) wide then it should be at least 17m (y) from the rear face of a dwelling.

At 2 storeys, if the side of a building is less than 8m (x) wide then it should be at least 15m (y) from the rear face of a dwelling. Single storey elements of buildings may encroach as close as the garden edge.

Subservient chalet bungalows designed to look out into the courtyard, taking care to avoid overlooking issues between dwellings—private space may be smaller but some practical garden space is needed.

Exposed sides and ends of units need features such as plinth lines, chimney breast or window detail

Block Type 3 – Rural Lanes

Pairs of dwellings as semis can help numbers but proportions of building footprint : greenspace and proportions of building elevations : gaps should not depart from typical context.

Similarly if multiple-occupancy is proposed, car parking will need sensitive consideration to ensure that green settings remain proportionate and rear garden groups are not compromised.

External face of the block retains characteristic hedges, ditches, banks and trees along rural lanes.

Boundaries in front of the building line should normally be lower and more open type than rear garden privacy screen fences

Walls address the public realm

Minimum gaps for car parking between units – car parking space(s) plus 1m either side

Typical set-back should be drawn from local typology

Typical rear garden depth is at least 15m but local context should prevail

Exposed sides and ends of units need features such as plinth lines, chimney breast or window detail

Faces of such blocks within the development create a new street and therefore can follow guidance for block type 1 for a relatively efficient land use within a rural edge context.



Block Type 4 – Village Centre

Strong frontage alongside an important street or space where the heart of a new neighbourhood warrants greater densities.

Home zone style shared surface street

Parking courtyards should be good places in their own right with occasional trees, well detailed paving, edges, kerbs and boundaries of permanent quality and a sense of ownership amongst the residents.

Create a clear transition line where courtyards give way to garden groups - combine the benefits of internal islands of space within perimeter blocks to create clearly defined garden groups and clearly defined parking courtyards - do not mix and fragment the two.



Defended amenity space/margin

Constrained rear yards/gardens with natural surveillance onto courtyards through gaps in walls, windows in gates or visually permeable boundaries.

Clear garden island made up of private rear gardens which cumulatively offer a tranquil, green and pleasant place within the domestic envelope - typically 25m breadth or with gaps enough to allow small tree planting as a foil between rear elevations.

Strategic Site 1

Land to the north of Totton

Site Specific Policy

- i. Land to the north of Totton, as shown on the Policies Map is allocated for residential-led mixed use development and open space and will comprise the following:
 - At least 900 homes, dependent on the form, size and mix of housing provided.
 - A commercial core west of Pauletts Lane including around 5 hectares of land for business and employment uses.
 - A community focal point in a prominent location including ground floor premises suitable for community use.
 - Contributions to educational provision to include two hectares of land to be reserved for a primary school.
 - On-site provision of formal public open space.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a well-designed and integrated extension to Totton whilst maintaining the rural character of Hill Street and Pauletts Lane and a countryside edge to the New Forest National Park. Development will be required to:
 - a. Create an integrated network of natural green spaces to frame development, using and enhancing important tree belts, hedgerows and woodland blocks (including Bog Plantation, Hatton's Plantation and Kilnyard Copse), and by making a positive feature of water courses, to connect new greenspace to existing footpaths and rights of way to Loperwood, Sharves Hill plantation, Wade Hill Drove and Testwood Lakes.
 - b. Set development behind the ridgeline on the northern and north-western edges to maintain an open landscape and an appropriate westbound transition from urban Southampton to the countryside edge of the New Forest National Park.
 - c. Provide traffic calming and crossing points for the A36 (Salisbury Road) and creating a choice of vehicular routes including an alternative route west of Pauletts Lane between the A36 and Loperwood suitable for two-way traffic including buses, and an east-west pedestrian and cycle routes across Pauletts Lane.
- iii. Site Specific Considerations to be addressed include:
 - a. Effective coordination between multiple land interests to deliver an integrated, whole-site approach to the provision of access, community facilities, open space and natural recreational greenspace for habitat mitigation.
 - b. Design and other appropriate measures to mitigate potential noise and air quality impacts from the M27/A31, A36 and the A326.
 - c. To assess the need for, and to provide where necessary, enhancements to the A326 junctions to provide safe vehicular access for the development.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with this introductory section which applies to all strategic sites. The following guidance offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks, (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- **Create an integrated network of natural green spaces** – these should be connected by footpaths and road crossing points where necessary. They should be designed to enhance and connect the best areas of typical landscape character and sensitive landscape features including watercourses, hedges, woodlands and tree groups.
- **Set development behind the ridgeline** – The northern parcel should include a swathe of open land along the ridge of Brooke's Hill with tree groups and hedgerows to soften the impact of any development which can be seen from beyond the ridge. Such development should in any case, offer a diverse and interesting skyline with clear gaps between buildings and variety in roof form. It is important that this is not seen as suburban sprawl.
- **Provide traffic calming and crossing points for the A36** – This development represents an expansion of the town enveloping a section of major radial route for the main town. Currently fast heavy traffic has an impact on surrounding land which makes it a poor place to live. Slowing the traffic down through the introduction of at least one main junction, a crossing point and speed limitations will be necessary alongside off-carriageway mitigation measures such as tree planting and embankments.

Landscape Frameworks

A connected network of greenspaces should link all the neighbourhoods together with the more major spaces centred around woodland parcels and the flow of a small stream through the valley bottom. A general presumption of retention of existing trees and hedgerows will prevail. Such features should create a fundamental part of the layout including provision of green spaces

that subsume them and a network of paths so that such spaces can be enjoyed as part of the character and heritage of the area, setting the scene for a sense of place and providing a network of connected habitats which should be enhanced through sensitive management and additional planting where needed. A set-back of all buildings a minimum of 15m from woodland and large tree species should be respected.

Main spaces should create a strong ribbon of green from Kilnyard Copse in the east through towards Brookeswood Farm on the western edge. Pauletts Lane will form the spine of a north-south green ribbon which links across Salisbury Road towards Hattons Plantation and eventually runs out onto the ridge of the hill bounding the northern edge of development. Mitigation and Public Open Space requirements are approximately distributed between the parcels although some of the western area's requirement will need to be covered by surplus provision on the northern and eastern parcels.

In combination, the new spaces should keep and perpetuate the heritage of the oak trees, hedge and field – the underlying forest farmland landscape that characterises this area, underpinning whatever character, new residential development can offer.

Built development Frameworks

The allocation represents an expansion of the small town of Totton on its very north western edge, whereas the town centre of Totton is somewhat unusually found far away, close to the town's south eastern edge. The village of Calmore has been absorbed into the town and is beginning to lose its identity and any real sense of centre, where the school and shop are nowadays being provided east of the village and the small village hall is isolated along Pauletts Lane. The area west of Pauletts Lane lends itself to creating a sense of neighbourhood centre, absorbing the village hall and linked closely with 'Old Calmore' as it is now called. This masterplan area would therefore lend itself to some higher density pockets of housing and would also need to accommodate facilities like neighbourhood centre and direct pedestrian and visual links to a school, should one be needed. Built form should therefore support this sense of being an active core.

Generally, buildings should be provided in perimeter block layout at a domestic scale of between one and two storey. Gardens and greenery within the layouts should contribute to the overall natural heritage of the area in terms of both habitat and character, creating a sense of proximity to the countryside and of belonging to the New Forest. The avoidance of creating sprawl is vital to this. Densities and building heights will therefore need to vary with

lower density margins and higher density pockets (and even some taller buildings) in one or two identified core locations according to where there is reason for activity. Masterplanning will determine such locations early in the process to deliver meaningful layouts.

If more fragmented parcels of land are brought forward for planning, it will be necessary for a consistent approach to building character with an agreed palette of materials and typical details as well as agreement as to where more intensely developed streets or landmark features occur to create a really strong sense of place based upon neighbourhoods. Good masterplanning will avoid any sense that the development is merely creating a patchwork of different developers 'product'. This SPD, augmented by an agreed code should set the parameters for built development.

Movement Network Frameworks

The allocation represents an expansion of the town so that it absorbs the last section of Salisbury Road, which currently is rural in character, and carries large and fast moving traffic with a significant noise impact. Therefore, speeds need to be reduced without impacting on its ability to carry large vehicles to the employment and industrial areas of Totton or encouraging its use as a shortcut to Southampton. It is also vital that pedestrians can cross easily. Agreement is needed as to access points, crossing points and means of slowing traffic along this stretch of Salisbury Road. The concept frameworks seek a roundabout somewhere near the western edge of the site and a crossing at the point where Pauletts lane meets Salisbury Road.

A new north-south link through the western part of the site is intended to replace Pauletts Lane offering choice for new residents and a direct link through the neighbourhood's centre.

Pauletts Lane is a rural lane, displaying typical landscape characteristics and is locally distinct. It should provide access only but cease to provide a connected link for motorists with the possible exception of buses.

Other links which affect the whole allocation include the requirement to connect paths and bridleways to existing routes into surrounding areas especially:

- to the bridleway south of Loperwood;
- to the path under the A326 into the National Park and towards Tatchbury Mount;
- connecting to the old Drovers' track running north under the motorway;
- and towards Testwood Lakes across Hill Street.

Strategic sites frameworks and expectations for Totton

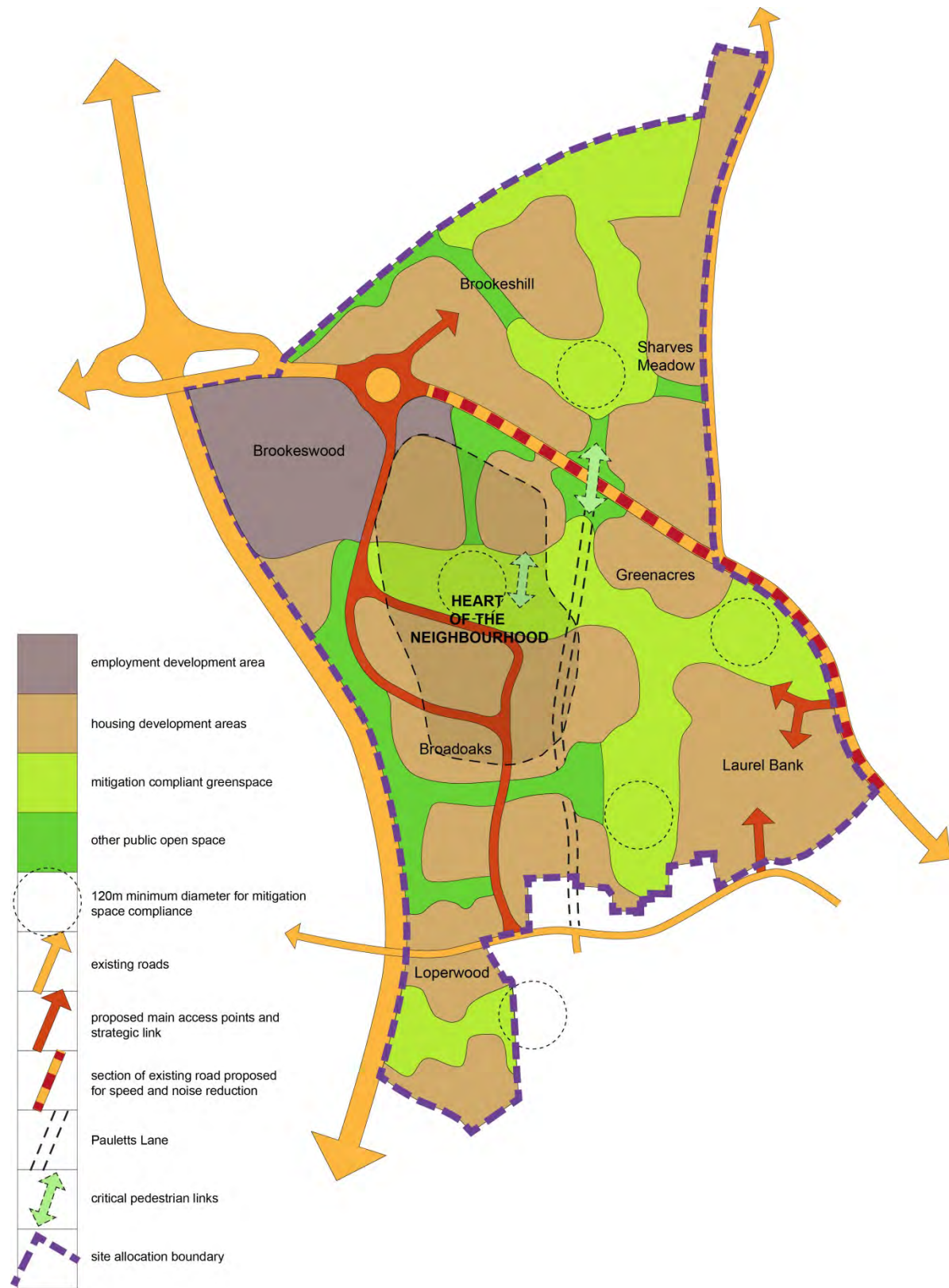
Identifiable places -The allocation site can be considered in four discrete parcels which, with the exception of Loperwood in the south, are interdependent upon each other in terms of highway connection and improvement as well as the delivery of some aspects of infrastructure and mitigation. For ease of reference it is helpful to name areas where, through landscape definition, connections and the pattern of buildings and streets, distinctly identifiable neighbourhoods are expected to be created.

Provided that the overall concept is adhered to, the four parcels each warrant a comprehensive masterplanning approach.

These are:

- a) North – neighbourhoods of Brookeshill and Sharves Meadow which consists of all the allocated land north of the Salisbury Road and west of Hill Street(expected to deliver around 260 homes);
- b) West – neighbourhoods of Brookeswood and Broadoaks which consists of the allocated land west of Pauletts Lane (expected to deliver around 330 homes);
- c) East – the neighbourhoods of Laurel Bank and Greenacres which consists of the allocated land east of Pauletts Lane(expected to deliver around 230 homes); and
- d) South – the neighbourhood of Loperwood which consists of a smaller parcel of land west of Calmore Road and accessed off Loperwood Lane (expected to deliver around 80 homes).
- e) **Heart of the neighbourhood** – such an expansion to the town needs a heart, located where its most connected streets bring greatest footfall. Here density, and even heights of buildings, might increase to add legibility and bring greater activity. It is intended that community facilities and small service providers should have ground floor elements to buildings here. A small shop, hairdresser, medical practitioners etc. could be focussed here providing local needs. Such uses can be considered as part of the employment provision for this allocation.

This concept plan brings all four parts together as simplified map showing the broad areas for development and green infrastructure as well as the main streets and road network that serves the development area.



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North Totton concept plan

Land to the north of Totton – western sub area: the neighbourhoods of Brookeswood and Broadoaks Landscape framework



Landscape Framework – key to map

- 1 The valley bottom and stream form the centre for a local park. This sits between the neighbourhoods centre and the potential school site with a feature footbridge creating a focal point in lining the two. Additional swales and dry ponds to either side of the stream can accommodate surface water but fundamentally the stream itself should be redesigned where it has been cut into a straight channel, weirs and riffles can hold back flow while bankside vegetation can be diversified to create seasonal colour and amenity as well as enhancing habitat value. Broad green spaces of regularly mown grass incorporating seats and circulation paths should be structured by tree groups and meadow management so as to offer a variety of amenity spaces within a parkland setting at the heart of the new village centre.
- 2 A MUGA, a toddler and older children's play space should be incorporated close to the school but not obstructing direct views along key links. The main play area needs to incorporate a variety of equipment and features serving all age groups that maximizes access to play, offering a full range of play experiences and activities, and is designed specifically for the site. A toddlers area may be separated from the main play space, or zoned so that conflicts between age ranges are limited by design.
- 3 Buildings and structures need to be removed or incorporated into the park with the exception of the farm buildings of the original Paulet's Farm.
- 4 Central green spine to the main street in the heart of the neighbourhood offering a setting for some taller and more intense building groups and for visitor car parking.
- 5 Green links across Pauletts lane incorporate the existing village hall and offer a strip of public open space leading up to the neighbourhood centre.
- 6 East-west green space incorporating hedgerow trees and ditch which might be augmented by additional features to manage surface and rainwater collection as part of a comprehensive SuDS network.
- 7 Main street through the development should be picked out by avenue planting of trees.
- 8 Smaller garden trees within the collective rear gardens of perimeter block development should allow some greenery to punctuate skylines across the site and especially in areas away from the neighbourhood centre.
- 9 A green margin to allow additional and existing trees in the ribbon of buffer planting alongside the A326 to grow to full potential, this should offer a comfortable green outlook for dwellings on this edge as well as a setting for the bridleway.
- 10 Mature oaks within the employment area will need to be incorporated into central spine of green space – enough to ensure the long term retention of the trees and to offer amenity as a central focus for people's working environment. These must not be subsumed into storage yards and vehicle manoeuvring spaces but laid out as protected greenspace in a simple legible and publicly accessible order.
- 11 Tree lines and hedgerows alongside Salisbury Road should be protected and brought into management with replanting and laying of existing hedgerows and additional tree planting where gaps occur.

Land to the north of Totton – western sub area: the neighbourhoods of Brookeswood and Broadoaks

Built development framework



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Built development Framework – key to map

1. Heart of the neighbourhood - where intensity of built form encloses the street and occasional landmark building or feature terminates a vista or wraps a corner. Buildings at 2½ storeys contain streetscapes and the space with landmark features on corner locations. Windows and front doors must face onto the street space. Buildings might include one or two three storey elements as orientation points and a richness of architecture. Courtyard parking for these frontage blocks can prevent car dominance of these important spaces here.
2. Spinal Street. This should have a transition from the heart of the neighbourhood to a more relaxed series of houses facing the road. Consistent rhythm of plot definitions with similar single or paired dwellings with cars parked between or on frontage slipway drives.
3. Medium density perimeter blocks.
4. Facing the bridleway. Buildings should be houses or semi-detached houses with gaps between and modest front gardens. Style and materials should be coherent as a coordinated group and only intensify alongside the primary vehicular route where some terraces and flatted blocks should offer containment, surveillance and potentially a small landmark feature close to the underpass.
5. Low density group of dwellings in gardens to complement the rural edge or a flatted block in garden setting (would suit sheltered accommodation).
6. Courtyard Employment Park – small and medium units with an active frontage to a courtyard. Buildings should match each other for materials and details. No security fences should encroach forward of the building lines and a sensitive approach given to secure rear areas and backs of buildings that address the street and tree line down the eastern side.
7. Small units, office A2 and B1 uses to create a mixed use entrance to the employment area, sympathetic with residential uses alongside.
8. Clusters of houses in a strongly sylvan setting.
9. Potential school site – building to sit on higher ground as a landmark visibly connected with the heart of the neighbourhood.
10. Parkside street frontage.

Land to the north of Totton – western sub area: the neighbourhoods of Brookeswood and Broadoaks

Movement network framework



Movement Network Framework – key to map

Primary streets need pavement both sides.

Secondary routes should be traffic calmed by design.

The central street needs to be at least wide enough to accommodate some trees as a central spine.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow these blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Main vehicular access from the A36 Salisbury Road. Minimise tree loss and create a junction that helps slow down traffic on the A36. The diagram indicates two possible locations but a roundabout may suit to service all.
2. School entrance – a choice of either or both areas can serve as bus access and car park drop-off point/carpark, using either the existing domestic access directly from the A36 or the top end of Pauletts Lane.
3. Some form of pedestrian crossing is needed to access the new neighbourhood and open space amenities to the north as well as creating a safer route to school.
4. Central path/cycleway linking school and play facilities with the heart of the neighbourhood.
5. Pauletts Lane to retain its rural character – shared surface lane between hedges and verges.
6. Potential to close a section to traffic, linking green space with the existing village hall and enhancing cycle and walking routes.
7. Bridleway crossing, and ramped link to skirt the western edge of the development.
8. Main street through the development – a link to replace the current linking function of Pauletts Lane. – speeds should be limited by design. Provided that the corridor is wide enough to accommodate traffic and space for pedestrians, bicycles, parking and trees; and provided that there are plenty of access routes connected to it, and that crossing is easy at key nodes, the street can be designed so that the impact of traffic does not render the street unpleasant to live alongside. This street must be the focus of the new neighbourhood and as such needs to be designed as a positive arena for day to day activity.
9. Choices of through routes keeping the centre lively but preventing traffic dominance.
10. Footpath/bridleway connects through underpass to countryside and rural villages to the west.

Land to the north of Totton – eastern sub area: the neighbourhoods of Laurel Bank and Greenacres Landscape framework



Landscape Framework – key to map

1. Sharves Hill – open green – a green glimpse of the underlying landscape character offers a landscape feature, visible from within development and a taste of the countryside – a highlight of the mitigation offer.
2. Kilnyard Copse – diverse and attractive woodland to perform alongside Sharves Hill as a rural oasis and destination for recreational walking– a highlight of the mitigation offer.
3. Open green to characterise the entrance to this neighbourhood with SuDS features potentially acting as a highlight pond feature – a low lying green.
4. Medium density residential neighbourhood. Additional trees in hedgerows protected and enhanced. Gardens front and back including small tree species.
5. Wild meadow glade on woodland edge
6. Bog Plantation brought into woodland management with wetland, stream and holding ponds – paths on raised causeways with short bridging sections of boardwalk.
7. Recreation ground – drainage improvements to create sports field – also multi-use games area. All keeping open outlook for Pauletts Lane.
8. 'The meeting of the ways' – play area, SuDS dry pond, enhanced streams and paths crossing – a bridge designed as a highlight centrepiece for the space.
9. Greenway alongside stream leading to Pauletts Lane and the 'heart of the neighbourhood'.
10. Broad pond/green basin as a focus for dwellings and a flood management feature.

Land to the north of Totton – eastern sub area: the neighbourhoods of Laurel Bank and Greenacres

Built development framework



Built development Framework – key to map

1. Building frontage creating a strong edge, facing the tree line and green margin with houses, terraces and flatted blocks. Deeper gardens and/or rear courtyard should contain new and existing trees allowing plenty of room for growth and maintenance.
2. Relatively intense building clusters to contain the green space: 2-2½ storey terraces, semi-detached and flatted buildings.
3. Medium density 1-2 storey houses, semis and bungalows taking reference from nearby Cooks Lane residential areas.
4. Low density villas in gardens – similar scale, mass and density to neighbouring dwellings and local character.
5. Low density villas of traditional form and proportion in garden settings.
6. Low density houses and semis completing the perimeter block but with a buffer of trees planted in long gardens of the rear of Pauletts Lane cottages.
7. Intimate streets with clustered blocks of richly articulated houses – similar materials and colours drawn from local red brick and slate roofed cottages.

Land to the north of Totton – eastern sub area: the neighbourhoods of Laurel Bank and Greenacres

Movement network framework



Movement Network Framework – key to map

Primary streets need pavement both sides.

Secondary routes should be traffic calmed by design. The central street needs to be at least wide enough to accommodate some trees as a central spine.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow these blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Eastern area – a loose grid of connected lanes off a single through-route. This offers choice of connection within the site but crucially must be designed to be unattractive as a 'rat-run' for external traffic.
2. Single point of access as a minor cul-de-sac serving relatively few dwellings but creating a legible pedestrian connection through the open space with road quickly giving way to shared surface and even private drives to facilitate dwellings facing the green.
3. Retaining the rural character of Pauletts Lane through reducing or even prohibiting traffic – the section alongside the sports pitch should be especially quiet with consideration given to closing it for vehicular traffic – access being offered through the new road system.
4. Single point of access as a minor cul-de-sac serving relatively few dwellings but creating a legible pedestrian connection through the open space, with road quickly giving way to shared surface and even private drives to facilitate dwellings facing the green.
5. Potential school car park and/or drop off opposite cul-de-sac access to housing.
6. A green route for pedestrians connecting the three main open spaces south of Salisbury Road. Predominantly a leisure route but offering a cycle connection as a safe route to school.

Land to the north of Totton – northern sub area: the neighbourhoods of Brookeshill and Sharves Meadow Landscape framework



Landscape Framework – key to map

1. Tree and hedgerow planting to buffer noise and dust from A36, Salisbury Road.
2. Hatton's Plantation needs enhanced woodland management to improve amenity and habitat value – centrepiece for the northern mitigation space utilising the old track from Pauletts Lane to Hill Street.
3. Ribbon of open space on the ridge. New hedgerow and tree groups to filter views of rooftops and ensure skyline is punctuated with greenery. Areas of meadow and broad swathes of amenity grassland.
4. Additional potential mitigation space.
5. Green margin of Public Open Space to help protect tree and hedge line and create a pleasant and manageable edge to the countryside.
6. Character of Hill Street retained with hedgerow protected and enhanced by occasional tree planting.
7. Broad swathe of informal greenspace to link with Testwood Lakes.
8. Course of stream enhanced to include a corridor of flood alleviation measures as a positive part of the landscape amenity here.

Land to the north of Totton – northern sub area: the neighbourhoods of Brookeshill and Sharves Meadow Built development framework



Built development framework – key to map

1. Intimately clustered dwellings, flatted groups and short terrace runs contain the central street creating strong character through built form – occasional third storey highlights and a rich streetscape.
2. Low density perimeter blocks of single units facing Hill Street and also the open countryside. Predominantly low rise bungalow or chalet bungalows in garden settings.
3. Low density perimeter blocks of houses and bungalows with deep rear gardens, gaps and distinct roof forms that offer gaps and articulated skyline – views of trees behind and between, to allow greenery and sky to dominate the Hill Street elevation.
4. Medium density perimeter blocks with modest front gardens along the southern edge (offering a set back from the buffering tree belt).
5. Small unit employment uses or the retention of farm buildings and uses.
6. Dwellings set back from the ridge with gaps and articulated one and two storey skyline. Frontage gardens more prevalent as one moves east along the street. One or two landmark rooftops to herald the heart of this neighbourhood and articulate the skyline offering a distinctive edge to the settlement glimpsed through tree groups.

Land to the north of Totton – northern sub area: the neighbourhoods of Brookeshill and Sharves Meadow

Movement network framework



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Movement Network Framework – key to map

Primary streets need pavement both sides.

Secondary routes should be traffic calmed by design.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow these blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Main entrance runs toward a key nodal space – a ‘village square’. The main street and square contained by built form offers visitor parking and a distinct sense of arrival.
2. Head south through a ‘village green’ space accessing the residential blocks with clear views towards the wood.
3. Head north west through the heart of the village crossing the green.
4. Courtyard parking in development blocks.
5. Relatively few access points to punctuate Hill Street with private drives and shared surface cul-de-sac development allowing dwellings to face Hill Street from behind a retained rural hedgerow.
6. Pedestrian access to link open space network with Testwood Lakes.
7. Crossing point over Salisbury Road where cycle route and footpaths offer safe route to school, utilizing the farm entrance track and connecting through to Pauletts Lane.

Land to the north of Totton – southern sub area: the neighbourhood of Loperwood

Landscape framework



Landscape Framework – key to map

A broad belt of open space divides the development, encompassing the existing pond. A transition from the existing village parkland character of King George Recreation Ground, through more informal open green and culminating in broad meadow areas on the high ground to the west that will offer both useable open space for residents and their families and an attractive variety of alternative recreational walks connecting to the wider green network of existing settlement and the other proposed development sites.

Although it lies alongside the site, King George Recreation Ground needs to be embraced through design and contribution to the improvements of path routes, drainage, play, entrance and car parking, so that its status is lifted, to once again to offer football for youngsters and cricket as a centrepiece to the old village of Calmore.

1. Setting for listed cottage – create a sense of a village green.
2. Main mitigation space - clean and enhance pond area with selective tree management, additional planting, paths through meadows with tree groups as a more natural character to the higher ground.
3. Mitigation space with an increased proportion of mown amenity grass as a broad green with dry ponds, swales and SuDS features to manage the run-off onto King Georges Rec. The overall sense of the landscape as a natural extension to King George Rec must prevail.
4. Dwelling groups must have enough space to introduce trees in rear garden groups – glimpsed between and above rooftops.

Land to the north of Totton – southern sub area: the neighbourhood of Loperwood

Built development framework

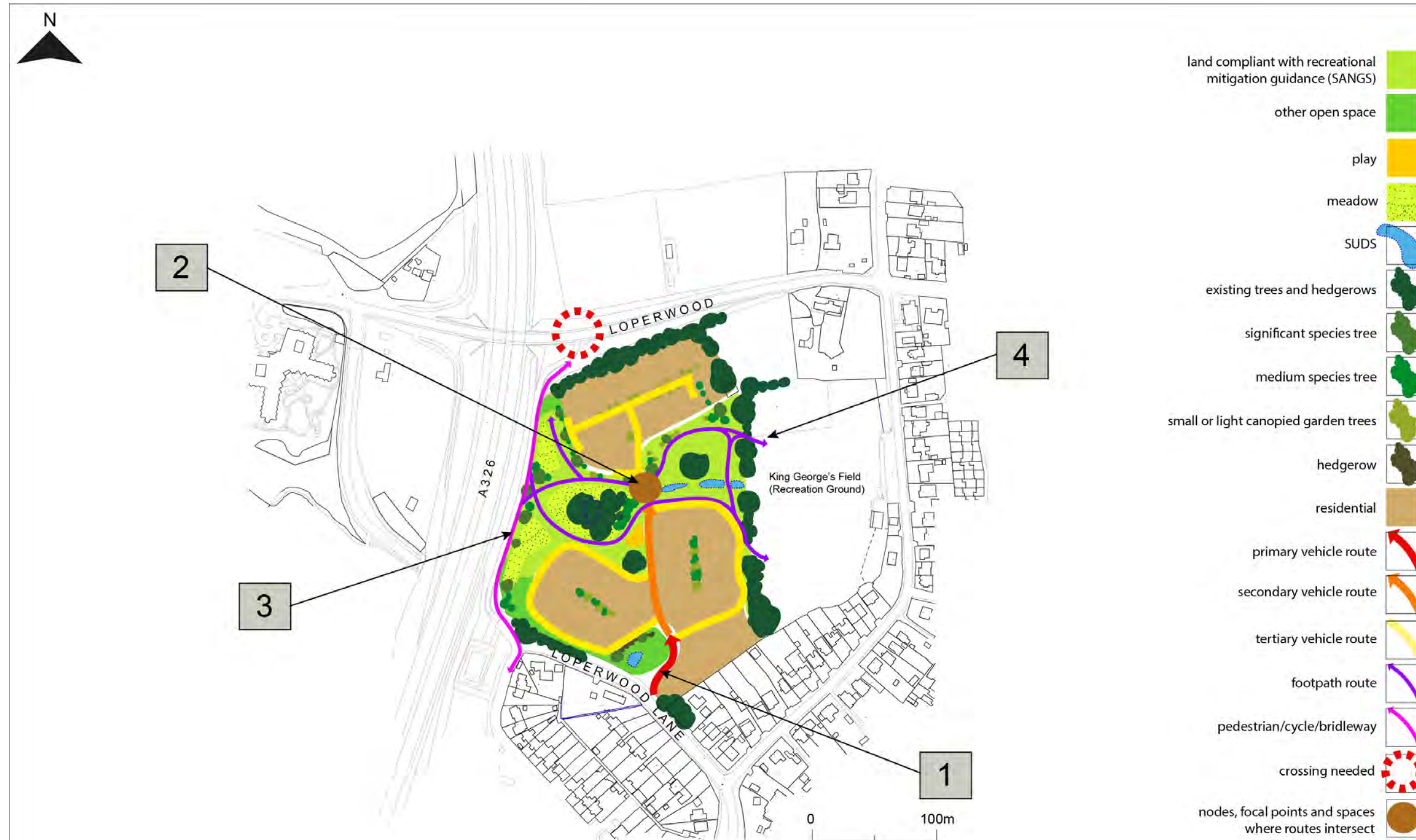


Built development framework – key to map

1. Dwellings designed and orientated to promote the sense of a 'village green' entrance and relate to the listed cottage in appearance, mass and scale.
2. Garden front and back with gaps between detached and semi-detached houses all at 1½ and 2 storey.
3. Flatted block to turn the corner and face both the open space and street. Potentially a taller element of built form to create a visual reference point on the high ground.
4. Tree lined street of two storey houses: semi and terrace with deep enough rear gardens to allow space for the growing tree line which buffers Loperwood.
5. Mews type building groups around shared surface courtyard/street. Deep rear gardens backing onto existing gardens.

Land to the north of Totton – southern sub area: the neighbourhood of Loperwood

Movement network framework



Movement Network Framework – key to map

Primary access needs pavement to the south but along the north side its path might follow a more useable route as part of the 'village green' space.

Secondary routes should be traffic calmed by design with an especially slow point where crossing is needed to connect the open space.

Tertiary routes are needed to complete access around perimeter blocks. These should be shared spaces or a combination of private drives with public paths to complete the block perimeter.

Internal courtyards can allow some blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Single point of access takes priority from Loperwood Lane allowing it to pull back from the listed cottage and skirt the village green.
2. Crossing point for mitigations space. A shared surface, slow speed section of the access road. Features emulating a bridge over the series of SuDS features could usefully create a sense of threshold. The lane becomes rural in character, leading to a mews-like cluster of dwellings. The vital point is to allow one greenspace to flow visually and physically to the next greenspace
3. Bridleway improvements to create a footpath/cycle link from Calmore Crescent (and the Hazel Farm Green Route) to the new green network and neighbourhood north of Loperwood.
4. Connection to King George Recreation Ground combines mitigation and amenity paths to offer a choice of longer circular walks and a route to dog exercise area.

Strategic Site 2

Land south of Bury Road, north of Marchwood

Site Specific Policy

- i. Land north-west of Marchwood as shown on the Policies Map is allocated for residential development and public open space and will comprise the following:
 - At least 860 homes, dependent on the form, size and mix of housing provided
 - A community focal point in a prominent location in the southern part of the site including ground floor premises suitable for community use.
 - Contributions to educational provision to include two hectares of land to be reserved for a primary school.
 - On-site provision of formal public open space.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD. Development will be required to deliver a well-designed and well connected extension to Marchwood including a new countryside edge that reinforces the settlement gap between Totton and Eling, by:
 - a. Creating green corridors running from the woodlands towards the coast and to buffer the railway line incorporating amenity and play areas, natural recreational greenspace, streets, footpaths, existing water courses and features to manage surface water flood risk.
 - b. Providing a primary access route through the site using the existing mineral working road connecting to a new spur off the lower Bury Road roundabout, with secondary access points off Tavell's Lane.
 - c. Creating a transition in character from a suburban core nearer to Marchwood, to a lower density built form appropriate to the settlement and countryside edge

that incorporates more public open space, natural greenspace and planting.

- iii. Site Specific Considerations to be addressed include:
 - a. Phasing and master planning of development to deliver a comprehensive and integrated development over time.
 - b. To assess the need for, and to provide where necessary, enhancements to Bury Road, Marchwood Road and their connection to the A326 to ensure safe vehicular, cycle and pedestrian access for the development.
 - c. Design or other appropriate measures if required, to mitigate potential odour impacts from Slowhill Copse Wastewater Treatment Works, in consultation with Southern Water.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Master Planning Objectives

Heart of the neighbourhood – Such an expansion to the village needs a heart. This should be considered as the area close to the convergence of secondary streets with the central corridor and to the proposed reservation for school provision where its most connected streets bring the greatest footfall. Here density and even heights of buildings should increase to add legibility and bring greatest activity. It is intended any community facilities and small service providers should have ground floor elements to buildings here. A building accommodating community use, together with a small shop, hairdresser, medical practitioners etc. could be focussed here to provide for local needs, providing a real heart to the development.

- a. Green corridors to link the habitats of shoreline to the east and the woodlands to the west. These should include existing hedgerows in the north and south of the site, the pylon corridor and any watercourse.
- b. Appearing as a country lane along its northern reaches, the primary access should create a sense of arrival in the heart of the new neighbourhood, which is designed to ensure it is easily and informally crossable with space for trees, for visitor parking, comfortable footpaths and local off-road cycle links. Its southern section should run through a broad green corridor, branching to offer choice and intimately connecting the development with the existing settlement.

Such primary and secondary streets should be simply designed and easily legible, with enough width and definition to discourage conflict between car parking and pedestrian movement.

- c. Suburban densities close to the existing settlement should take their cue from local context in terms of a relatively consistent urban grain. This grain could increase in intensity around key spaces and street corridors towards the centre of the site and should become more relaxed and less intense around the edges of the open spaces and particularly to the north west of the pylon lines where the street is intended to adopt the character of a rural lane.

Site specific considerations

- a. Phasing should ensure that any single phase works as a pleasant neighbourhood in its own right, delivering relevant open spaces and connections. Delivery of pockets of development which are isolated from their open spaces or from other parts of the settlement, or which have unsightly parts and uses that conflict with the remaining use of the site should be avoided.
- b. Road enhancements should minimise disruption for pedestrian and cycle linkages, include crossing points where needed and where possible, enhance the green character of these roads, minimising any loss of hedgerow.

Land south of Bury Road, north of Marchwood

Landscape framework



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Landscape Framework – key to map

Whilst some areas are undevelopable due to service runs or watercourses, this might dictate open spaces. However, the layout must also be influenced by the need to create a transition between Marchwood and the open countryside which separates Marchwood from Totton as well as the importance of linking up the habitats of woodland to the west with the shoreline woods of Southampton Water to the east. Gardens and street trees will play an important part in creating that transition as well as an attractive and distinctive sense of place, drawing upon the green qualities of Pooks Green and Tavells Lane area of Marchwood.

1. Green corridor – double hedgerows should be retained and enhanced through management and additional planting. This links the woodlands of Sparrows Copse and Bury Copse with deep hedgerow which might be usefully augmented by additional hedgerows defining the edge of greenspace and lanes to the north and west.
2. Green corridor – utilizing undevelopable space along the power line corridor and forked to create an enhanced watercourse. New tree groups deflect views from pylons while new hedgerows and meadow grass creates a swathe of open green amenity with a sporadic corridor of woodland edge habitat through the site. The watercourse should be enhanced with natural riparian planting and management. Banks will need soft engineering to create robust but natural looking margins. Any drainage which needs to be dealt with on site can utilize dry ponds and swales to restrict flow and reduce pollution into the watercourse. Safety will be through sensitive profile and margin design and management, augmented by natural surveillance from active spaces, paths and dwellings. The watercourse should not be secluded or fenced off.
3. Green corridor – Sections of existing hedgerow and occasional trees should be retained where they can be incorporated within a broad corridor of green spaces that include additional tree planting and surface flood management scrapes and swales. As useable public open space within the development this corridor should include an equipped play space to the standard of a Locally Equipped Area for Play⁶ (LEAP) and not only create a habitat link but be seen in concert with the street design to create an attractive arrival space and central focus for development.

4. Major mitigation space (although tree planting and play provision is limited within this pipeline corridor) this should include planting of tree groups, woodland edge shrubs and meadow management which should frame a more open central space. Drainage management measures could culminate in a holding pond near the entrance to the site, setting the scene as a green and pleasant place with longer views through tree lines along the open space corridor which could create a rural margin to Bury Road.
5. Existing tree belt buffering Tavell's Lane should be retained with improvements to woodland management. It may be that significant thinning is required and with the introduction of increased population, a more structured shrub layer with a margin of open space to allow space for trees to grow without impinging upon residents' comfort.
6. Tree planting should intersperse the blocks of houses with rear gardens deep enough to allow small garden species trees to be planted, occasional courtyard or streets designed to provide occasional larger species trees or modest avenue planting along front garden margins
7. A margin of space alongside the railway embankment is needed to allow trees to offer a buffer from railway traffic and a habitat corridor alongside the railway.
8. Formal sports provision should be set in a pleasant naturalised landscape of open space which complies with mitigation guidance forming part of the wider mitigations space allocation.
9. Major mitigation space – this area offers enough space to validate the pylon corridor west of the road as mitigation compliant. It includes naturally colonising woodland edge tree groups and should be designed with meadow and trees to frame a central green with play provision aimed at very young children (Local Area for Play, LAP) and with natural surveillance from dwellings and paths
10. These paddocks are not useful for housing development: Rather far from the main population, they are rendered undevelopable by high pressure mains gas pipelines, the expected level of development across the site may not need these to provide mitigation space in addition to that already covered in more conducive locations. These areas might be retained as allotments or additional sports pitches if needed, but otherwise retained as grazing land to create a real buffer to the green gap between here and Totton and underpin the rural character of the new access road as a

lane (as well as that of Trotts Lane). These should be bounded by new hedgerows as should the new lane.

⁶ Fields in Trust Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2015 www.fieldsintrust.org

Land south of Bury Road, north of Marchwood

Built development framework



Built development framework – key to map

A neighbourhood core set out around a broad arrival space and narrowing to a short section of active street. Medium densities rising to pockets of more intense development around this core to contain the street, the development follows through a transition of dwindling densities northward as a ribbon along a ribbon of rural lane, reminiscent of many traditional New Forest villages.

1. Neighbourhood centre (community hub) – where intensity of built form encloses the street and occasional landmark buildings or features terminate a vista or wrap a corner.
2. Transition from higher to medium density suburban development as it recedes from the neighbourhood centre – consistent materials, simple forms with increasing effects of garden setting forming part of each block. Some more intimately developed streets are illustrated immediately behind the main street and in the northernmost neighbourhood.
3. Transition from higher to medium density suburban development as it recedes from the neighbourhood centre – consistent materials, simple forms with increasing effects of garden setting forming part of each block.
4. Lower density rural edge – simple forms with increasing effects of garden setting forming part of each block, a predominance of single dwellings in their own garden plots marks the transition northward with low rise and low densities along a rural lane, or edging the woodland and open greenspace.
5. School site – the school building or other community use should address the main core of the development. If a school is needed, the internal area of the block should be utilised to create the playing field with rear boundaries of dwellings forming parts of the school boundary and secure railings lined with trees for other sections where the field adjoins streets or the public realm.

Land south of Bury Road, north of Marchwood

Movement network framework



- land compliant with recreational mitigation guidance (SANGS)
- other open space
- play
- meadow
- SUDS
- existing trees and hedgerows
- significant species tree
- medium species tree
- small or light canopied garden trees
- hedgerow
- residential
- primary vehicle route
- secondary vehicle route
- tertiary vehicle route
- footpath route
- pedestrian/cycle/bridleway
- crossing needed
- nodes, focal points and spaces where routes intersect

Movement Network Framework – key to map

Focussed upon a central spine, the lanes offer a choice of connections to Marchwood, dissipating traffic intensity as it moves south and east through the site and offering choice of other modes of transport and a well-integrated network with local streets and paths.

Primary streets need pavement both sides. The central street needs to be at least wide enough to accommodate some trees as a central spine.

Secondary routes should be traffic calmed by design.

Tertiary routes are needed to complete access around perimeter blocks. These should be shared spaces or a combination of private drives with public paths to complete the block perimeter.

Internal courtyards can allow these blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Recreate a rural lane to enter the site from the north, offering an alternative to the lorry dominated Bury Road, a choice of access routes to keep traffic levels modest within the neighbourhood and opening up the northern part of the site for development beyond the pylon lines.
2. Main street – speeds should be limited by design. Provided that the corridor is wide enough to accommodate traffic and space for pedestrians, bicycles, parking and trees; and provided that there are plenty of access routes connected to it, and that crossing is easy at key nodes, the street can be designed so that the impact of traffic does not render the street unpleasant to live alongside. This street must be the focus of the new neighbourhood and as such needs to be designed as a positive arena for day to day activity.

Node – where routes cross, a space needs to be designed to alert drivers to the likelihood of people crossing, vehicles joining or departing and herald the arrival at the neighbourhood's centre.

3. Main street arrives on the site as part of a broad green corridor. Cycle route across the space, pedestrian routes and parking can be along slip roads, shared drives and separate paths so that the carriageway runs separately through the green, giving the impression of an area less dominated by hard surface.

4. Improvements are needed to help cross the road here where a major public open space and neighbouring residential area adjoin the site.
5. Secondary access points are needed to allow the new development to knit into the urban fabric of the existing area. Choice of routes for local residents should be designed to serve local access between neighbouring areas with vehicle, cycle and pedestrian connections to conveniently access the new neighbourhood centre/school without encouraging through traffic from further afield. Within the layout at this end of the site, access may be filtered between blocks along more intimate hard surfaced streets, a combination of on-street, courtyard type parking areas and garaging between dwellings.
6. Footpaths running the length of these green corridors, whether they be along tertiary roads or paths alongside (but distinct from) private drives, should offer a series of circular walks as part of the mitigation delivery for the site.
7. Tertiary vehicle routes should be created using shared surface designs with no grade separated pavements or through separated private drives to ensure perimeter blocks face the public realm.
8. Existing footpath connects Pooks Green with the development. Improvements to the safety of the railway crossing may need to be considered.
9. Access to Public Right Of Way (PROW) network across Trotts Lane and leading to Eling

Strategic Site 3

Land at Cork's Farm, Marchwood

Site Specific Polcy

- i. Land at Corks Farm, Marchwood, as shown on the Policies Map is allocated is allocated for residential development of
 - At least 150 homes and public open space, dependent on the form, size and mix of housing provided
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to deliver a high quality new residential area of Marchwood by:
 - a. Providing a well-designed seaward frontage that responds positively to the waterside location and provides protection from future sea level rise whilst also ensuring that the scale, form, siting and materials of the development conserve and enhance the heritage and setting of the Royal Naval Armaments Depot Conservation Area, including its listed buildings and walls.
 - b. Enabling public access through the site to the waterfront
 - c. Creating a strong settlement edge with a clear distinction between formally designed streets, courtyards and spaces and natural recreational greenspace.
- iii. Site Specific Considerations to be addressed include:
 - a. Design or other appropriate measures to mitigate potential odour impacts from Slowhill Copse Wastewater Treatment Works. An odour assessment will be required in consultation with Southern Water.
 - b. To assess the need for, and to provide where necessary, enhancements to Bury Road, Marchwood Road and their connection to the A326 to ensure safe vehicular, cycle and pedestrian access for the development.
 - c. Design or other appropriate measures to mitigate potential noise and light pollution from the Port of Southampton.
 - d. Maintaining appropriate development setbacks from the pipelines and overhead powerlines that cross the site.
 - e. Raising the ground level and other flood defence works to address future flood risks in a manner that does not exacerbate risks to other developments in the vicinity.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

The Master Planning Objectives

- a. Provide a well-designed seaward frontage - design sea defences as walls, banks or stepped level changes in sympathy with the landscape and respecting the ecology of the foreshore area including maintaining a 15m set back from woodland.
- b. Provide footpath connections to both the right of way alongside the site and the shoreline walkway as attractive routes.
- c. Create a strong settlement edge. The existing Admiralty Quay development stands alone on the shoreline and isolated from the rest of the settlement as a strikingly different townscape, with more regimented lines and geometric forms to the layout. The proposed development will need to exhibit a clarity of character that complements this with two and three storey terraces, and defined geometric edges to an urban landscape, facing out onto a decidedly rural one. Through strategic planting and built forms a reduction of the visual impacts of pylons and overhead lines can be facilitated – this should include strategically placed tree groups and woodland stands; landmark elements to built forms and careful use of scale; deployment of illusory techniques in skillful use of perspectives in the landscape.

Site Specific Considerations

- a. Distance and the use of tree cover on and close to the site should be maximized to help mitigate the impact of odour from sewage treatment works but it is expected that this should be considered mainly through more direct interventions through updated technology at source.
- b. Road enhancements should minimise disruption for pedestrian and cycle linkages, include crossing points where needed and where possible, enhance the green character of these roads, minimising any loss of hedgerow.
- c. Sensitive alignment of development can create considerable noise attenuation within the site. Also details of windows, doors and the insulation of buildings that attenuate noise will be expected.
- d. Refer to guidance on set back and developing in the vicinity of overhead powerlines.⁷
- e. In the greenspace areas, geometric banks which might emulate the revetments of other such Napoleonic defence sites can remain walkable but also complement the conservation area. Similarly raised ground levels can be defined behind retaining walls as sea defenses and angled geometrically to also emulate Napoleonic fortifications as a subtle reference to the heritage of the area and a device for maximizing efficient land use.

⁷ A Sense of Place Design Guidelines for development near high voltage overhead lines, National Grid: [A Sense of Place](#)

Land at Cork's Farm, Marchwood

Landscape framework



Landscape Framework – key to map

Much of the site is undevelopable due to pylon lines and underground service runs. These only lend themselves to meaningful open space provision if they are set out as positive spaces.

1. Main open space provides a transition to rural edge, a main mitigation space and could include an area as kickabout green to cover formal use requirements on site. It should be designed with meadow and trees to frame a central green with a Local Equipped Area for Play. The historic farm track and its distinctive landform should be kept.
2. Trees and woodland edge planting are needed to contain the site visually, enhance the habitat value and buffer the site from the sewerage works.
3. Strategic tree groups should screen strategic views of the main pylon.
4. Minimum 15m zone to be unbuilt is needed to protect the woodland in adjacent land and allow a natural woodland edge to develop. Some tree planting to enhance the strip, meadow management along the woodland edge and a neater mown strip alongside dwellings are envisaged here.
5. Internal main street and central arrival space should incorporate street trees as part of their design.
6. Whereas retaining walls and engineered structures should create tidal defences around the development, the space here should allow easier walking connections. A raised bank will protect the hinterland to the south but consideration will need to be given to how this will tie into the listed wall alongside and/or whether the bank can run across neighbouring land to the north to tie into the existing sea defence without impinging upon the wall.
7. Envisaged as being behind the sea defence and above the existing level, a small pocket park is expected as a viewpoint and threshold to the development. A small Local Area for Play may suit this space.
8. Informal green margin as the setting for the historic wall and marker stones. Also to defend the rooting zones around the protected trees. Meadow management to either side would need clear definition of more intensely managed margins to ensure that it appears 'cared for'.
9. The broad corridor of space beneath the high voltage lines will need careful design to help disguise the scale and dominance of the pylon. A simple hedgerow with

complementary scalloped meadow margins is illustrated as a suggestion here - a visual device to create an optical illusion with perspectives of the lines and pylon – designers should explore this or alternative methods.

10. Internal courtyards can offer communal parking within a formal garden layout of trees and hedgerows.

Land at Cork's Farm, Marchwood

Built development framework



Built development framework – key to map

Pick up on themes inspired by the heritage of the Admiralty Quay site but equally use built form to create a scale and grandeur that accords with the great broad sweep of open space in the west - a scale of development which is not cowed by the impact of the massive engineering structures of the pylon lines but rather celebrates Marchwood's place in maritime history and creates a clear distinction to the countryside edge rather than soft transition.

1. Water frontage development should create a strong edge to the site, a skyline sympathetic to the neighbouring development. Up to 3½ storeys with a central landmark section of built form is illustrated as a gateway heralding a pedestrian route through to the sea frontage and defining a cranked angle in the sea defence wall reminiscent of other Napoleonic age maritime strongholds.
2. A central courtyard square as an arrival space would accommodate shared parking space as well as trees and a plaza at the termination of the access streets. High quality detailing and landscape design is expected.
3. Sea defence wall is the suggested means of dealing with tidal flood risk. This should be created as a strong and distinctive part of the design – an angled retaining structure in stone or brick, picking up on the use of angles in typical Napoleonic age military structures. It is envisaged that the wall acts to retain a ground level above the existing floor with elevated views out towards the water.
4. The wall should wrap the development and even where it need not be a great height, its formal demarcation will be important boundary line.
5. Higher density flatted and town house development drawing upon the scale of development on neighbouring land but following a clearer perimeter block philosophy with internal courtyard parking and dual aspect dwellings to offer natural surveillance to streets as well as internal courtyards. The main buildings facing the main street, with lower, more subservient dwellings completing the block to the outside.
6. Terraces and grouped houses and flatted sections create a formal block. This needs to offer a strength of urban character that knits the existing Admiralty Quay development into the town and relieving the sense of isolation it currently has. A strongly built up appearance should however be softened by tree planting on the

embankment – a swathe of greenery backed by high quality houses and a distinctive skyline.

7. Arrival on the site can be celebrated by feature terraces facing out across the broad green spaces. Landmark features to corners of buildings designed to draw the eye from the pylon while strategically placed trees block such views from other vantage points.

Land at Cork's Farm, Marchwood

Movement network framework



Movement Network Framework – key to map

These routes are important in defining the character of the development and it is particularly important that align to make best use of vistas, framed views and the opportunity to create strong formal street building and tree lines to underpin an orthogonal layout.

Primary street needs a pavement on both sides. The central street needs to be at least wide enough to accommodate trees as a central avenue.

Secondary routes should be traffic calmed by design. opening onto views to the south and the open greenspace.

Tertiary routes are needed to complete access around perimeter blocks. These should be shared spaces or a combination of private drives with public paths to complete the block perimeter

Internal courtyards can allow these blocks to accommodate cars within the block as high quality courtyards, doubling as amenity spaces and providing terrace-fronted streets and some flatted development.

1. The main entrance accessing the site off Normandy Way. This should define the hard transition between urban edge and rural open space. A sweeping road curve with long views obscured by woodland until it turns to face a gateway entrance to the northern sector. The approach reading as a strong avenue.
2. At the culmination of the entrance street, a central courtyard through which cars could slowly pass or park. This shared parking area to serve the residents of a higher density scheme. The courtyard will be access via secondary streets as a loop with pavements/footpaths either side.
3. The footpath right of way along the eastern edge should be surfaced informally to serve a greater footfall. Ramped over a sea-defence bund to cross the greenspace to the north and connect up to the Waterfront, it should also branch to access the raised level of the development.
4. A secondary access route from Admiralty Way, running along the lower land beneath the electricity lines. This can access tertiary routes into a courtyard and around the perimeter of the southern block allowing parking in a central court to double as amenity in combination with shared and private gardens in a formal layout.
5. Footpath arrival into the mitigation space and wider green network should be via the old farm track entrance, making use of the existing land form of sunken lane and retaining something of the farmyard levels. The path should branch to follow the woodland edge as well as aligning to enter the two main streets.

Strategic Site 5

Land at Milford Road, south west of Lymington

Site Specific Policy

- i. Land at Milford Road, Lymington as shown on the Policies Map is allocated for residential development at least 185 homes and public open space, dependent on the form, size and mix of housing provided
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to:
 - a. Plan development including the design of recreational greenspace to define a new rural edge and enhanced boundary to the Green Belt, and to soften the transition between the development and the open countryside.
 - b. Retain tree belts and enhance the water course on the eastern boundary as landscape features softening visual impacts and providing some green amenity space buffer to existing residential areas.
 - c. Integrate the site into the built-up area of Lymington and Pennington connecting to its footpath networks.
- iii. Site Specific Considerations to be addressed include:
 - a. Design or other appropriate measures to mitigate potential noise and odour impacts from Efford waste and recycling centre and Pennington Sewage Treatment Works.
 - b. Measures to manage water course flood risks south of Milford Road along the eastern perimeter and in the south-west corner of the site, as part of an integrated site approach to sustainable urban drainage.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

The Master Planning Objectives:

- a. Recreate a well-defined rural edge surrounding the development and enhanced boundary to the Green Belt using a network of mitigation spaces (SANGS) and connected public open space.

Create a clear transition from open countryside to residential environment. Keeping the edges green, with hedges, occasional tree groups, low roofs with gaps between dwellings, deep garden spaces, small tree groups and retained field hedge.

Reinforce and perpetuate the rural character and heritage of the track to the south including its banks, ditches, trees and hedgerows.
- b. Respect and protect the woodland at Crewkerne copse and reinforce its edges wherever possible. The eastern margin will be subject to potential flooding and should incorporate adequate SuDS provision to manage flood water, as part of an enhanced wetland edge offering amenity, as well as increased biodiversity.
- c. Integrate the site by connecting footpaths. Create a network of footpaths and spaces which interlink and offer a choice of walking routes as part of the mitigation (SANG) provision and which connect the development into the existing public footpath network.

Site Specific Considerations

- a. Distance and the use of tree cover on and close to the site should be maximized to help buffer potential noise and odour impacts.
- b. Managing water course flood risks should be through the use of surface features such as holding ponds, broadened watercourse, swales and scrapes as part of an enhanced habitat along the eastern boundary

Creating a Distinctive Character

- As Ridgeway Lane and Lower Pennington Lane diverge, the sense of being in the countryside increases southward. This site offers the opportunity to develop the intervening land but rather than creating the feeling of backland infill, the core of publicly accessible space should create a focus and theme to this development a real sense that the rural edge has been embraced by the development which will then have a very distinctive character.
- The enhancement of pedestrian and cycle connections (with potential for vehicular link) between the two lanes will also enhance the sense of place in the wider neighbourhood with more accessible connections through the site.
- This is a rural edge site but through locating a green infrastructure of spaces and enhancing tree planting and management on the southern section where the potential tree cover is considerable, the visual impact on the countryside beyond (the National Park) can be very limited through good landscape design.
- Consider the new neighbourhood as an extension of the suburban edge of Pennington/Lymington with a density, scale and character drawn from a combination of these areas.
- Create an attractive living environment with a clearly definable character – a sense of neighbourly homes, tight knit lanes with gardens dominating the character towards the rural edges as opposed to cars and driveways. Built form containing streets and spaces creating a tight knit

character deeper within the development but always with views out along the streets to green space or countryside beyond.

- Vehicle access and parking provision should be designed into the development from the outset to mitigate the potential for harmful visual impacts.
- Create a development which does not unduly impinge upon the skyline and views from the south and which recreates views and an articulated skyline with distinctive buildings and tree group as seen from the west.
- An attractive and desirable living environment with a clearly define-able character – a sense of neighbourhood, which builds upon the locally distinctive use of red brick and weather board, slate and/or clay tiles referring to materials which characterise the Efford Mill and associated Cottages nearby.

Land at Milford Road, south west of Lymington

Landscape framework



Landscape Framework – key to map

Create a connected green infrastructure which combines informal and formal open space with the requirements for mitigation (set out elsewhere) and retaining the essential elements of existing trees, tree groups and important hedgerows.

1. Main green space - wide and grassy space with meadow margins. The width of the public right of way (PROW) needs to be incorporated within works so that footpath improvements can be implemented and the land brought into common management. Selective tree management to offer some natural surveillance to the footpath. A small informal play area designed as part of a naturalistic landscape. Subject to the drainage needs of the development a system of shallow dry ponds and swales could enhance the edges of the green space with wetland planting or simply mow-able shallow slopes deflecting desire lines to allocated access points and discouraging car encroachment.
2. Informal Public Open Space - a narrow margin and small pocket of informal public open space to offer setting and maintenance access to the tree belt.
3. Informal Public Open Space - deep margin of public open space to create a setting for the development and allow the buildings to be set back in conformity with local context.
4. Tree groups - incorporate small to medium trees in groups along rear garden boundaries acting as a foil between back windows, a valuable punctuation to the skyline and habitat link/food source for wildlife.
5. Recreate hedge line with retained trees and accessible green space around root protection areas. Include tree planting and works to perpetuate the tree line in future.
6. Ensure space adjacent to wooded area is deep enough to ensure that there is not pressure for future works and so that the trees have their proper setting. Rear gardens should be a minimum of 15m deep from the edge of the canopy spreads.
7. A simple green within the development allows enough room for three or four significant tree specimens and enough open space to give immediate views onto a green space.
8. Tree planting, acting as a foil between back windows, valuable punctuation to the skyline to soften the rural edge and a habitat link/food source for wildlife.
9. Wide margin of open space wide enough to provide mitigation in combination with the larger space at 10. This should be managed as predominantly open meadow with some hedgerow/scrub to offer structure and tree groups to punctuate the development edge. The margin will be subject to potential flooding and should incorporate adequate SuDS provision to manage flood water, as part of an enhanced wetland edge offering amenity, as well as increased biodiversity. The northern section is too remote from the main mitigations space to be considered as mitigation but will nevertheless be required as informal public open space incorporating SuDS provision and a naturalistic design for play (equivalent to a Local Area for Play).
10. Broad green space encompassing potential for creating a level, well drained space with potential to mark out as a small junior football pitch but within parameters that enable the remaining space to qualify as mitigation. Margins managed as summer meadow and a boundary of native hedgerow and tree planting. Play area designed as part of a naturalistic landscape (equipped equivalent in status to a Local Equipped Area for Play).
11. Boundary hedgerow and bank with planting up of gaps and hedge laying where needed.
12. The southern section of this boundary has a shelter belt of Alder which should be thinned and augmented by more varied native tree planting. The northern half needs tree groups to be planted along with a native hedgerow and space for enough of a green setting to assist the built forms in creating a new high quality rural edge to the settlement.
13. Hedgerow to be retained and enhanced.

Land at Milford Road, south west of Lymington

Built development framework



Built development framework – key to map

1. North of Milford Road, the dwellings face the edges of the main public space. Low densities with cars tucked between buildings and garden settings interspersing the street elevation should complement the rural edge character of this site. Dwellings should be between one and two storey with a consistent character defined through a limited palette of materials and a simple and limited set of architectural forms. Around 20 dwellings per hectare are expected here.
 - a. A small perimeter block with enough room within enclosed rear gardens for some trees. Accommodates around 13 dwellings.
 - b. A small perimeter block again with trees. Low key private drives facing a margin of public open space and footpath along the east with dwellings subservient to those which face the main streets. Accommodates around 23 dwellings.
 - c. Enough room to allow the boundary trees of 'The Hillsman House' to be retained. This group forms a partial perimeter block against the rear and east boundary of the existing house (also offering the opportunity for appropriate increase within that plot to complete the block with enough of a garden setting to, again, complement the rural edge character).
2. This western edge of the development will be prominent. High quality buildings of character in combination with sensitive tree planting to offer a backdrop to the rural edge and soften the impact of traffic for residents. Illustrated as a combination of pavilion flat blocks and a courtyard group of terraced and flatted houses, this part of the site could accommodate around 30 dph, rising in parts where small units and occasionally the creation of rooms in roof spaces would allow a well-articulated skyline in combination with gaps and tree groups.
3. Low density dwellings in garden settings. Gaps between houses and bungalows with front gardens in traditional layouts are needed to allow views of the tree groups and woodlands beyond. These dwellings could be individually designed or created as small matching groups (this area lends itself to self-build opportunities). A simple layout suggests around 18 houses backing existing plots with a further 8 at a similar density in the perimeter block to the west.
4. The main development group based around a central broad street so that each dwelling has visible access to the countryside. A more open edge of single houses and

bungalows alongside the green edge can be complemented by higher densities around this central spine especially near the top and around block a.

- a. A courtyard block at up to 40 dph with well-defined edges, offering natural surveillance and an internal courtyard designed as a pleasant place in its own right (rather than simply being a car park). Some natural surveillance will be needed internally to this courtyard. Around 30 dwellings can be accommodated as short terraces or even flats on corner units.
- b. Lower density houses with an intensification of buildings to better contain the central streets resulting in overall accommodation of around 17 dwellings as predominantly detached or semi-detached houses.
- c. As above at b.
- d. Lower density around the rural edge, and a greater number of single plots suggests around 18 houses or bungalows

Land at Milford Road, south west of Lymington

Movement network framework



Movement Network Framework

Primary streets need pavement both sides.

Secondary routes should be traffic calmed by design. The central street needs to be at least wide enough to accommodate some trees as a central spine opening onto views to the south and the open greenspace.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow these blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Existing footpath needs two connections onto and across the main public open space area. Enhancements to both the boundary hedgerows and the existing public footpath surface will be needed.
2. Circular route around main mitigation space needs a tarmac surfaced footpath. This can be partly accommodated within street designs.
3. A footpath alongside the wooded margin is needed to link up with Deneside Copse.
4. Main access point and primary street will need pavements either side but should be traffic calmed by design to enable comfortable pedestrian use and an alternative route for pedestrians to link the two PROWs.
5. Street enhancements to enable easier crossing of Milford Road are needed to connect mitigation spaces and improve links to the PROW network.

Strategic Site 6

Land to the east of Lower Pennington Lane, Lymington

Site Specific Policy.

- i. Land to the east of Lower Pennington Lane, Lymington as shown on the Policies Map is allocated for at least 100 homes and public open space, dependent on the form, size and mix of housing provided.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to:
 - a. Create a well designed extension to the settlement of Lymington with a character and density reflecting the low density and rural edge character of the locality and surrounding properties.
 - b. Provide a central greenspace serving as a focal point for the development that also defines a new rural edge and softens the transition to the open countryside of the adjoining New Forest National Park.
 - c. Retain and enhance important tree belts, rights of way, hedge rows and incidental open spaces around the site boundaries as landscape features forming an important part of the character of the site and providing some screening for existing residential areas.
 - d. Integrate the site into the built-up area of Lymington connecting to its footpath networks to central Lymington, Woodside Park and to the countryside.
 - e. Provide two points of vehicular access to the site from both Lower Pennington Lane and from Ridgeway Lane, connecting to provide a vehicular route through the site .
- iii. Site Specific Considerations to be addressed include:
 - a. The southern site boundary is the edge of the New Forest National Park, and the proposed site access at the south east corner is within the National Park.
 - b. Development and access arrangements must respect the tranquility, privacy and security of the Oakhaven hospice.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Master Planning Objectives

- a. All the buildings facing the main spaces will be seen as a group and should be coherent as such with matching materials and architectural style. Low density should prevail along the edges of neighbouring properties and close to the rural edge.
- b. The whole development should be arranged around a significant open green space as a broad inlet into the site bringing rural characteristics to within sight of most dwellings.
- c. Existing trees and hedgerows needs adequate space for growth and to ensure that shading and leaf fall are not unacceptable impacts on the curtilage of dwellings.
- d. The footpath crossing the site should be embraced within designs for the open space. Its alignment redefined to allow maximum amenity use of the space, while making a convenient but attractive leisure route. A new footpath route should be created linking the site and the wider Pennington neighbourhood with Woodside Park.
- e. Vehicular access needs to minimize its impacts on both Lower Pennington Lane and Ridgeway Lane. Although it is intended that the two sides link, the middle section of this should contrast with the road so that it is clear to the driver that it is not the main thoroughfare. Access alongside the

hospice entrance should be a shared surface until it reaches the eastern area of the development.

Land to the east of Lower Pennington Lane Lymington

Landscape framework



Landscape Framework – key to map

1. Central greenspace incorporating existing trees with additional tree groups. Swathes of meadow area around a central mown amenity space upon which the community can focus. A play area, designed as an integral part of the landscape should include the play facilities associated with a Local Equipped Area for Play with toddler play in addition to older children's – clearly defined but associated within the same landscape area.
2. Main greenspace incorporating existing trees with additional tree groups. Swathes of meadow area around a central mown amenity space upon which the community can focus.
3. Tree and hedge line to be managed.
4. A deep hedgerow and tree line as a private buffer to the neighbouring hospice and its service elevations/activities.
5. Existing tree line augmented with additional buffer planting to screen off and defend the hospice from intrusive activity.
6. Roadside mature trees to be retained and given enough space to mature and be replaced in time. Verge and bank to be kept as green margin to the road with hedgerow planting and management provided where any private boundaries are proposed.
7. Retained tree group within belt of open green space.
8. Existing tree stand and public open space to be retained.
9. Broad belt of public green space to hold existing retained tree line and hedgerow.
10. Existing tree and hedge line to be retained within extra deep rear gardens. They can be taken into private management as long as there is enough space to retain them and relieve pressure to fell.

Land to the east of Lower Pennington Lane Lymington

Built development framework



Built development framework – key to map

1. Buildings to face onto the main open spaces, offering a strong development edge within the site. Lower rise and lower densities close to the countryside edge and more compact forms with distinctive landmark features as shown, deeper into the development offering legibility and a strong sense of place.
2. Low rise, single dwellings as chalet bungalows with car spaces between, modest front gardens and space enough behind them to create a quiet green buffer to the hospice boundary.
3. Semi-detached and detached houses facing an internal street. Rear boundaries far enough from Lower Pennington Lane to retain trees and the development should provide new hedgerow and verge as a green margin to the lane.
4. Intimate island of chalet bungalow dwellings. Steep apex roofs, subservient to the perimeter houses with necessarily smaller gardens within the block.
5. Single or paired chalet bungalow houses with deep garden margin to existing plots.
6. Perimeter block with gardens deep enough to offer trees within the block. Low density side on elevations adjoining existing dwellings, increases densities towards the southern end of the block.
7. Houses to face both the internal street and the wooded back of the existing tree group. Low density and shallow depth or low rise dwellings wherever they abut adjoining gardens along the eastern boundary.
8. Tight knit perimeter block. It may be appropriate to open into a mews court type development associated with the half blocks to the north. In any case, low density with shallow depth or low rise dwellings wherever they abut adjoining gardens along the eastern boundary.
9. Higher density courtyard development with small units and flatted accommodation can provide a strong and distinctive edge to the open green space.
10. Small mews court giving space for tree line and offering only shallow depth or low rise dwellings wherever they abut adjoining gardens along the eastern boundary.

Land to the east of Lower Pennington Lane Lymington

Movement network framework



Movement Network Framework – key to map

Primary access points need pavement on their north side.

Secondary routes should be traffic calmed by design.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow some blocks to accommodate cars either as mews type courts or as courtyards that have amenity value as courtyards beyond simply being car parks.

1. Main access from Ridgeway Lane needs to cross land within the National Park. This should offer a slow speed suburban road with pavements both sides and allowing development to face the main open greenspaces, with private drives and garden fronts on one side and protective bunding alongside the greenspace. This route should convert to shared surface streets and mews courts soon after leaving the main open space areas.
2. A low key access route with footpath alongside for the length which serves the hospice. This should convert to shared surface, slow speed access for the low density housing along the western edge with a clearly crossable section laid out to connect the street where it might otherwise divide the mitigation areas.
3. Access point at existing entrance creates a small cul-de-sac and a shared surface linked route to create a small perimeter block of development. The street needs to accommodate the existing footpath bringing it onto the greenspace to run across, in sympathy with, and as part of the design of, the broad green spaces, to link with the southern boundary right of way at the existing intersection point.
4. This route, whilst converting to mews court type street will nevertheless require a public route through for pedestrians taking a link from the Woodside Park through to the heart of the new development and linking up residents in the wider neighbourhood of Lower Pennington with the park via this site.

Strategic Site 7

Land north of Manor Road, Milford-on-Sea

Site Specific Policy

- i. **Land to the north of Manor Road, Milford-on-Sea as shown on the Policies Map is allocated for residential development of at least 110 new homes and public open space, dependent on the form, size and mix of housing provided**
- ii. **The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a well-designed extension to the village that:**
 - a. **Respects and reinforces the strong rural character of Manor Road and Barnes Lane, protecting road margins and creating frontages of similar character along these lanes.**
 - b. **Retains boundary tree, hedge and embankment lines and integrates them into a walkable network of recreational greenspace connected to existing footpaths and to the countryside.**
 - c. **Creates a compact pattern of perimeter blocks, well designed buildings and intimate streets with enough garden space internally and along frontages to create a sylvan setting characteristic of the local area.**
 - d. **Creates a strong and permanent Green Belt boundary to the north of the current glass houses, with new development facing onto a main area of accessible natural recreational greenspace to be provided on Green Belt land within the site boundary.**
- iii. **Site Specific Considerations to be addressed include:**
 - a. **Retention of service access to the telecommunications mast unless the mast is relocated.**
 - b. **Vehicular access to the site is to be provided from Manor Road. Barnes Lane is only suitable for emergency access.**

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. To reinforce the strong rural character of local lanes, buildings should face the lanes, placed within garden settings behind conserved boundary landscape.
- b. Margins of public open space and a management program for trees and hedgerows should conserve and perpetuate the historic margins to these lanes.
- c. A mosaic of irregular perimeter blocks should offer enough varied tree cover to ensure there is always a backdrop and skyline with greenery and foliage.
- d. Redefine the countryside by creating open green space including managed meadow areas, small tree groups and a new hedgerow.

Site specific considerations

- a. Street designs should accommodate an opportunity for visitor space and circulation room for their likely use at school drop off time which currently puts pressure on the verges in Manor Road.

Land north of Manor Road, Milford-on-Sea

Landscape framework



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Landscape framework – key to map

1. Main mitigation space - a broad green amenity space, echoing the traditional field pattern with a central area kept open but swathes of meadow management to the margins, and a new native hedgerow along the western boundary. A play area suitable as a Local Equipped Area for Play designed as part of the landscape setting amongst tree groups in one corner and any SuDS that may be required designed as an enhanced landscape strip along the edge of the development.
2. Important tree belt – new woodland edge tree and shrub groups along the margin of the site should be planted to create a more natural woodland edge and offer an enhanced habitat in combination with meadow margins and a more regularly mown strip alongside streets and paths.
3. Frontage to Lymington Road – a foil of mixed tree groups and a new native hedge should be planted to soften the impact of built forms.
4. Central green spine. Mown verges with simple swale and bund to keep cars off and assist drainage. Tree planting along this ribbon of green should be mixed to avoid a forced formality which would be inappropriate in this area.
5. Edge of Manor Road. Replenish hedgerow with additional planting on the bank. Add extra Oaks where gaps appear and create a grassed margin with bulbs and meadow planted margins along the hedgerow and a more formally mown strip alongside private drives, pathways and street.
6. Edge of Barnes Lane. Lay and replenish the hedgerow with additional planting where needed and create a grassed margin with meadow margins along the hedgerow and a more formally mown strip alongside private drives, pathways and street. Clean out the stand of trees at the north end coppicing the smaller species and shrubs, adding occasional oaks in gaps.

Land north of Manor Road, Milford-on-Sea

Built development framework



Built development framework

1. Mosaic of perimeter blocks.
2. Broad street contained by terrace and semi-detached dwellings with active frontages.
3. Combination of single flatted block and richly articulated terrace cottages, set back from the main road.
4. Single villas in garden settings to address Manor Road.
5. Single villas in garden settings to address Barnes Lane.

Land north of Manor Road, Milford-on-Sea

Movement network framework



Movement Network Framework

Primary streets need pavement both sides - the central street needing to be at least wide enough to accommodate some trees, designed as a broad boulevard including unallocated parking within the street envelope.

Secondary routes should be traffic calmed by design.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow these blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Main point of vehicular access minimising traffic on Manor Road.
2. Simple street hierarchy with main route branching to create a slow circulation through intimate internal streets, opening out onto single aspect shared surface or private drive connections that complete the perimeter blocks.
3. Secondary access point minimising tree and hedgerow/bank loss.
4. Public right of way enters the open space near its corners to become part of the leisure route circulating the space.
5. Choice of routes – the right of way to follow its existing route as an enhanced green path or branch off to skirt the tree belt bringing a safer route toward the school.
6. Direct footpath and cycleway connection to the crossing on Lymington Road offering a safer route to school.
7. Central street, designed as broad boulevard including unallocated parking within the street envelope to allow for sharing as a drop off for visiting cars at school times.

Strategic Site 8

Land at Hordle Lane, Hordle

Strategic Site 8: Land at Hordle Lane, Hordle

- i. Land at Hordle Lane, Central Hordle as shown on the Policies Map is allocated for residential development of at least 160 homes and public open space, dependent on the form, size and mix of housing provided.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a sympathetic village development whilst maintaining a clear visual separation between the two halves of Hordle by:
 - a. Enhancing land along the stream and tree belt that forms the western boundary of the site (designated Green Belt and outside the settlement boundary) as a natural recreational greenspace area and wildlife corridor, incorporating sustainable drainage measures to manage water course flood risks and surface water run-off.
 - b. Provision of a north-south pedestrian access through the site, including from Stopples Lane connecting to Everton Road and Strategic Site 9: Land east of Everton Road via the public right of way at the northern site boundary
 - c. Orientating development in the northern half of the site towards the main recreational greenspace with access from Hordle Lane, providing opportunities for pockets of higher density development within a village setting.
 - d. Protecting and enhancing the rural character of Hordle and Vicarage Lanes through the location of open greenspace, appropriate access and crossing points as well as additional hedgerow and tree planting.
 - e. Providing homes with gardens at a density appropriate to the rural settlement edge in the southern area of the site, with primary access off Hordle Lane and secondary access from Vicarage Lane

- f. Define a high quality rural and Green Belt edge to the village along Sky End Lane to soften the transition to open countryside designated as Green Belt.
 - iii. Site Specific Considerations to be addressed include:
 - a. Badger setts on the western site perimeter require appropriate development setbacks and habitat enhancement measures.
 - b. The stream and woodland belt in the north west of the site will require remedial and restorative works.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. Creating a recreational amenity area and wildlife corridor along the stream
- b. North – south route
- c. Concentrating any higher density development in the northern half dwellings to face onto recreational greenspace
- d. Protecting and enhancing the rural character of Hordle Lane and Vicarage Lane through the location of open greenspace, sensitive access and crossing point design as well as additional hedgerow and tree planting.
- e. Providing dwellings within garden settings in the southern area of the site with primary access off Hordle Lane and secondary access from Vicarage Lane
- f. Providing infill housing development in the smaller land parcels accessed from lower Vicarage Lane and Sky End Lane, in a form and density that is appropriate to, and helps to define, a high quality rural edge to the village at the point of transition to the open countryside designated as Green Belt.

Site specific considerations

- a. The site contains badger setts requiring appropriate development setbacks.

- b. The stream and woodland belt in the north west of the site may require remedial and restorative bank works, replanting and removal of tipped waste.

Land at Hordle Lane, Hordle

Landscape framework



Landscape Framework – key to map

1. Main mitigation space as a 'village green' size space – simple management for nature conservation combined with a broad swathe of playable grass for informal games as well as dog walking etc. – an open green with hedge and tree groups to buffer existing rear gardens. New hedgerows, SuDS and site specific Local Equipped Area for Play
2. Restore tree line and hedgerow along Vicarage Lane.
3. Protect and enhance tree line with margin of public open space as grass swathe with bulb planting and restored hedgerow.
4. Punctuate skyline with trees in front and rear gardens - a garden suburb character creating a verdant rural edge to complement the villas along Sky End Lane.
5. Additional space may be needed for sports provision. Alternatively, if a school is needed, this location should be considered so that a landmark building can be seen down Hordle Lane and the playing fields aligned alongside, keeping the lane green and rural.
6. Access via a re-creation of a rural lane with banks, hedges and ditches in combination with SuDS features within the 'village green'.
7. Broad green connection to two main public spaces.
8. Public open space expanded to include the badger sett and create an ability to forage along the woodland edge and open space corridor.
9. Woodland and scrub valley - manage wooded areas, introduce groups of varied trees to filter views across the valley. Some areas may need to be reprofiled to facilitate a series of SuDS holding ponds, dips and swales as well as a play area and leisure routes.

Land at Hordle Lane, Hordle

Built development framework



Built development framework – key to map

1. Small unit starter homes and terraces make a distinctive built frontage to the green link as a higher density core to the development. Two storeys with a distinctive skyline.
2. Flatted block or nursing home type development should create an 'end-stop' building appearing as the only new building directly on Hordle Lane. Two storey but with roof forming a half storey of distinctive gables with rich detail.
3. Single and semi-detached houses in garden settings facing Vicarage Lane across low key access slip road or private drive and green margin.
4. Low rise garden suburb style single storey and chalet bungalows in garden settings.
5. Single villas in very large gardens as contextual infill to complement the characteristics of the existing Sky End Lane properties.
6. Detached and semi-detached houses with modest front gardens and cars parked between buildings.
7. Single houses with modest front gardens and cars parked between buildings to create a garden margin to the lip of the valley's defining edge. Deep rear gardens and gaps between buildings must allow some tree planting to rise above rooflines and be seen between buildings offering a predominantly green horizon from the open space and the valley floor.

Land at Hordle Lane, Hordle

Movement network framework



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Movement Network Framework – key to map

Access points should be designed to minimise the urbanising effect on local lanes.

All routes should be traffic calmed by design – preferably adopting the use of shared surface along ‘Home Zone’ principles.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow these blocks to accommodate cars within the block in medium density streets and some flatted development.

1. Entrance access through existing housing site
2. New entrance alongside greenspace creates a new edge to the village. It is important that people can cross Hordle Lane here to enter the mitigation space.
3. A footpath to create a circular walk around the new green with access points to link to Vicarage lane and also the southern part of the allocation site.
4. Shared surface or private drive to create a frontage to Vicarage Lane behind the tree line.
5. Sky End Lane should retain its rural character – a single track width and a very limited number of extra new driveways to single houses.
6. Shared surface broad enough for on-street parking with front gardens offering green character.
7. New access as a rural lane with ditches banks and hedges either side and a pavement along the southern side. This should change character to a more minor access point from Vicarage Lane.
8. Private drives terminate these cul-de-sacs to enable dwellings to face Hordle Lane across the green margin and tree lined edge. These will need to be segregated from the public greenspace with a minor footpath alongside.
9. New pedestrian/cycleway connection.
10. Strategic footpath/cycleway linking Everton Road through to the whole development and existing peripheral areas of the village at Stopples Lane and Vicarage Lane via the mitigation space.
11. Cycle link to bring users to Hordle Lane close to church and school entrance.

Strategic Site 9

Land east of Everton Road, Hordle

Site Specific Policy.

- i. **Land to the east of Everton Road, North Hordle as shown on the Policies Map is allocated for residential development of at least 100 homes depending on the housing mix provided, and open space.**
- ii. **The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a development that redefines the green gap between the lower and upper parts of the village comprising:**
 - a. **A connected network of small development parcels set within existing field boundaries, retaining tree belts, streams and hedgerows.**
 - b. **An area of enhanced natural recreational greenspace on the eastern part of the site (within land designated as Green Belt outside the settlement boundary), defining a strong Green Belt boundary and green gap between the two parts of Hordle village, including new woodland trees and hedgerows to provide a habitat link between woodland to the south and north of the site**
 - c. **Footpaths connecting through the site and linking to Strategic Site 8: Land at Hordle Lane to the South.**
- iii. **Site Specific Considerations to be addressed include:**
 - a. **Providing a pedestrian crossing point on Everton Road to link the footpath/cycleway routes.**
 - b. **Principal vehicular access from Everton Road, with a secondary access from Silver Street.**
 - c. **Providing a well-defined edge and enhanced rural character to the Green Belt.**

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. Existing field boundaries consist of hedges, banks and ditches with lines of oak trees. This should be retained and enhanced through: creation of green margins managed for public amenity; the planting up of gaps and management of hedgerows; protection/management of trees to create a sylvan setting for the development; broadening or re-profiling and reinforcing of the ditches to maintain them as open and manageable watercourses.
Groups of dwellings should face out onto these woody corridors with car parking kept within the defined blocks
- b. An area of recreational greenspace on the eastern part of the site provides several functions: A visual green gap between the two parts of the village; space for recreation and a leisure route; a habitat linking the woodland areas north and south of the site. This area will need the planting of woodland tree groups, management as natural spaces and the provision of a footpath/cycle route.
- c. A choice of routes will be expected with one preferred route being a tarmac footpath cycle route offering all residents the ability to arrive at the south east corner of the site. Link with the pavement on the north east side of Everton Road will be needed.

Site specific considerations

- a. Crossing Everton Road is important for new residents to access the school safely. Designs will need to be discussed with the highway authority and included as part of any planning application.
- b. In creating the main access, minimising tree loss on Everton Road will be important but aligning the entrance with block layout of houses and making a legible route through the site potentially connecting up to Silver Street will determine the best access point.
- c. Enhancing the rural edge will require hedgerow restoration and additional planting to create a strongly rural margin. Dwellings should not be screened but designed and aligned to create a sympathetic character in combination with tree planting as a visual foil to views from the Green Belt.

Land east of Everton Road, Hordle

Landscape framework



Landscape Framework – key to map

1. Existing field boundaries should be retained and enhanced through planting and management to create a sylvan setting for the development.
2. Mitigation space as an open green with existing field boundaries enhanced by natural planting, meadow and hedge management. Equipped play spaces for both toddlers and older children, specifically designed as a playful landscape that offers enhancements. The main play area needs to incorporate a variety of equipment and features serving all age groups that maximizes access to play, offering a full range of play experiences and activities, designed specifically for the site. A toddlers area may be separated from the main play space, or zoned so that conflicts between age ranges are limited by design.
3. Mitigation space with existing field boundaries enhanced with natural planting, meadow and hedge management and large open green to offer space for ball games/ potential kickabout area.
4. Highlight the main north-south path with tree line to both draw the eye along a bold sweeping route and at the same time define an edge between spaces that would bring a sense of managed parkland and definition to meadow cut areas, SuDS feature and the edge of new woodland planting.
5. New mixed woodland planting to create a habitat link between woodlands to north and south.
6. Hedgerow replenished – cleaned out, layed and planted afresh with additional trees to filter views of an open edge to the new woodland behind. The treatment of this paddock is special in that it defines the character of the green gap between upper and lower parts of Hordle village. Glimpsed views of open meadow must be balanced with woodland habitat.
7. Green margin to new development. Hedgerow to be replenished – cleaned out, layed and planted afresh with additional trees to filter views of dwellings facing Everton Road. This will need a margin of well managed green incorporating any surface SuDS features and backed by a margin of less manicured herb layer alongside the natural hedge line.
8. Alongside the retained hedgerows, there need to be small spaces and margins of informal open space. These should offer a buffer between streets, car space and houses as

well as an outlook onto green amenity. In instances like this junction of hedge lines, such spaces can be focal areas for doorstep toddler play.

Land east of Everton Road, Hordle

Built development framework



Built development framework – key to map

With tree lines providing a considerably sylvan setting, there is scope for the built forms to create intimate streets, courtyards and spaces, provided that they offer a clear character with strongly articulated rooflines, richly detailed walls, windows, eaves and verges, using red brick, brown clay tile and dark downpipes, guttering etc. Dwellings and outbuildings together should show a varied skyline with varied heights of 1, 1½ and 2 storey with steep apex roofs. Shadow lines through articulated expression of building forms, recessed fenestration and roof overhang. Practical issues of proximity to trees will need careful consideration in building design.

1. Groups of dwellings through the middle section could maximise dwelling numbers by creating intimate groups of houses in blocks with courtyard and on street parking.
2. Along this margin, deep gardens must include space for the existing and future tree line. Single or paired semis on plots should respect the divisions of existing properties adjoining the site.
3. The street character should allow more gaps between buildings for car parking and modest garden frontages to characterise the lane arriving from Silver Street. A mixture of single houses and paired semis are envisaged.
4. Bungalows with gardens reflective of the existing rear boundaries with gaps between and deep enough gardens to retain and offer potential planting of trees and retain the rural character of Cottagers Lane. These should be arranged to offer good natural surveillance to the main path and benefit from views of the margins of newly planted woodland area.

Land east of Everton Road, Hordle

Movement network framework



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Movement Network Framework – key to map

Car access from both Silver Street and Everton Road should offer either a pair of cul-de-sacs that align with each other for clearly legible pedestrian links, or a connected through route which offers choice of transport modes, which deflects any intensification of car movement around the proximity of the petrol station. In either case the streets should be designed for slow movement and pedestrian/cycle friendly use.

Two clear north-south links for pedestrians are needed, the one, maximising use of the benefits of the mitigation space as a year round leisure route, the other an alternative to Everton Road, set into a green margin behind the roadside hedge and linking back to pavement in the north and crossing to the west of Everton Road in the south.

Cycling should be combined with one of the main pedestrian links. The plan suggests a good link through the open space, utilizing the street network to create a legible route through the development. This will help underline the sense of hierarchy with the through route offering pavement and width for two way traffic, while all other vehicular streets are provided as low key shared surface or even just private drives to allow outward facing perimeter block development and a sense that the car is only present for careful transit in or out of parking space before entering the road network. By linking upper and lower Hordle with the main greenspace in this way, in combination with woodlands to north and south and the green spaces of the SS8 greenspaces this will enable an infrastructure of off-road recreational routes to benefit both the new and existing neighbourhoods.

Access points should be designed to minimise the urbanising effect on local lanes.

All routes should be traffic calmed by design – preferably adopting the use of shared surface along ‘Home Zone’ principles.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow some blocks to accommodate cars within the block as intimate mews courts.

1. Footpath cycleway connection which will require the bridging of the ditch and careful consideration of trees. If practical, a road connection should be created but in either

case the bridge design must be a highlight of the street's character.

2. Leisure path should also be augmented by additional mown paths to offer circular walking routes within the greenspace.
3. Main footpath link also carrying bikes and trikes.
4. It is important that Everton Road be made easily crossable at this point.
5. Main road access, located to minimise damage to tree lines but also enable the efficient development of perimeter blocks.
6. Pedestrian route through greenspace margin will offer a route alongside Everton Road where pavement on the carriageway side of the lane is missing.
7. Connection through the hedge is needed onto the end of existing pavement.

Strategic Site 10

Land to the east of Brockhills Lane, New Milton

Site Specific Policy

- i. Land to the east of Brockhills Lane, New Milton as shown on the Policies Map is allocated for residential development of at least 130 new homes and public open space dependent on the form, size and mix of housing provided.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to provide a new rural edge neighbourhood to New Milton by:
 - a. Creating a compact pattern of well designed buildings and streets with enough garden space internally and along frontages to create a sylvan setting comparable to the characteristics of the low density development in the area.
 - b. Providing vehicular access from Brockhills Lane with improvements to the Brockhills Lane and Sway Road junction, and providing pedestrian crossing points across Sway Road and Brockhills Lane to link to existing footpaths
 - c. Providing a central north-south greenspace corridor connecting to Sway Road as an internal focal point for the development, with the main area of natural recreational greenspace on the southern and eastern boundaries, buffering adjoining woodlands and the Danes Stream.
- iii. Site Specific Considerations to be addressed include:
 - a. Ensuring the form and character of development layout relates appropriately to the New Forest National Park to the east and north.
 - b. Respecting the ecological sensitivity of the Ancient Woodland and other woodland habitat to the south and west of the site.
 - c. Managing flood risks from Danes Stream and its tributary in an ecologically sensitive manner,

integrating sustainable drainage measures around existing water courses and the greenspace framework for the site.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. This development is somewhat separate from other residential areas nearby and can create its own identity as a compact mosaic of intimate lanes and irregular blocks of dwellings. However, these will need to respect the wider rural characteristics of the area, picking up on local traditions and materials in house building and also offering enough in the way of tree planting and garden space to offer a verdant atmosphere and punctuate the roofscape and skyline with enough tree canopy to relate this place to its rural surroundings.
- b. Access is via a single entrance. Sensitive highway design which does not impinge unduly upon the rural characteristics of Brockhills Lane is expected. If hedgerows interfere with sight lines, they should be retained but transplanted behind (not grubbed out) to retain the character of the lane as well as its natural habitat.
- c. A central north-south corridor should be the focus of pedestrian activity and amenity. Formed along the hedgerows and field boundaries with enhanced native planting, this corridor should be seen as a relatively natural space within the development which must include a well-defined footpath leading north towards Bashley and the open forest, and south towards the broader amenity spaces of the development and on towards Ashley. Improvements to highways at either end will be needed to

make crossing easier on both Sway Road and Brockhills Lane.

A main area of recreational greenspace should be provided across the whole margin of the south of the site, with development set back on the southern and eastern boundaries, offering green space to buffer adjoining woodlands and the Danes Stream and provide opportunities to use a sustainable drainage approach around existing water courses which should be integrated into the recreational greenspace framework for the site.

Site specific considerations

- a. Context suggests that architectural cues should be taken from traditional dwelling types in the local New Forest area.
- b. There should be a minimum of 15m set-back for any buildings from the Ancient Woodland and other woodland habitat to the south and west as well as watercourses including the Danes Stream
- c. Managing potential flood and surface water should form an integral part of the landscape design.

Land to the east of Brockhills Lane, New Milton

Landscape framework



Landscape Framework – key to map

Protecting the rural character of the adjoining lanes, creating greenspace which opens up amenity to the new and existing community whilst enhancing the habitat value of the area, which is to remain green, and providing enough of a sylvan setting to be comparable to the characteristics of the low density development in the area.

1. Main mitigation space laid out informally as meadows around the existing stream – existing hedgerows improved, gapped up and brought into management. SuDS features designed to enhance the habitat and amenity.
2. Secondary linked mitigation space, a little more formal containing site specific design for natural play, some tree groups and more regularly mown grass area.
3. Linked mitigation space, set into housing as a village green. Existing hedgerow and trees protected and improved with management works and additional tree planting to create a feature.
4. Meadow and woodland edge planting and management to protect and add to the tree line as a linear habitat and green outlook for houses.
5. Garden groups within blocks or courtyards with smaller garden trees to add to amenity and habitat value.
6. A margin of greenspace with meadow edges and appropriate rural fence/hedge line to protect the Danestream from encroachment and keep pets/children off the banks for safety and habitat reasons.
7. Tree line and hedgerow margin to existing dwelling plots with amenity grass buffer to offer a pleasant outlook.
8. Green buffer to Sway Road – existing hedgerows improved, gapped up and brought into management with additional tree planting in groups to create a visual foil (not a screen) to buildings. Retain the rural character of Sway Road.
9. Central green corridor – a focus for the new community linking to the footpath route towards the open forest and Bashley village, this should incorporate ditch and hedge lines with additional tree groups and informal meadow management: culminating in the village green space to the south, with a play area and the footpath link and farm shop to the north.
10. Gardens backing onto the existing domestic gardens for security and neighbourliness but with deep enough space

to enable distance from houses and some tree to be incorporated to screen and soften the impact of new development on the existing.

11. Retain the rural character of Brockhills Lane – existing hedgerows improved, gapped up and brought into management with additional tree planting in groups to create a visual foil (not a screen) to buildings.

Land to the east of Brockhills Lane, New Milton

Built development framework



Built development framework – key to map

Create a compact pattern of irregular perimeter blocks, richly designed buildings and intimate streets with enough garden space internally and along frontages to create a sylvan setting. A mix of 1½ and 2 storey dwellings facing the countryside should soften the edges while a greater proportion of 2 storey dwellings that should dominate the internal streets. Some flatted and terraced forms could maximize numbers while roof tops remain low but varied. Gaps, gables and relatively steep apex roofs on narrow depth buildings will create a varied skyline offering glimpses of tree tops and a variety of views. To create the required richness of character varied forms as well as good quality contextual materials will be needed with a high proportion of non-standard house types and individually designed street margins. Materials should be predominantly red brick and brown tiled roofs, hanging tiles or weather boarding to enrich walls which will inevitably be seen close up with only limited greenery within courtyards, streets and garden spaces.

1. Compact perimeter block with intimate internal courtyard as a street or mews type development. Such blocks require a softer edge with modest frontage garden spaces, gaps between buildings and occasional small trees to offer green margins to face out onto green space. Courtyards need to be pleasant places in their own right with occasional trees, high quality surfacing and boundaries.
2. Similar courtyard and mews blocks with enough internal parking to reduce the need to park in front of some of the perimeter dwellings.
3. Deeper rear gardens and much lower density single dwellings.

Land to the east of Brockhills Lane, New Milton

Movement network framework



Movement Network Framework – key to map

Internal loop of secondary road as a pedestrian friendly lane to touch on as many blocks as possible with tertiary shared surface lanes connecting a variety of mews courts within blocks. An overall sense of 'driver beware' must dominate throughout the neighbourhood with slow speeds, and, beyond the loop a sense that cars are only entering or leaving their parking spaces.

Perimeters of blocks might have only limited parking but should all be accessible via private drives and footpaths so that frontages can overlook the public realm.

Access points should be designed to minimise the urbanising effect on local lanes.

Primary routes should have pavements along both sides.

All other routes should be traffic calmed by design – preferably adopting the use of shared surface along 'Home Zone' principles.

Tertiary routes are needed to complete access around perimeter blocks. These could be private drives in combination with public streets, provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow some blocks to accommodate cars within the block as intimate mews courts.

1. Junction improvements needed to decrease safety concerns exacerbated by additional car movements – also to assist in reducing speeds to enable a crossing point nearby
2. Crossing point needed to connect up the existing PROW from Bashley village with the internal strategic footpath.
3. Internal strategic footpath – part of a green corridor running through the heart of the neighbourhood. Where vehicle routes cross they should have a combination of surface type and/or pinchpoint to define the pedestrian crossing priorities within the site.
4. Shared surface lane connects up mews court blocks.
5. Combinations of private drives and public footpath network offers access to front doors of dwellings.
6. Strategic footpath link runs through the mitigation space as sweeping curve, sympathetic to landscape form and offering circular walking routes within the site in combination with less formal paths.

7. Crossing point needed for main paths to reach pavement of Brockhills Lane which may need further enhancements to ensure that the route is comfortable for pedestrians leading to Ashley Common Road

Strategic Site 11

Land to the south of Gore Road, New Milton

Strategic Site 11: Land to the south of Gore Road, New Milton

- i. **Land to the south of Gore Road New Milton as shown on the Policies Map is allocated for residential development of at least 160 new homes and public open space, dependent on the form, size and mix of housing provided**
- ii. **The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a well-designed new area of the town by:**
 - a. **Providing a positive frontage to Gore Road whilst retaining the better trees in the current frontage tree belt, maintaining a green gap between the development and the listed Milton Barn farm building.**
 - b. **Creating a central greenspace within the development around which higher suburban densities can be accommodated, and arranging buildings on the southern and eastern frontages to face onto and provide natural surveillance to greenspace areas.**
 - c. **Concentrating open space provision on the southern and eastern edges of the development to complement and enhance existing public open space.**
- iii. **Site Specific Considerations to be addressed include:**
 - a. **Design measures to manage the relationship between the development and the glass house structures and business operations of the adjacent nursery.**
 - b. **Respecting the setting of the listed building of Milton Barn.**
 - c. **Enhancing access to Fawcett's Field recreation ground**

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. The Gore Road tree belt will grow into a line of taller trees and therefore needs some thinning with poorer specimens removed. Buildings should be aligned to face the street across a strip of public open space with grass verges, sections of hedgerow and tree groups. A broad gap near the Willow Barn pub should become a welcoming entrance to the development for pedestrian access, creating a setting for the pub, addressed by a new landmark building.
- b. A modest green space is intended to provide a core of the development, contained by built forms with cars set behind dwellings or in purpose designed streetscapes as part of the square.
- c. It is intended that the recreational mitigation be provided as broad parkland of meadow and tree planting along the eastern and southern sides of the development. Glades of amenity grass within the space will be created with meadow management around margins to define the shapes of amenity space. A balance of formal design with more natural management and species selection will enhance legibility and clarify definition between areas for dog walking and those for other types of informal recreation. There is scope to include enough breadth of space to form a kickabout area in the south of the site.

Site specific considerations

- a. A bank of tree planting is required to buffer the visual impacts of the glass house to the west. Such trees need to be of light canopy, unlikely to drop branches or heavy leaf fall that would detract from the amenity of the gardens that will need to back onto this boundary or damage the glass houses.
- b. The setting of the listed building will need a broad green space contained by buildings of good architectural quality with details and materials which draw on the traditional characteristics of the local area.
- c. Consideration should be given to enhancing aspects of Fawcett Field as part of the open space requirements of this development. Opportunities to enhance the pitches and especially the paths around the pitches of Fawcett Field with hedgerow planting, additional small tree groups, surfacing and provision of benches could offer a far greater recreational mitigation and formal open space provision if carried out in concert with the provision of green spaces for this development.

Land to the south of Gore Road, New Milton

Landscape framework



Landscape Framework – key to map

1. Green gap and setting for listed farm building – broad enough to contribute to the mitigation, a formality is envisaged through tree planting strategy which invites the walker into the gap to connect with the new neighbourhood and the recreation ground beyond. Open green, sweeping tree lines, occasional seats and swathes of bulb planting for colour.
2. Linear parkland creating an increasingly less formal edge to the built up area with meadow margins and mixed tree groups to compliment the visual impact of the formal tree lines and augment the hedgerow boundary to the recreation ground.
3. Pinch down the open spaces so that a more intimate landscape of tree and shrub groups creates a strong setting for the crossing of paths and the play area and combines with SuDS features, colourful meadow and grassy glades - a pinch point linking the broader spaces
4. Storm water detention ponds, swales and scrapes make up a diverse habitat to the southern edge with a more formal mowable treatment to the frontage where these SuDS features address the main mitigation space.
5. Main mitigation space – a broad green with swathes of rich meadow planting to its margins and a more regularly mown central area which could be used for informal games: a kickabout pitch, rounders or cricket, for example
6. Formal tree line creates visual link through whole network of green spaces, drawing the eye to footpath routes, offering shelter, seasonal colour and giving definition and scale to the broad space and a threshold for the more intimate meadow and glade spaces beyond.
7. A buffer of medium species trees including a high proportion of evergreen species some of which should be tall enough as groups to break the dominance of the glass house as a horizon.
8. Small pockets of grass and formal tree planting creates breathing spaces within streets
9. Existing hedgerow and pine belt, cleaned out with selective felling to open occasional windows in the screen. A green margin with grass verge and additional broadleaved tree groups to add seasonal colour, increase the wildlife benefits and offer a long term and deeper tree belt as a feature of Gore Road, ultimately opening into the green gap at 1.
10. Garden species trees strategically placed as rows or specimens within courtyards or street margins where more intense built up area gives way to more garden dominated

Land to the south of Gore Road, New Milton

Built development framework



Built development Framework

Create a compact pattern of irregular perimeter blocks, richly designed buildings and intimate streets with enough garden space internally and along frontages to allow small pockets of trees within blocks in the south of the development and occasional trees in pleasant courtyards in the north. Pockets of development might be at higher density around small public spaces or to contain streets resulting in a more intense urban grain for the internal and eastern areas of the site and a more open grain towards the southern and Gore Road edges comparable to the characteristics of lower density development in the area.

1. Rhythms of buildings, gaps and plot definition reflects characteristic of Gore Road, should face onto a green strip and be glimpsed through gaps and under canopies of tree groups across a grass verge. Intensity of urban grain increases subtly towards the east culminating in a landmark feature building to herald the green gap.
2. Pleasant courtyards such as this created with natural surveillance from buildings, high quality boundaries and occasional trees to accommodate much of the car parking for the block so that the external faces of the block can be more intimately built up.
3. The east face of the development can be created with a combination of terraced and semi-detached houses maximizing surveillance onto the green corridor, with occasional landmark building to define corners.
4. Terraces and flatted dwellings contain the central green square. For legibility, a taller landmark might culminate combined vistas into the site from the north and from the recreation ground path arriving from the south east.
5. Intimate streets where buildings and a rich streetscape replace gardens might lead to parking courtyards providing buildings and high quality boundaries contain the edges and natural surveillance is provided.
6. Lower density block, dwellings with gardens, small trees and gaps to create views to deeper rear garden groups – a softer edge to the main mitigation space which should carry through to surrounding blocks ensuring that the development complements the green tranquility of the main mitigation space.
7. Small green with street trees and enough front gardens to create a sense of greenery – a transition

from the more urban interior of the place to the softer suburban edges.

Land to the south of Gore Road, New Milton

Movement network framework



Movement Network Framework

A hierarchy of streets emanating from a central green square, the connections continue to radiate out to offer footpaths to link to the recreation ground, to Lymington Road and the Barton area and to create various leisure circuits in combination with other local spaces. Streets which border the development are to be low key shared surface routes. Internally shared surface streets connect courtyards to the main street framework which is nevertheless pedestrian friendly with pavements which are protected from being parked on either by alternative on-street car accommodation or step up and bollard prevention measures.

Generally streets should be traffic calmed by design – preferably adopting the use of shared surface along ‘Home Zone’ principles where practical.

Internal courtyards can allow some blocks to accommodate cars within the block as intimate mews courts or courtyards that have amenity value beyond merely storing parked cars.

1. Main access route as straight avenue accommodating small trees and uninterrupted pedestrian route to culminate in central green space.
2. Key routes to the edge of the development combine footpaths, with modest green spaces for tree groups and accommodate some on-street parking.
3. Footpaths link local recreation ground with the development as relaxed curves sweeping towards main access routes into the heart of the development.
4. Tree lines define the main leisure walking route – a tarmac path ensuring a year round accessibility.

Strategic Site 12

Land to the south of Derritt Lane, Bransgore

Site Specific Policy

- i. Land to the south of Derritt Lane, Bransgore as shown on the Policies Map is allocated for residential development of at least 100 new homes and public open space dependent on the form, size and mix of housing provided.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a well-designed village extension that enables improved flood risk management and safer pedestrian access for the wider locality by:
 - a. Protecting the green and rural qualities of Derritt Lane, retaining the roadside trees in an enhanced margin of greenspace with natural surveillance provided by the design and orientation of the dwellings.
 - b. Providing the primary site access opposite to the main entrance for Heatherstone Grange.
 - c. Creating a new village green at the eastern end of the site and a greenspace corridor along the southern and western site boundaries and incorporating sustainable urban drainage and improved water course and surface water management as an amenity and habitat enhancement.
- iii. Site Specific Considerations to be addressed include:
 - a. Providing connections to Public Rights of Way adjoining the site.
 - b. Preparation of a detailed Strategic Flood Risk Assessment to demonstrate how proposed development will be made safe and provide improved flood and drainage management in the locality, ensuring that there is no increased flood risk downstream.
- c. Additional sewer and pumping station capacity will need to be provided.
- d. Providing a strong and permanent boundary to the Green Belt to the west and south of the site.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. The rural and green character of Derritt Lane should be retained by protecting the trees, giving them space to grow. A new hedgerow should be replanted with a fence to protect it until established. Dwellings should either face or present end elevations with fenestration towards the lane. A footpath is not required but may help in creating positive surveillance.
- b. Broad street, contained by building frontage and incorporating green space should provide a central focus to the new neighbourhood. This can include the PROW as a simple path or as part of the street. The path should either be realigned or extended to offer direct connection to the entrance of Heatherstone Grange to the north. Some improvement for pedestrian crossing here should be provided.
- c. A new Village Green on the eastern end of the site should be created to provide both the mitigation space and formal open space requirement of the development. Buffer zone of tranquility adjacent to the existing dwellings; space for holding back surface water to prevent flooding further down and a play area (equivalent to a Local Equipped Area for Play) should all be designed in sympathy with the rural village landscape.

Site specific considerations

- a. Existing Public rights of way (PROWs) should be dealt with as follows:

Wiltshire Gardens PROW is a quiet narrow route which is not suitable for increased use unless it can be relocated along the vehicle access for the pumping station. Ideally its route should be absorbed within a redefined route to arrive opposite Heatherstone Grange entrance.

A path arrives on Derritt Lane from the north at the far western end of the site with currently nowhere to go. Improved crossability and a path within the site should be provided to knit the greenspaces and street network of the site into the network of existing PROW routes.

Where the PROW arrives at the north-west end of the 'village green' space, an entrance to the space is needed. The new roadside path along a short section of the south side of Derritt Lane should enter the site as an alternative to crossing the road.

A pedestrian and cycle entrance should bring access from the historic west Road across the north side of the 'Village Green' and into the development to reach the entrance opposite Heatherstone Grange's entrance.

- b. The southern and western edges of the site are expected to include SuDS features, a re-profiling of the stream to accommodate increased capacity and a broad area for storm water detention as enhanced habitat and valuable additions to the landscape setting of the site. It may be that parts of the southern edge of the developable areas need to be lifted out of the flood zone and in which case the landscape should be subtly adapted to accommodate a rise with embankments which are sympathetic to a rural edge – not appearing as an engineered plinth.
- c. Additional sewer and pumping station capacity will need to be provided. This should not be provided in such a way as to interfere with the character and amenity of the site and its dwellings. If a building is needed, this should be of similar quality and materials to the houses.
- d. Tree groups and hedgerow planting in combination with the wetland habitat improvements described above should be used to create a strong edge to the green belt to the south and west.

Land to the south of Derritt Lane, Bransgore

Landscape framework



Landscape Framework – key to map

Retaining the rural characteristics of this edge of the village, while managing potential flood issues within the site are the key drivers for the landscape framework. The main mitigation space provided in combination with public open space should form a centerpiece to knit this development with the village of Bransgore. The historic rural lane (West Road) must not have its last remaining direct link with the countryside filled in, but rather celebrated with a real village green type open space which allows views across it, retaining the setting of the older cottages here and also offering mitigation which is an attractive asset to local people. Areas of land along the south and especially the west end of the site are prone to flooding so that designs which manage this are likely to include a more pronounced change to landscape character within the site, embracing a wetland habitat on low lying areas and a clear 'lift' to a residential edge. The need to accommodate rainfall runoff within the developed areas themselves, combined with the need to offer a sylvan skyline interspersed with roofs is expected to be provided by a combination of deeper garden groups within residential blocks and quite intimate shared surface streets.

1. A broad village green – informal space and paths around the edges and upper (eastern) corner. Enhanced hedgerows and occasional tree planting around boundaries.
2. Scrub filled hollow on the site of a former dwelling retaining its better trees but cleaned out to provide more manageable shrub groups, trees and an area for play,
3. Meadow area interspersed with small or medium trees suggested as an orchard type edge with wild flower meadow beneath – a foil to separate activity from gardens without depleting views of the countryside.
4. Central open green as a potential football pitch, surrounded by informal meadow.
5. Retained traditional hedgerow, ditch and bank; perpetuating this line of oaks and the habitat corridor is important. Shallow scrapes along its eastern margin can hold water in times of heavy rainfall slowing runoff and enhancing meadow diversity (to be mown when dryer).
6. Mitigation space associated with the new housing. A small play area, garden trees, a combination of meadow and amenity grassland and a deeper foil of hedgerow species and tree groups along the rear boundary of Wiltshire Gardens.
7. Arrival space incorporating the PROW allowing for pedestrians to be deflected to arrive at the village green entrance to Heatherstone Grange development. A combination of relatively formal hard and soft spaces with trees lining the route (the existing line of Horse Chestnuts, being of poor quality and rather alien in the landscape, could be replaced by better species).
8. Greenspace corridor along the southern and western site boundaries, incorporating SuDS and improved water course and surface water management. Surface profile may need to allow the stream to flood onto open greenspace without encroaching on the new residential land. Trees in groups along the bank are envisaged with a mown verge and either a clearly manageable and visible lower green margin or a securely fenced and hedge lined margin, depending upon the expected regularity and depth of flood water encroachment.
9. Broad water meadow type environment or flood detention basin with sympathetically planted margins. Continuation of tree groups and mown verge. Large oaks are of particular importance for retention and eventual replacement.
10. Derritt Lane margin: The hedgerow and bank will need replenishing with new hedgerow planting where it is lost, a post and rail fence and narrow greenspace verge to protect the existing tree line and offer space for the trees to grow.
11. Deeper garden groups should offer garden variety trees as a foil between rear windows and some greenery seen above roof tops and between buildings, to help knit the development into the landscape.

Land to the south of Derritt Lane, Bransgore

Built development framework



Built development Framework – key to map

A modest extension to the village, development should be in small perimeter blocks arranged around a single lane. Forms and materials for houses should be consistent within a restricted palette. Taking their cue from the Heatherstone Grange development where three basic styles allows variety within the neighbourhood. Ideally relating the forms to that philosophy, the central space could have more intense small units provided that they do not compete with the 'manor house' terrace which heads the green to the north. Smaller rows reminiscent of estate workers cottages could set the scene along the main lane in one or two area while a different style could suggest a later infill with houses along a traditional theme completing the definition of the lane with gaps offering glimpses of the gardens between and behind.

1. A more intense street including terraces of smaller units to contain the space. Two storey dwellings with fewer gaps than the surrounding dwelling groups.
2. Houses or pairs of semi-detached houses address the green margin.
3. Street designed more as a courtyard contained by innovatively articulated clusters of connected dwellings, undercoft garaging and walled garden enclosure.
4. Dwellings as end units, turning the corners to offer natural surveillance to the green margin of Derritt Lane, allowing glimpses above end garden walls of garden groups which should be deep enough to hold small trees or taller shrubs perpetuating the green and rural character of the lane.

Land to the south of Derritt Lane, Bransgore

Movement network framework



Movement Network Framework

A network of walkable routes connecting the village to its rural edges and leading to the new park will knit the neighbourhood together. Access should be via a single lane meandering through the new neighbourhood to disperse cars to each block with all other routes serving as low key, shared surface spurs or private drives.

If it can be achieved, the main entrance should be combined with that of Heatherstone Grange so that the two spaces complement each other, giving a single point of flow disruption and sense of arrival, reducing traffic speeds and creating a clear crossing point. Access points should be designed to minimise the urbanising effect on Derritt lane.

1. Central access point - whether or not a vehicle access from Derritt Lane is achieved, this section of street should accommodate parking, street trees and offer a design which also embraces the design of a linear greenspace including SuDS swales and pedestrian link to the crossing point.
2. One of a pair of alternative access points which should, in combination, create a single lane running right through the development. It should be designed as a calmed street from the outset.
3. Pedestrian crossing point and access directly from the new path onto the green helps connect communities
4. One of the pedestrian routes should offer cycle route into the new development drawing cyclists off the narrowed section of Derritt Lane and linking the neighbourhoods – also provides for safer route to school.
5. Changed surface of street or raised table to facilitate easy pedestrian crossing.
6. Alternative access (one of a pair) to create the new lane.
7. Derritt Lane needs to be crossable here to reconnect the footpath network both with the development and the wider village. A modest pinch point with pedestrian refuge either side should serve to herald both the possibility of pedestrians and the arrival at the edge of the village
8. Cul-de-sac designed as courtyard offering parking.
9. Crossing point required – either as part of the vehicle entrance design or separately as a vital link between neighbours and connecting walkers to the countryside paths beyond.



Strategic sites frameworks and expectations for Ringwood

Ringwood Strategic Sites overview map shows a simplified version of the two main sites at Moortown Lane and north of Hightown Road so that they can be seen in the context of their connecting roads and also the new housing being developed under the previous local plan. The Snails Lane site which is to the north of the town is not included

Strategic Site 13

Land at Moortown Lane, Ringwood

Strategic Site Policy

- i. Land to the north of Moortown Lane, Ringwood, as shown on the Policies Map is allocated for residential-led development and will comprise the following:
 - at least 480 new homes and public open space dependent on the form, size and mix of housing provided.
 - Retention of about 2 hectares of allocated employment land⁸ adjoining Crow Arch Lane Industrial Estate in the north west corner of the site.
 - Provision of land for a minimum of 15 full size allotment plots⁹ within the site in order to provide for local needs arising from the development and in the wider community.
- ii. Land in the Green Belt to the south of Moortown Lane, Ringwood as shown on the Policies map is allocated for the following supporting uses to enable allocated land north of Moortown Lane to deliver the minimum number of homes required:
 - The provision of natural recreational greenspace and public open space (including outdoor sports facilities).
 - Two hectares of land to be reserved for a primary school.
- iii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a well-designed and integrated southern extension of Ringwood by:

- a. Providing natural greenspace corridors that connect the new residential areas to the town and to the countryside, linking the greenspace provision to the north of Crow Arch Lane with the recreational greenspace and playing fields area south of Moortown Lane.
- b. Providing a hierarchy of connected streets that enable the through-movement of local traffic between the B3347 Christchurch Road and Crow Lane, including a vehicular connection through Forest Gate Business Park to link through to the town centre area, and a new north-eastern access point from Crow Lane towards the A31.
- c. Providing a community focal point in a prominent location including ground floor premises suitable for community use.
- d. Integrating sustainable drainage features to manage water course and surface water flood risks in the eastern part of the site
- e. Enhancing the character of Moortown Lane with public open space provision and planting so that Moortown Lane is a strongly defined new Green Belt and settlement edge.

Site Specific Considerations to be addressed include:

- a. Preparation of a detailed Strategic Flood Risk Assessment to demonstrate how proposed development will be made safe and provide improved flood and drainage management in the locality, ensuring that there is no increased flood risk downstream.
- b. Provision of a new connection to the Ringwood sewage treatment works with sufficient capacity to serve this site and to also serve and provide a point of connection for Strategic Site 14: Land to the north of Hightown Road.

- c. Assess the need for enhancements to the Moortown Lane junctions with the B3347 Christchurch Road and with Crow Lane, and where necessary, to other parts of the local highways, pedestrian and cycle network.

⁸ Previously part of Policy Ring 3 of the Local Plan Part 2 Sites and Development Management (2014).

⁹ Ibid

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. Broad swathes of greenspace should be laid out as natural greenspace with paths defining a variety of broad greens and meadows. These rivers of green should accommodate informal recreation for various types but should be especially designed to provide for exercising dogs. They should also be capable of accommodating horse riding along certain sections where they can connect to local bridleways and lanes already used for that purpose. The edges should be protected from car encroachment by shallow bunds and mowable swales. Throughout these areas, dwellings should face onto the spaces across private driveways and pathways or across pedestrian friendly shared surface streets. Towards the south the areas should open up into broad greens focusing on key locations such as the potential school location and the entrance to a comprehensive sports facility south of Moortown Lane. Towards the north the setting of The Holdings will be important and it is envisaged that a cohesive character for the area could borrow from these distinctive built forms, echoing them at strategic points around the perimeter.
- b. Providing choices for vehicular access via a hierarchy of connected streets.

The main connecting routes consisting of primary streets need pavement both sides and at least wide enough to accommodate bus routes. A short section of Moortown Lane may need widening and its junction with Christchurch Road realigned. Along this route two nodal points are identified where drivers should receive a sense of arrival and a need to slow down to allow pedestrian activity.

Secondary routes should be traffic calmed by design including enough space for occasional visitor parking.

Tertiary routes are needed to complete access around perimeter blocks. Shared streets in or a combination of private drives can complete the block perimeter provided that there is a publicly available footpath route to connect each public section of the street.

Internal courtyards can allow some blocks to accommodate cars within the block in medium density streets and some flatted development close to the two neighbourhood centres.

- c. The main part of the development should appear as an extension of Moortown, creating a central core around the intersection of routes where built form can create a strong sense of place, where small commercial units could be accommodated on ground floors and a neighbourhood facility is required as a prominent part of one of the buildings.
- d. The eastern part of the development is envisaged as assisting a redefinition of Crow along the western edge of Crow Lane. This should manifest itself as a distinct and separate settlement expansion that incorporates improved water course and water management measures both within it and alongside in the greenspace as SuDS features. Such water management features together with a rich quality of built forms and street designs should create a very distinct character to this village.
- e. Hedgerows along either side of Moortown Lane should be retained, managed and augmented by occasional additional planting and only one or two trees, thus underpinning the broad flat river terrace landscape character.

An area south of Moortown lane should be reconfigured and laid out as sports pitches in a comprehensive manner. Provision to serve the new development in association with existing uses present the opportunity to create a valuable sports facility with potential for ancillary facilities, some car parking provision and a neighbouring school building if one were required, all as part of a greenbelt enhancement within the parcel of land defined by Long Lane, Green Lane and Moortown Lane.

Reserving land for a primary school: fronting Moortown Lane and north of the allotments. The building of a school should form a distinct and elegant landmark at the termination of a vista created as part of the main development so as to maximize legibility, offer a safe and clear route to school and create a feature on the wide flat landscape that can emphasise its breadth and horizontal character with a definitive verticality – perhaps the culmination of the steep apex roofs that it is envisaged should characterize definitive points around the greenspaces (taking a cue from The Holdings).

Site specific considerations

- a. A detailed Strategic Flood Risk Assessment will be needed – flood prevention measures adopted through the design of the mitigation spaces and streets of the eastern edge of the development.
- b. The regular use of local roads by horse riders as well as the need to consider access by bicycles and pedestrians.

Land at Moortown Lane, Ringwood

Landscape framework



Landscape Framework – key to map

1. Broad swathe of mitigation space designed as simple meadow with paths through as a setting for The Holdings and very occasional trees on the edges as a foil to the houses. A small play area would suit this location. NB - this is only mitigation compliant if it links easily to larger mitigations space north of Crow Arch Lane.
2. Broad swathe of mitigation space designed as a simple meadow with paths through. Informal tree groups should help define the paths and a broader open green in the centre. A small play area would suit this location. NB - this is only mitigation compliant if it links easily to larger mitigations space north of Crow Arch Lane.
3. The eastern margin of the mitigation space may need to accommodate flood alleviation measures. In which case a series of surface drainage features that complement the semi-natural appearance of the meadow parts of the mitigation land through enhanced biodiversity and sensitive landscape management would be welcomed. This can create real definition for the Crow village edge and a strong sense of character.
4. Main mitigation spaces where well behaved dogs might be exercised off lead, with diverse meadow margins, circulatory paths and broad arenas of mown grass which would offer a variety of opportunities for informal play and activity.
5. Where numbers of residents require additional mitigation land to comply with LP policy 10, this should be provided alongside Green lane as part of a holistic consideration of the sports and open space provision in the parcel of land contained by Long Lane, Green Lane and Moortown Lane. This should retain and recreate hedgerows to give informal separation. Also retaining and perpetuating the hedge and tree line along green lane will be required.
6. The opportunity to seek additional sports pitch provision through this development should be embraced through a holistic redesign of the land here to accommodate new pitches and potential for a new school. Hedgerows should be retained and perpetuated through good husbandry and defined access points to link pitch areas and mitigation space.
7. Rural character of Moortown Lane should be retained through the upkeep or replanting of hedgerows to either side.
8. Small trees in residential gardens can offer colour and a diverse canopy, softening the rooftops but keeping the sense of open flat space and broad skies.
9. Trees in rear boundary to be augmented by occasional groups of additional trees and long garden space.
10. Groups of medium and larger trees alongside this road offers an informal avenue to frame a vista towards the hub of the new neighbourhood and onward towards the outdoor hub where potential for sports accommodation and school, with a play area and car parking might make this an important destination for walking within the area.

Land at Moortown Lane, Ringwood

Built development framework



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Built development Framework – key to map

1. The opportunity to both reflect existing character and adopt a defining distinctiveness for the new neighbourhood could be embraced through recreating steep gabled cottages that emulate the form of The Holdings in key locations as landmarks while other dwellings create a consistent character of simple detached and low rise dwellings with similar materials as a backdrop to such feature buildings.
2. The central area is intended as low rise bungalow dwellings in garden suburb settings with front and back lawns, parking between dwellings and broad rear gardens. Roof planes of shallow pitch in similar colours below the landmark cottages and softened by garden colours and small garden trees.
3. A network of streams and improved flood prevention measures suggests a theme for the character of what should read as an extension to the rural village of Crow rather than further spread of suburban Ringwood. Intimate streets, clustered houses of rich detail and articulated forms drawing on local building character and that of villages of the Avon Valley and Forest edge. A variety of 1½ - 2½ storey houses with sensitively engineered watercourses and holding ponds alongside streets, with small margins for personalisation of dwelling fronts in lieu of any front gardens. A central holding pond where perimeter block development can concentrate dwelling numbers on public frontage with car parking in courtyards close to the heart of this neighbourhood and between dwellings where the blocks ease up to face the wider public open space network.
4. Occasional steep apex roofs of landmark cottages as reference points against a backdrop of simple detached properties facing the broad open spaces.
5. Potential opportunity for sports changing facility and car parking if comprehensive reconfiguration of sports and open space provision can be undertaken – Cooperation and collaboration with Ringwood Town Council required.
6. Potential opportunity for new school if a comprehensive reconfiguration of sports and open space provision can be undertaken
7. Medium density houses and semis with gaps between for cars and glimpses of greenery and enough garden space to offer opportunity for small trees.
8. Detached and semi-detached houses with long gardens to create a secure buffer to existing residential amenity.
9. Higher density terrace and flatted blocks to define and contain central space and street as the active core of the new neighbourhood. Two and occasional 2½ storey houses or flats.
10. Articulated skyline and occasional landmark feature on corner buildings or to give visual links to terminate key vistas.
11. Medium density courtyard development around intimate streets.
12. B1 or small industrial buildings around a courtyard to create a buffer to the larger ugly industrial sheds immediately to the north and offer a transition towards the residential areas to the south.

Land at Moortown Lane, Ringwood

Movement network framework



Movement Network Framework – key to map

Primary streets need pavement both sides.

Secondary routes should be traffic calmed by design.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow some blocks to accommodate cars as intimate mews courts or courtyards that have amenity value beyond merely storing parked cars.

1. Vital links to connect existing mitigation space north of Crow Arch Lane with new areas of open space.
2. Main access point from Crow Lane needs to avoid the remaining cottages – design should refrain from over-urbanising the character of this part of Crow Lane ensuring that paths, watercourses and verges are retained as attractive features. Utilitarian head walls to streams, over-engineered junction edges with obtrusive signage all need to be softened by design to create something that is of itself, defining a high quality character for the area.
3. A separate access point will be needed to create this extension to the village of Crow. A simple branched hierarchy which dwindles down to private drives around the periphery to allow houses to address the opens spaces and complete the perimeter blocks.
4. Features within the street should signal this junction as a low key hub to this neighbourhood - a space within the street offering visitor parking and addressed by dwelling frontages.
5. Shared surface broad enough for on-street parking with front gardens offering green character.
6. Shared surface streets or segregated private drives with footpath connections alongside to complete the perimeter blocks.
7. A safe crossing point of Moortown Lane will be crucial to the successful integration of sport and school provision as part of the town and crucially as part of the walkable town. Footpaths should converge on this point. Car parking access to one side will be needed if the opportunity is taken to provide sports facility or school buildings.
8. Lower avenue – this should be pedestrian friendly, accommodate bikes and children comfortably. Enough

space for tree to make the route as strategic and straight enough to offer clear vista towards the destination.

9. Central four-way junction for the area will need to take plenty of traffic movement but will also need to be designed as an intrinsic part of this core space where the neighbourhood is at its most active off road as well as on carriageway.
10. Main avenue leading toward the town centre as the local supermarket. Any community buildings, shop or other commercial uses should be concentrated here with on street parking as part of the street design.
11. Access needs to take up level change so it will need to appear within broad margins of cutting. Tree groups and pavements on either side.
12. Strategic pedestrian link to connect Crow Arch Lane and the various employment uses there, with Christchurch Road and the new development.

Strategic Site 14

Land to the north of Hightown Road, Ringwood

Site Specific Policy

- i. Land to the north of Hightown Road Ringwood, as shown on the Policies Map is allocated for residential-led mixed use development and will comprise the following:
 - Residential development of at least 270 new homes and public open space dependent on the form, size and mix of housing provided
 - Around 3 hectares of employment land
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a new area of Ringwood with a countryside edge that has regard to and respects the landscape sensitivities of the adjoining New Forest National Park by:
 - a. Creating a transition of character from suburban town to rural edge reducing the intensity of development towards the rising land in the east, incorporating a significant area of recreational greenspace along the New Forest National Park boundary; and through the orientation of wedges of greenspace and broad streets in an east – west alignment.
 - b. Creating a north - south greenspace along the site's eastern boundary, providing flood attenuation and drainage features as part of a high quality landscape.
 - c. Creating a new site access spur from the A31 slipway (Southampton Road) roundabout to a main north-south street serving as both the focal point for development and an alternative route for local traffic to the A338 Christchurch Road in conjunction with Strategic Site 13: Land at Moortown Lane.
 - d. Providing a community focal point in a prominent location including ground floor premises suitable for community use.
 - e. Incorporating employment and small business uses on the northern edge of the site with embankments and tree planting to buffer traffic impacts from the A31.
- iii. Site Specific Considerations to be addressed include:
 - a. Preparation of a detailed Strategic Flood Risk Assessment to demonstrate how proposed development will be made safe and provide improved flood and drainage management in the locality, ensuring that there is no increased flood risk downstream.
 - b. Provision of a new connection to the Ringwood sewage treatment works bypassing the town centre sewer network, to be delivered in conjunction with Strategic Site 13: Land at Moortown Lane.
 - c. Ensuring that new development preserves the setting of the listed building, the Elm Tree public house.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. Respect the transitional character of the natural landscape by ensuring that development is set back off the lower rising slopes where the river terraces end along the eastern edge. Also ensure that the persistent views of the wooded slopes to the east, that characterise all of east Ringwood, are considered in terms of orientation of streets, treatment of skyline and the provision of greenspaces and gaps as wedges through the development to offer a transitional character to the development offering access or views of greenspace for the majority of residents.
- b. Create a north - south solution to flood attenuation through a pleasant landscape design incorporating surface features such as swales, flood attenuation basins, dry ponds and a re-profiling of the stream corridor as an enhanced landscape and wetland habitat along an axis of greenspace down the western edge of the site.
- c. Offer local traffic, throughout southern Ringwood, a choice of routes linking local traffic between Christchurch Road and the A31 as an active central street with a clear sense of place (considered as a central corridor around which the development is focused).
- d. Employment uses should have a positive and active frontage towards the central street as a distinctive entrance. Buildings should not compete with the iconic views of the town from the A31 and surrounding land. A

wooded embankment in the north east corner and woodland planting along the slip road embankment should be created to ensure a strong buffer between new development and the A31.

Additional considerations

- The setting of the listed building at The Elm Tree public house.
- The regular use of local roads by horse riders as well as the need to consider bicycles and pedestrians.
- To connect this edge of the settlement with Poulner in a more meaningful and convenient way for local people.

Land to the north of Hightown Road, Ringwood

Landscape framework



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Landscape Framework – key to map

1. Rising land along eastern boundary should be laid out as a broad meadow where the transition from river terrace landscape rises towards the higher forest landscapes. Meadow management with circulating paths and new hedgerows to define the spaces can emulate the forest farmlands and redefine a new edge to the town. Some tree groups should be incorporated in the western edge of the fields to soften views of development and a play area designed into the field edge as part of the landscape.
2. Deeper gardens include tree planting to ensure a soft appearance of the development from Nouale Lane and internally.
3. Wedges of open space create gaps in the development offering place defining east-west views out to the forest edge and a sense of transition to the countryside. These can be designed to emulate the field landscape with new native hedges, meadow areas and tree groups but managed more for amenity further west they extend.
4. Main mitigation space located to retain the rural identity of Hightown Lane and a strategic gap between the development and the National Park landscape. New hedges to define the development edge with a large area managed as wildflower meadow and available for off-lead dog exercise.
5. Retained and enhanced hedgerow, defining the edge of Hightown Lane – a single break for access.
6. Open space located here to protect the setting of the historic inn (listed building). If space is needed to manage surface water runoff, a feature should be made of designing this as a positive part of the landscape, play facilities to include multi-use games area, footpath links and tree groups will make up an important small park area at the entrance to the development but should be designed in sympathy with the traditional landscape and historic setting of the inn. Muted colours on furniture, timber play equipment, subtle lighting only where necessary, predominantly native planting and retain the hedgerow alongside Hightown Lane.
7. Central spine has green swathes as a part of a broad design for the main street. These may require swales in mown lawn and should incorporate informal tree planting along its length.
8. Flood management will require a broad corridor of surface landscape features to accommodate water in times of flood. Dips and swales can increase capacity within an enhanced habitat following the margin of the existing watercourse. This feature to act as a buffer to the edge of existing rear gardens.
9. Corridor for flood alleviation features within amenity grass with trees. Where this crosses the main street, it becomes an attractive setting for taller and more intense building groups and landmark features – a strong character setting the scene on arrival into this new part of Ringwood.
10. Formal, well-kept amenity at the entrance. Banks of mown grass clipped shrubs and tree groups where the level changes to rise up towards the entrance roundabout. Part of the setting for arrival described at point 9 above.
11. Tree screen
12. Tall bank/mound where landscape engineering combined with thick tree planting buffers sound and creates a green feature screening the build-up of the town as seen from the A31 as drivers descend westwards.
13. Potential holding pond area for flood water management.

Land at Moortown Lane, Ringwood

Built development framework



Built development Framework – key to map

1. Arrival is greeted with a high quality office frontage in brick with distinctive roof forms and welcoming fenestration facing either side of the entrance across a green landscape with visitor parking and signage kept together in predetermined feature either as part of the landscape or part of the architecture of this building frontage. Further study and great care will be needed to ensure that whilst these rooftops might be visible from the A31, the iconic views of the town's church as one descends the valley, should not be dominated or spoilt. The visitor must always see the church in the valley bottom as the centre of Ringwood – this entrance must appear, if it appears at all, as a mere outpost, an edge to the town.
2. Employment area makes use of the proximity to main road network, is laid out as an internally facing courtyard small unit business park can buffer the noise from the A31. Roofs must not dominate the skyline as simple cladding boxes but reveal only low 'green roofs' where buildings are simple on the north and western edges. The southern edge being designed to help the transition to domestic architecture with brick walls or varied muted coloured materials to articulate the southern face, with simple low rise apex roof forms.
3. Elongated perimeter block allowing the west-east views of the forest edge includes an increasingly higher density north and west towards the core of the new neighbourhood and decreasing towards the countryside. The northern edge reduced gaps between dwellings with a predominance of terraces where car parking has space in a green street acts as a transition – smaller more articulated employment uses with some office accommodation facing across the green, their main access face being internal so that the predominantly terraced housing facing them is only effected by their own domestic vehicle movements.
4. East west alignment of blocks with streets revealing the views of the forest edge should retain the sense where one is in the landscape that affects all of eastern Ringwood. Densities of these blocks relax towards the countryside edge with gaps and plenty of small trees within deep gardens inside the block to soften the skyline and create a colourful habitat along the whole eastern edge. Very modest margins for personalisation should front the houses to the west but these should give way to small garden frontages towards the east. Dwellings should also face the eastern edge, with gaps between and modest front gardens.
5. Where the block broadens towards the central spine, more intimate streets are suggested almost as connected mews courts on home zone principles allowing smaller perimeter blocks with varied forms but consistent materials.
6. Lining Hightown Lane, a series of single houses in garden settings should share private drives. Varied individual designs will respond particularly to the characteristics of Hightown Lane – it is important that the character of the lane is retained and not dominated by the characteristics of the new neighbourhood.
7. Courtyard parking with diverse house mix and innovative architecture rather than standard house type.
8. Terrace, flatted blocks and occasional taller elements on buildings (not taller buildings) offer an increase in dwelling numbers for smaller units and a strong defining character to the main spinal street.
9. Transition between domestic and employment – similar to annotation 2 above, the house frontages face the buildings but not the transport access for small unit articulated employment buildings. Such should be of brick with simple low rise apex roof forms.

Land at Moortown Lane, Ringwood

Movement network framework



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Movement Network Framework – key to map

Primary streets need pavement both sides. The central street needs to be at least wide enough to accommodate a cycle route and some linear groups of trees creating a strongly recognisable central spine to the development.

Secondary routes should be traffic calmed by design.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow these blocks to accommodate cars within intimate mews courts or courtyards that have amenity value beyond merely storing parked cars

1. Reconfigured roundabout to enter the site from Poulner slip road. It is important that this is designed to allow easy and safe crossing for pedestrians and cyclists to cross north south between Poulner and the new neighbourhood.
2. Footpath access points to connect Nouale Lane with the mitigation space. Simple kissing gates and minimal gaps in hedgerows.
3. Access routes off the main spinal street should be more pedestrian friendly towards the east, gearing down to shared surfaces where they abut countryside or open green space.
4. Redefined public right of way contained within the green wedge.
5. Create new footpath access. If width permits, this should also accommodate a lit cycleway.
6. Main central spine road designed as an active street catering for visitor parking, a north-south cycleway, street trees and various access points for side roads and slip roads to access houses to either side. This needs to be a low speed but direct route with a strong sense of place.

Strategic Site 15

Land at Snails Lane, Ringwood

Site Specific Policy

- i. Land at Snails Lane, Ringwood, as shown on the Policies Map is allocated for residential development of at least 100 new homes and open space, dependent on the form, size and mix of housing provided
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create an attractive new rural edge neighbourhood by:
 - a. Protecting the rural character of the gravel lanes by accessing the site at the western end via Snails Lane.
 - b. Retaining and enhancing the hedgerow frontage to Snails Lane and providing a frontage along Snails Lane that reflects the existing development pattern.
 - c. Creating a north-south footpath and open space link through the site.
 - d. Create a broad area of green recreational space along the southern margin of the site with footpaths connecting at strategic points to the existing public rights of way.
- iii. Site Specific Considerations to be addressed include:
 - a. Providing safe pedestrian access to the public footpath along Salisbury Road, and from the site to Poulner Infant and Junior School

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. Protecting the rural character of the gravel lanes and rural atmosphere of the neighbourhood. Vehicles entering the area should be slowed down as soon as possible on leaving Salisbury Road. Woolmer lane should not have direct vehicular access to the site. Main access point should be close to the eastern end of Snails lane although a limited number of private drives might access the lane directly and a secondary/emergency access provided to link the far eastern end of the site. In any case the lane should accommodate pedestrians and cyclists and whilst remaining as a rural gravel type track will need its surface improved.
- b. The hedgerow frontage to Snails Lane is an important part of the character and should remain with only limited gaps for private drives with additional field boundary tree planting and strengthening of some sections where gaps are occurring.
- c. A north-south spine of open space, centred around the existing trees and providing a central footpath route to connect Snails Lane to Woolmer lane and the long distance Avon Valley footpath as an opportunity for dwellings within the neighbourhood to look out onto green countryside. This should be designed as grassy open space with SuDS features as mowable dry scrapes connected to the main SuDS basin to the south. Sections of native hedgerow and additional tree planting should

strengthen the sense that this was a field boundary with wild flower and bulb planting and meadow management along hedgerow margins but smarter green amenity alongside paths and through the majority of the spaces. Dwellings should face onto this ribbon of spaces to offer natural surveillance.

- d. The main recreational space along the southern margin of the site should have footpaths connections via accessible kissing gates at strategic points to the existing public rights of way. The space should serve as a transition from the rural lane and hedgerow at Woolmer Lane to the open streetscape of the southern edge of the development. A series of spaces, created through the placing of strategic tree groups and meadow areas should have a major open space as a low key playing field abutting the field boundary in the west and a woodland walk in the east.

Site specific considerations

- a. To make pedestrian access safe, the road access from Salisbury Road will need proper consideration to offer a pavement walkway along its southern margin. The junction with Woolmer Lane should be designed to ensure that vehicle speeds are immediately reduced so that drivers have to almost stop before entering Snails Lane. A 30mph sweep into Snails Lane would need sight lines created by tree and hedgerow removal and would not be appropriate or feel particularly safe for pedestrians.

Land at Snails Lane, Ringwood

Landscape framework



Landscape Framework – key to map

1. Plant groups of trees and locate deeper gardens as a green buffer and tree line along the western boundary of the site
2. Retain existing trees within broad green spaces as public open space.
3. Augment hedgerow alongside Snails Lane with additional hedgerow and tree planting. Create only a minimal number of gaps specifically for private driveways off the lane serving dwellings with deep front gardens, green gaps between buildings and enough room in rear gardens to create a green setting and sylvan skyline behind dwellings.
4. Retain existing trees within broad green spaces as public open space.
5. Provide deep enough rear gardens to allow the planting of trees throughout the neighbourhood on private land to prevent roof tops from dominating the skyline and ensure a permanent diversity of tree cover across the site.
6. Recreate or restore a diversity of species and more natural structure in the woodland parcel in the south eastern corner of the site.
7. Streets within the development should be predominantly fronted by green space in the form of shallow garden spaces to allow personalisation of individual plots. Space must be enough to allow small tree planting along longer roads to offer an appearance of garden dominated avenues
8. A single Local Equipped Area for Play of approximately 0.06 Hectares (subject to anticipated occupation numbers) The space to be designed in sympathy with the landscape with natural features and enough equipment to offer younger children a minimum of three pieces of equipment, covering the need for active movement, role play and imagination, some sensory play (soft chimes, touch, etc.) and exercise in the form of climbing and balancing. Older users should also have at least three pieces of equipment including some form of challenging climbing feature, at least two pieces that facilitates movement (swing, slide etc) and a feature place to meet and socialise (net shelter, seats in climbers, unenclosed shelter as part of another piece - not a youth shelter)
9. Create a series of broad shallow scrapes and swales to accommodate flood waters after high rainfall. These should form a connected system so that any surface water drainage that might be needed on site can be accommodated with either mowable shallow sides of grass or enhanced wetland herb layers planted along deeper ditches and swales to enhance biodiversity.
10. In areas further from dwellings and roads, areas of meadow management are expected with margins of well mown grass to offer access and neatness – an appearance of care.
11. The main opens space may have a wide enough area of mown grass to allow local informal kick-about use.

Land at Snails Lane, Ringwood

Built development framework



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Built development Framework – key to map

Development layout should reflect the rural characteristics of the area with a predominance of single detached dwellings in garden settings on the western and northern margins, increasing in density to include a combination of detached and semi-detached dwellings with garden frontages. Buildings should contain and address public spaces with front windows and doors with cars set mostly between buildings so that front gardens can dominate the street scene. All dwellings should be between single and two storey height. Close to the centre of the development there may be occasional opportunity to create more intimate streets with smaller unit dwellings and only minimal frontage margins but these will need high quality and bespoke design to create the street surface with rich materials.

Consistent use of a limited palette of materials throughout is expected with standardised forms where spaces are larger but more bespoke forms at corners or where buildings are clustered to create pockets of more intimate space within the public realm. Roof materials should be consistent throughout.

Materials should take cue from local context where red brick and slate roofs are typical with occasional references to white cob and thatched roofs.

1. Contextual low density single villas in garden settings off Snails Lane backed by single or paired dwellings with gardens and gaps between acts as a transition from the rhythm of low density on Snails lane to an appropriate medium density within the site.
2. Front gardens, low rise dwellings with gaps and cars set between offers enough garden space for a line of small trees to create a relaxed and pleasant green atmosphere to the main route through the site – an informal avenue of small gardens.
3. High density terrace or flatted blocks at no more than two storeys to overlook the open space and create a sense of arrival near the middle of the neighbourhood.
4. Pairs and single dwellings with gaps between for cars and clear views of skyline should face the ribbon of open space.
5. A regular rhythm of pairs and single dwellings with gaps between for cars and clear views of skyline can create a strong character edge to the main open space.
6. A quiet cul-de-sac with predominance of garden settings for single dwellings – enough to plant plenty of trees and

hedgerow sections as a buffer to existing dwellings and a transition from the thoroughly rural atmosphere of the area to the more suburban parts within the site.

Land at Snails Lane, Ringwood

Movement network framework



Movement Network Framework – key to map

Offer leisure walking routes around the development on amenity land via low key paths. Create pedestrian friendly streets which should be shared surface generally where tertiary streets are shown, easily crossable and cycle friendly where secondary streets are shown.

Primary access route needs pavement along south side and should reduce car speeds well before entering the site.

Secondary routes should be traffic calmed by design.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete the block perimeter provided that there is a publicly available footpath route to connect each.

1. Suggested stopping point for vehicles before entering Snails lane – a left turn would prevent higher speeds within the lane and site generally and obviate the need to sweep away hedgerow and trees to facilitate longer sight lines.
2. Snails Lane to remain rural in character with only minor access points for private drive and emergency second access to development
3. Central spine road as relaxed avenue.
4. North south footpath link through the site
5. Leisure routes through enhanced woodland as a surfaced footpath with a defined entrance offering access via accessible kissing gate to the PROW.
6. Surfaced footpaths with defined entrance offering access via accessible kissing gate to the PROW along the southern boundary of the site.
7. Shared surface street facing open space.
8. Surfaced footpaths with defined entrance offering access via accessible kissing gate to the PROW along the southern boundary of the site.

General Principles:

- i Definable character - dominated by gardens, greenspace and trees. Simple building forms from red brick and slate, with only occasional departures for subtle variety in built form. Variety will be through greenery and the seasonal changes that greenery offers.
- ii Connectivity – path and road connections to Salisbury Road; loose grid network of connected streets within the

site and footpaths to link residents with the surrounding PROW network.

- iii Green Infrastructure – Rear gardens and garden trees to contribute to green infrastructure along with natural designs for open green spaces. Woodland and existing hedgerows to be brought into wildlife friendly management
- iv Natural drainage patterns – connect swales and potential storm water detention ponds through a network of SuDS features in the greenspace. Soakaways in rear gardens should allow for tree planting. Highway drainage may be accommodated in greenspace provided that its space is measured separately from public open space calculations or that if it is intended as part of open space provision it should not encumber the expected or future use and planting of the open greenspace with access easements intrusive apparatus.
- v Block and neighbourhood structure – simple blocks deep enough to accommodate rear gardens deep enough for small trees. Typically garden groups within blocks should be 25m deep.
- vi Pleasant and pedestrian friendly streets
- vii Sympathetic urban grain – where dwellings line Snails Lane they should sit within plots of similar size to those opposite to retain the character of the lane. More intensive development can be acceptable further into the scheme.
- viii Efficient provision of dwellings – density should average around 20 DPH (between 18 and 22 dph) with the exception of Snails Lane where much lower density is expected dwelling numbers. It is expected that this could provide approximately 100 dwellings
- ix Private defensible space – with only occasional exceptions, this should be included as green garden space, designed as permanent features with enough car parking space to obviate the need for residents to remove greenery
- x Sense of place – a rural hamlet rather than an urban expansion or suburban 'estate'.



Strategic sites frameworks and expectations for Ashford and Fordingbridge

Ashford and Fordingbridge Strategic Sites overview map shows a simplified version of the three sites at Station Road Ashford, Whitsbury Road Fodingbridge and Burgate, Fordingbridge so that they can be seen in the context of their connecting roads, connected green infrastructure and in relation to the town centre.

Fordingbridge concept plan

Strategic Site 16

Land to the north of Station Road, Ashford

Land to the north of Station Road Ashford as shown on the Policies Map is allocated for residential development of at least 140 homes and public open space, dependent on the form, size and mix of housing provided

- i. **The Master Planning Objective for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a well-designed new neighbourhood that:**
 - a. **Provides a valley corridor of natural recreational greenspace and habitat connecting to lower Station Road and, via the former railway public footpath and Marl Lane, to Strategic Site 17: Land at Whitsbury Road and to Strategic Site 18: Land at Burgate to form part of a linked network of green infrastructure around Fordingbridge, maintaining Ashford and Fordingbridge as distinct settlements.**
 - b. **Provides most of the new homes on the higher ground on the western side of the site using the existing site access off Station Road and providing a secondary vehicular access from Ashford Close.**
- ii. **Site Specific Considerations to be addressed include:**
 - a. **The developers of Strategic Site 16: Land to the north of Station Road, Strategic Site 17: Land at Whitsbury Road, and Strategic Site 18: Land at Burgate will be required to work cooperatively with each other and with Wessex Water to deliver a suitable foul sewer connection to the Fordingbridge treatment works.**
 - b. **Provision on the northern part of the site of land and facilities suitable for formal recreation.**
 - c. **The loss of healthy specimen trees to accommodate development or provide access should be minimised.**

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Master Planning Objective

- a. The development should facilitate the permanent protection of the valley that separates the two settlements. As a picturesque valley and as a diverse habitat, this landscape should be enhanced for both amenity uses and wildlife benefits. The central corridor of the watercourse should be limited to two pedestrian crossing points below the former railway route, with dog walking kept to the higher ground and valley slopes. A pocket of flatter land in the northern corner lending itself potentially to junior football as a low key kickabout facility, the remainder should be treated as rural parkland with meadow areas, informal paths, occasional seats and pockets of more regularly mown grass on the western slopes where greater pressure of use by residents might be expected.
- b. The layout should use the higher ground on the Ashford side of the site for a series of streets and blocks aligned to create open views and access into the valley. The intensity and character of this development should not impinge unduly on the valley landscape, trees punctuating skyline and softening roof forms to ensure that there is never the appearance of 'sprawl'.

If a case is made for a development on the eastern edge, a maximum of seven well-spaced, detached properties on the western side of Marl Lane might be possible but these must be sited and designed to provide natural surveillance and create an attractive edge to the greenspace. These can only be

permitted if they provide the benefits of pedestrian access to the green space, they do not impinge upon the long term retention of the tree lines of Marl Lane and they are provided only as positive features as seen across the valley.

Site Specific Considerations

- a. Formal recreation provision should be accommodated as low key kickabout play on the northernmost corner of the site.
- b. The tree lines of Marl Lane and the individual specimens across the western fields should be retained. Access points might require some tree removal but loss of trees of significant age and size should be avoided where at all possible and in any case all removal should be compensated for by additional tree planting in public areas within the site. The potential access point from the western section of Station Road would necessarily require some tree removal. If this is to be acceptable, it must however avoid the largest and best of the oak specimens within the tree belt and a deeply wooded setting of Station Road must be retained.

General Principles for this development:

- a. Definable character - simple building forms from red brick and slate, with only occasional departures for subtle variety in built form. Variety will be through greenery and the seasonal changes that greenery offers. The views across the green valley will be especially important to the sense of place.
- b. Connectivity – loose grid network of connected streets within the site and footpaths to link residents with the footpath network to the north and east.
- c. Green Infrastructure – mitigation space would be divided to either side of the valley and linked via footpaths. A protected area rich in habitat and landscape quality and prone to flooding needs to be kept free of encroachment but managed for improved biodiversity with limited public access. Public open spaces within the main development should be located to protect existing trees and perpetuate the presence of large species forest trees. Rear gardens should be deep enough to accommodate small trees as foil between backs of dwellings. Streets without margins onto public greenspace are intended

- to allow enough front garden margin to offer domestic trees to line the streets.
- d. Trees, hedgerow and banks along the eastern side should be protected. Any development must retain gaps and spaces to create a connection from the lane to greenspace beyond the scatter of occasional dwellings here.
 - e. Natural drainage patterns – defend the valley bottom from accelerated water run-off through a series of retention features such as swales, dry ponds and ditches designed as attractive features in the landscape.
 - f. Block and neighbourhood structure – create varied block shapes to accommodate existing trees and garden opportunities for smaller tree planting. Block shapes should determine a street pattern that leads views to open countryside.
 - g. Pleasant and pedestrian friendly streets – these should be shared surface where possible.
 - h. Sympathetic urban grain – this is rural edge development with no special reason to create concentrations of intense grain or the erratic location of flatted blocks. A relatively consistent grain is expected in the western part of the allocation. Provide a relaxed environment with gaps and spaces that should allow gardens and the countryside character to dominate.
 - i. Efficient provision of dwellings - typically between 22 and 25 dph. Locally, the neighbouring, more modern development is 29dph. The grain should be sympathetic to this and to the apparently more intense local streetscape at Station Road (also neighbouring) to contain some streets where they are of more intense use. ie a central core could rise slightly above 30 dph along primary routes but predominantly sympathetic grain will dictate a range of between 25 and 29 dph throughout the main area. The eastern edge should accommodate only single dwellings in garden settings.
 - j. Private defensible space – small front garden plots are expected for most dwellings
 - k. Sense of place – western side of the development should display a strong consistency in building materials and forms (either across the scheme or clustered in identifiable neighbourhoods. The network of streets, front gardens and public open space must offer an attractive and safe environment that residents are happy to call home and which invites neighbourliness, and a sense of ownership and responsibility for the public realm. The eastern edge should perpetuate the character of Marl Lane.

Land to the north of Station Road, Ashford

Landscape framework



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Landscape Framework – key to map

1. Central spine of greenspace managed for nature as damp meadow, woodland and scrub land alongside banks of the watercourse.
2. Greenspaces along the eastern margin of the valley retain open views and introduce access to naturally dramatic landscape as mitigation space.

There is room for a more regularly mown 'kickabout' area to cover the formal open space requirements of this (and possibly another local site) in the north east corner.
3. Garden groups within housing blocks will need to be deep enough to allow occasional small trees to be planted along domestic rear boundaries. The wooded corridor along the southern boundary will require deeper gardens adjacent to crown spreads to ensure that the tree line can be kept in perpetuity.
4. The southern boundary is a wooded corridor enclosing Station Road and separating the new development from the road. If new access is proposed through this corridor, a clear undertaking to replace lost trees and to avoid the destruction of significant Oaks within this corridor will be required.
5. Play areas totalling at least 0.08 hectares (subject to anticipated occupation numbers) with equipment equivalent to one Local Equipped Area for Play and one Local Area for Play should be provided. Each space should be designed in sympathy with the landscape with natural features. In the Local Area for Play: enough equipment to offer younger children a minimum of three pieces of equipment, covering the need for active movement, role play and imagination, some sensory play (soft chimes, touch etc) and exercise in the form of climbing and balancing. The Local Equipped Area for Play should consider older as well as younger children and should also have at least five pieces of equipment including some form of challenging climbing feature, at least two pieces that facilitates movement (swing, slide, etc.) and a feature place to meet and socialise (net shelter, seats in climbers, unenclosed shelter as part of another piece - not a youth shelter).
6. The western edge of the valley should accommodate a proportion of the mitigation space requirements as wedges into the site which can link up with informal open spaces within the layout. Such greenspaces which will be required

to accommodate existing mature trees can accommodate low key doorstep play, a relatively formal style of landscape management with additional tree groups to augment the presence of existing trees.

7. A series of swales and dry ponds on the valley side can control rain water runoff.

Land to the north of Station Road, Ashford

Built development framework



Built development Framework – key to map

1. The main western area would create a new neighbourhood, connected with the Ashford Close; dwellings should demonstrate a transition to the rural edge characteristics of garden settings front and back.
2. Dwellings on the steeper slopes edging this area should step down, emphasising the drama of the landform and offering views of rear garden trees and greenery.
3. Generally created as perimeter block development with dwellings facing streets and open spaces and gardens deep enough to contain small trees. Apex roofs on dwellings up to two storeys in height. Roof materials to match throughout the new neighbourhood. Typical local materials suggest the use of red brick with slate roofs.
4. Dwellings immediately abutting Ashford Road's rear gardens should have enough depth to allow a tree belt and enough gaps to prevent an excessive sense of enclosure from the existing gardens.

Land to the north of Station Road, Ashford

Movement network framework



Movement Network Framework – key to map

Footpath links to offer enhanced access to the old railway PROW, routes to schools in the area and positive access to what would be a comprehensive green infrastructure of open space, enhanced habitats and dog walking areas.

Developers should provide surfaced footpaths to connect up the mitigation and recreation space either side of the valley

Main access via Allenbrooke Nursing Home makes a particularly grand setting for the arrival drive of the new neighbourhood with a potential secondary access via Ashford Close which would knit the development into the fabric of the village.

The site promoter is invited to explore further the possibility of entering off Station Road if this can be done without removing the most significant trees as this would allow a better pedestrian connection from the site directly onto Station Road and reduce the traffic on the other two connections. In any case, two access points are needed.

Create pedestrian friendly streets considering shared surface wherever tertiary streets are shown; easily crossable and cycle friendly where secondary streets are shown. Crossing points are needed as shown to connect the site to existing pavements on Station Road.

1. Old Railway line – now a PROW.
2. Two potential locations for east-west paths linking the mitigation space to the new neighbourhood.
3. Crossing needed to link pavements to the new mitigations space and new neighbourhood
4. Main access utilizing Allenbrooke Nursing Home's current access.
5. Potential alternative main or secondary access, providing no major trees are removed.
6. Pedestrian link is needed to link new neighbourhood with existing pavement stub.
7. Secondary access to Ashford Close requires the loss of one tree and a change in level.

Strategic Site 17

Land at Whitsbury Road, Fordingbridge

Site Specific Policy

- i. Land at Whitsbury Road, Fordingbridge as shown on the Policies Map is allocated for residential development of at least 330 homes and open space dependent on the form, size and mix of housing provided, in addition to the 145 homes already permitted within the site boundary.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to create a well-designed new neighbourhood of Fordingbridge securing the protection and management of the Sweatford green corridor and helping to deliver enhanced flood management for the wider town by:
 - a. Protecting and enhancing the landscape and ecological value of the woodlands, wetlands and watercourse features that make up a central belt of green infrastructure through the site, centred around Sweatford Water and the woodland tree groups west of the stream and along the former railway line.
 - b. Integrating the management of fluvial, surface and groundwater flood risk for all development at Strategic Site 17: Land at Whitsbury Road and to Strategic Site 18: Land at Burgate, into the design and management of landscape and greenspace.
 - c. Providing three distinctive neighbourhoods in terms of setting, sense of place and character with a gradual transition to lower densities and detached properties along rural edges including Puddleslosh Lane and Marl Lane:
 - Enhancing Tinkers Cross as an identifiable hamlet accessed off Whitsbury Road and close to the top of Puddleslosh Lane.
- A new rural edge neighbourhood between Sweatford's Water and Puddleslosh Lane.
- The land East of Whitsbury Road as a suburban neighbourhood focused on a corridor of high quality streets and linked spaces.
- Provision of footpath adjacent to former railway line east of Whitsbury Road¹⁰.
- d. Creating two main access points as a roundabout on Whitsbury Road, offering a new access for local traffic towards the A338 (via development at Strategic Site 18: Land at Burgate) and providing a sympathetically designed bridge to provide the primary access to land west of Sweatford Water.
- iii. Site Specific Considerations to be addressed include:
 - a. The developers of Strategic Site 16: Land to the north of Station Road, Strategic Site 17: Land at Whitsbury Road, and Strategic Site 18: Land at Burgate will be required to work cooperatively with each other and with Wessex Water to deliver a suitable foul sewer connection to the Fordingbridge treatment works.
 - b. Access to the site will be from a roundabout on Whitsbury Road, with access to the south west side from a bridge crossing Sweatford Water.
 - c. Contributions towards the provision of formal open space on Strategic Site 16: Land to the north of Station Road and/or Strategic Site 18: Land at Burgate.
 - d. The loss of healthy specimen trees to accommodate development or provide access should be minimised.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. Laid out around a central valley containing Sweatford Water and a shallow scarp of woodland, the development should protect and enhance the landscape and ecological value of the area. The steeper parts of woodland and the lower and wetter areas of the valley should remain protected from excessive encroachment by dogs or people but remain reserved for natural habitat. This should form the basis for a more accessible structure of spaces offering mitigation for the new development as well as covering public open space requirements and a fitting setting for a new rural edge for north Fordingbridge. The wooded scarp should be augmented by additional planting to soften long distance views of the development but also to connect the woodland habitat with the tree groups and stands alongside the old railway route. The whole woodland edge to be augmented by meadow margins and SuDs in the form of swales, dry ponds and any storm water detention ponds as natural features with enhanced wetland planting.
- b. Integrating the management of water, surface features should enhance both the habitat and amenity value of the area through sympathetic landscape design and management.
- c. Providing three distinctive neighbourhoods in terms of setting, sense of place and character, limiting building to one and two storey dwellings (except for strategic landmarks) with more intensive development only where it defines key spaces and

¹⁰ In accordance with Saved Policy FORD 2.7

streets internally within the development areas and a gradual transition to much lower densities and detached properties along rural edges including those of Puddleslosh Lane and Marl Lane. The distinctive neighbourhood areas consist of:

Western Plateau

To access the higher land, the gravel lanes can only really be used for a very few single houses and an emergency access alternative for the main layout. Indeed these lanes should be addressed by only single houses set deep into gardens behind the tree lines. A new bridge will be needed crossing the valley and leading a lane up the slopes to the plateau of the western paddocks. The bridge should be something of real eye-catching quality as a piece of architecture complementing its rural setting and adding a sense of drama to both the landscape and the arrival point. This should not only bridge the stream but also offer access for a pedestrian and wildlife corridor under its span. The western plateau should be set out as a series of perimeter blocks and connected streets with a central spine of open space to pick up on the existing public rights of way and create a focus for some more intense flatted or terraced building forms. These forms will offer a highlight to the skyline – a clear difference from the lower rise garden streets behind, where medium to low densities of houses and bungalows respect the distant views by providing consistent colour in the use of locally distinctive materials and a low forest of colour provided by garden trees and shrubs seen between and above building, through gaps and at distance to allow the roofscape to be visually softened everywhere but these highlights.

Tinkers Cross

A modest collection of houses and potentially rest home type flats (low car usage) could expand the tiny hamlet of Tinkers Cross provided that it retains important views from the crossroads itself down to Sweatford Water and the iconic bridge referred to above. A few paddocks and gardens are also allocated to the east of Whitsbury Road where infilling with single or two storey houses together with a footpath link through an enhanced remnant pocket of historic coppice woodland can add to the quality of the settlement.

Ford1

This area is already allocated and being built out to accommodate a collection of suburban dwellings in blocks with garden groups within. The ribbon of greenspace alongside will be designed and managed as an enhanced habitat with amenity areas of play and alongside footpaths and a route to access the school. The entrance will need to be recreated as a

roundabout but this should be designed to minimise the urbanising effect of engineering either so that it takes up very little land or large enough to accommodate enough shrub and tree cover to retain Whitsbury Road's rural character.

- d. In creating the main access points, care must be taken through design not to over-urbanise the existing rural characteristics of Whitsbury Road.

Site Specific Considerations

- a. All three allocated strategic sites in Ashford, Fordingbridge and Burgate will be required to work cooperatively with Wessex Water to deliver a bypass foul sewer connecting to the Fordingbridge treatment works without using the town centre sewer network.
- b. Limited potential for incidental minerals extraction during construction, for use on-site.
- c. Construction work will need to ensure that water runoff does not pollute the local watercourses and the meadows downstream.
- d. Maintaining a 15m set back from woodland and key specimen trees.

General Principles:

- i. Definable character – context suggests that landscape characteristics of woodland, meadow and watercourse should remain dominant characteristics with development
- ii. Connectivity – connected loose grid layout of streets in the west culminates in a central core around open spaces and based upon the existing footpath routes. Paths should link to Marl Lane, Puddleslosh Lane and Avon Meade. Main vehicle access being across the Sweatford Water's valley by way of a landmark bridge with potential emergency access (and some private driveways) via Puddleslosh Lane.
 - a. In the main eastern part of the site, a spinal street will be the focus, linking through to SS18, with cul-de-sac developments to both sides and footpath connections west to Whitsbury Road (north of Tinkerslea) and east to the infant and junior schools.
 - b. Small cul-de-sac developments could access the additional land east of Sweatford Water accessed off Whitsbury Road or via the top end of Puddleslosh Lane
- iii. Green Infrastructure – woodland, sloping meadow, wetland and riparian landscapes provide a central structure of

linked habitats and a setting for the development. Street trees, and rear garden trees should make up a varied mosaic of greenery in the skyline augmenting the wooded habitats around the site edges

- iv. Natural drainage patterns – development parcels should manage water locally to afford reduced run-off rates towards the Sweatford Water valley.
- v. Block and neighbourhood structure – typically deep enough to encourage planting of small trees in rear gardens except where the focus of development dictates that buildings can supplant the green setting in terms of character, through varied skylines, higher densities and richness of architecture.
- vi. Pleasant and pedestrian friendly streets – generally easily to cross, designed for low speeds with natural surveillance through active frontages.
- vii. Sympathetic urban grain – very low densities alongside existing lanes, suburban grain reducing in intensity towards rural edges and intensifying towards the central street in the east and towards the main frontages that contain the open space in the new western neighbourhood.
- viii. Efficient provision of dwellings - density and dwelling numbers averaging
- ix. Private defensible space – narrow margins of hard and soft landscape along street frontages near the open space and spinal street should give way to modest front gardens on the majority of houses and large garden settings alongside rural edges and the old gravel lanes.
- x. Sense of place – visual access to greenery, tree lined skyline and glimpsed distant views are important, providing the resident with a sense of being in this landscape while varying intensity and richness of building forms to create focus to the neighbourhoods around the public open space and spinal streets, thus avoiding the tendency to make anonymous streets of suburban sprawl.

Land at Whitsbury Road, Fordingbridge

Landscape framework



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Landscape Framework – key to map

1. Play areas totalling at least 0.2 hectares (subject to anticipated occupation numbers) with equipment equivalent to one Local Equipped Area for Play and one Local Area for Play should be provided. Each space should be designed in sympathy with the landscape with natural features. In the Local Area for Play: enough equipment to offer younger children a minimum of three pieces of equipment, covering the need for active movement, role play and imagination, some sensory play (soft chimes, touch etc) and exercise in the form of climbing and balancing. The Local Equipped Area for Play should consider older as well as younger children and should also have at least five pieces of equipment including some form of challenging climbing feature, at least two pieces that facilitates movement (swing, slide, etc.) and a feature place to meet and socialise (net shelter, seats in climbers, unenclosed shelter as part of another piece - not a youth shelter).
1. Main mitigation space – managed as meadow with paths for dog walkers, occasional seats, meadow and managed scrub/tree groups. Bring hedgerows into suitable management.
2. Central valley of wetland meadow and wooded scarp managed for wildlife and fenced to deter dog encroachment.
3. Broad meadow edge to woodlands. Some limited potential for kickabout space.
4. Enhanced woodland edge with meadow management and woodland edge planting in combination with SuDS designs to create a habitat link between woodland belts and an appropriate landscape setting for the development seen from more distant views.
5. Central public open space incorporating existing field oaks and footpaths. Design SuDS and play areas as more formal parkland as a central focus for the arrival point of the access road and the more intense built form of dwellings.
6. Green margin to Marl Lane to retain trees and rural character
7. Deeper gardens creating a strong sense of Puddleslosh Lane being a sylvan and essentially rural setting.
8. Deeper garden groups to invite tree planting to punctuate the skyline and soften the effect of roofscapes on distant views.
9. Wedge of open greenspace to offer views from Tinkers' Cross down to the river valley, thus retaining the sense of place for that neighbourhood.
10. Remnants of older field boundary wooded landscape incorporated in a minor public open space for local use and as part of a footpath connection.
11. Long term replacement of conifer screen hedge with more sympathetic tree line.
12. Mitigation space serves as green margin to the footpath, containing play area, a school drop-off facility and SuDS detention pond as a feature. Landmark pine group offer significant orientation point in the skyline.

Land at Whitsbury Road, Fordingbridge

Built development framework



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Built development Framework – key to map

In the west - consistent roof materials and low rise built form subservient to tree lined skyline and greenspace. The central area around the public open spaces to include some grouped buildings to contain the spaces and create minor landmarks – a highlight to the neighbourhood

In the east – a broad boulevard connecting between key spaces which are to be contained by more intense building forms which have varied skylines and richer architecture than surrounding dwellings. Lower rise (1½ storey) dwellings to the north and enough room in rear gardens to invite tree planting.

Around Tinkers Cross – a tight cluster of dwellings

1. Buildings contain streetscapes and the space with landmark features on corner locations. Windows and front doors must face onto the street space. Buildings might include one or two three storey elements as orientation points and a richness of architecture. Courtyard parking for these frontage blocks can prevent car dominance of these important spaces here.
2. Intimate streets contained by small clustered dwellings where car spaces can be tucked between buildings and personalisation margins can be narrow.
3. Individual houses in broad and deep garden settings off single or shared private drives. Architectural variety will be important here
4. Avenues of low rise (1-2 storey) dwellings separated by driveways, garden space and set behind modest front gardens. A greater consistency of house types and materials is expected here to allow landscape to dominate and higher density areas to create architectural highlights.
5. Medium density dwellings in perimeter blocks.
6. Medium density dwellings in perimeter blocks with single low rise houses facing Whitsbury Road and a feature block of sheltered flats to contain the views and offer landmark above the valley side.
7. Intimate courtyard group of dwellings leading through to single houses in former gardens.
8. Buildings contain streetscapes and the space with landmark features on corner locations. Windows and front doors must face onto the street space. Buildings might include one or two three storey elements as orientation points and a richness of architecture. Courtyard parking for

these frontage blocks can prevent car dominance of these important spaces here.

9. Bridge should be designed as an architectural highlight – a feature landmark heralding the entrance to the western development.

Land at Whitsbury Road, Fordingbridge

Movement network framework



Movement Network Framework – key to map

Primary streets need pavement both sides.

Secondary routes should be traffic calmed by design. The central street needs to be at least wide enough to accommodate some trees.

Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete access to such blocks provided that there is a publicly available footpath route to connect each.

Internal courtyards can allow some blocks to accommodate cars within the block as intimate mews courts or courtyards that have amenity value beyond merely storing parked cars.

1. Main access from a roundabout at Whitsbury Road.
2. Feature bridge must cross stream(s) and allow pedestrian access underneath to connect mitigation space to public open space network.
3. Road designed to appear as country lane from distance, meandering up the slope and easy crossing point where paths meet.
4. Footpath access to suburban path network and to the open old railway route running south west towards Ashford.
5. Central space – a pedestrian friendly courtyard frontage to the neighbourhood core and definitive arrival point where road becomes lower key streets
6. Puddleslosh Lane - only to be used for private drives where hedgerow and tree line allows, for up to 13 dwellings and emergency access.
7. Puddleslosh Lane – potential emergency access and footpath link
8. Puddleslosh Lane will need to be upgraded to take access for approximately the first 75m and for emergency and private access beyond.
9. Reinststate the footpath across the valley and up through the woods to link the mitigation spaces.
10. Footpath link through public open space to link main mitigation areas with eastern part of the development and school.
11. Spinal street will be the focus, linking through to SS18 (and ultimately the A 338 Salisbury Road).

Strategic Site 18

Land at Burgate, Fordingbridge

Site Specific Policy

- i. Land at Burgate, Fordingbridge, as shown on the Policies Map is allocated for residential-led mixed use development and open space comprising:
 - Residential development of at least 350 homes and public open space, dependent on the form, size and mix of housing provided
 - A community focal point including ground floor premises suitable for community use to the west of Lower Burgate, and local shopping and service facilities subject to market demand
 - Retention of existing employment uses, and additional employment provision near to the A338 subject to demand.
- ii. The Master Planning Objectives for the site as illustrated in the Concept Master Plan and expanded in the Masterplanning Strategic Sites SPD are to provide a well-designed extension to Fordingbridge that minimises its impacts upon the countryside and the wider landscape setting of the town and provides enhanced flood risk management for the wider town, by:
 - a. Creating a distinctive landscape and townscape that respects the characteristics of the Avon Valley landscape maintains the distinctive rural and historic character of Upper Burgate and Fryern Court.
 - b. Providing a comprehensive ground and surface water management system for the site, benefiting the town as a whole including a central north-south corridor of greenspace to enable the integration of features for the management of fluvial, surface and groundwater flood risk into the landscape.
 - c. Creating at least two access points onto the A338 to serve the development, with internal connections for

local traffic through the site to Site 17: Land at Whitsbury Road.

- d. Focusing new neighbourhoods upon a central corridor of streets and spaces connecting Whitsbury Road to the A338 Salisbury Road, providing opportunities to accommodate some higher density development
 - e. Providing a community focal point in a prominent location near the schools including ground floor premises suitable for community use, linking to or as part of a potential mixed-use area in lower Burgate.
 - f. Redefining the rural edge by providing naturally managed areas of recreational mitigation space along the northern and western parts of the site, and locating predominantly low-rise dwellings at lower densities close to these margins, maintaining the separate identity of Upper Burgate and Tinkers Cross.
 - g. Provide pedestrian and cycle links between the new residential areas, the community focal point and the schools.
- iii. Site Specific Considerations to be addressed include:
- a. Conserving and enhancing the setting of the listed buildings in Upper and Lower Burgate.
 - b. No part of the development is to be directly accessed by car from Fryern Court Road.

This guidance seeks to ensure that the policies are enacted in a coordinated way and therefore sets out the expectations of the council in terms of design for this site. It should be read in conjunction with the introductory section which applies to all strategic sites. The following statement offers further interpretation of the policy requirements and this is followed by a masterplanning 'vision' of what the council seeks as a set of annotated frameworks for: Landscape; Built Development and Movement Networks (see paragraphs 5.2-5.4). This is intended as an explanation of an acceptable way of interpreting these policies. Developers are free to submit their own masterplan proposals but these should adhere to the principles and expectations set out below.

Masterplanning Objectives

- a. The landscape is the defining characteristic of this area. The landscape capacity survey described this landscape as sensitive so that although the land is allocated for housing it is accepted that a very different landscape will be created. This should be equally as distinctive in its own way but sympathetic to the surrounding character.

Specifically, masterplans should leave the sloping ground to the west undeveloped as open space; create three broad east-west corridors of greenspace and; provide an infrastructure of trees and garden settings in and around blocks of development.
- b. A comprehensive ground and surface water management system should be designed at the outset. It will need to be designed as a positive part of the landscape layout and should contribute a distinctive character as a green corridor running through the development. However, unless it conforms to the mitigation design guidance in dimensions, it is unlikely to be considered as mitigation space.
- c. Access points should ensure that they do not impinge unnecessarily upon the character of the A338 as a rural road corridor. Urbanising effects should be kept to a minimum and signage located to avoid harm to the settings of the collective groups of listed buildings at Upper and Lower Burgate.

- d. A central corridor of streets and spaces and a village core, as the focus of the new neighbourhood, needs to be designed as a positive arena for day to day activity. It will require innovative street design as well as a positive and distinctive building envelope containing the street. The design should limit speeds whilst providing a corridor that is wide enough to accommodate space for pedestrians, bicycles, parking and trees as well as traffic movement. It should be able to provide legible access routes connected to it, making crossing easy at key nodes especially at the village core. This corridor should be designed so that the impact of traffic does not render the street unpleasant to live alongside. Locating relatively higher densities around the busier streets and spaces within and alongside this corridor and locating contrasting lower densities with garden settings and calmer streets throughout the remaining areas.
- e. Redefining the rural edge should partly be through creating only greenspace uses and enhanced landscape for the northern and western margins of the site. Recognizing that the development is separated from the existing settlement by playing fields and that it is a particularly sensitive landscape, the rural edge should also be defined through ensuring that this development creates its own distinct landscape with the provision of a transition to less intense development through the design, layout, careful handling of roof forms and the use of space to offer a character that is sympathetic to rural context.

Site specific considerations

- a. Conserving and enhancing the listed buildings in Upper and Lower Burgate and their settings.
- b. Provide a sports pitch, and play areas equivalent to Local Equipped Areas for Play and Local Areas for Play in accordance with the requirements of the Local Authority within the network of greenspaces described above

It is important that community facilities including sports and play provision have some direct connection to the new 'village core' and also that the village core is directly connected with the school.

Provide formal open space including sports pitch, play area and MUGA.

Land at Burgate, Fordingbridge

Landscape framework



Landscape Framework – key to map

The introduction of broad stretches of roof tops is expected to be tempered by broad spaces around the **margins** allowing a transition to neighbouring unaffected landscape; broad **corridors** of tree and hedgerow greens and a

tree planting strategy with groups of large species trees common to the locality, located in public spaces that area wide enough to contain their mature growth as well as street and garden trees of various sizes to soften the skyline throughout.

In more detail this should consist of:

1. Green corridor – containing the existing tree belt and hedgerow should be managed and augmented by additional planting and green space
2. Green corridor - created as the main thoroughfare through the site, with tree planting and sections of green verge as part of the street design
3. Green corridor – allowing meaningful space for a major flood prevention basin as well as the existing footpath which will need upgrading with hedgerows and verges retaining its character as a rural lane allowing dwellings to offer natural surveillance
4. Green corridor as a north-south margin of greenspace – a transition from the existing corridor of the Avon. At the southern end, a broad space softening the setting of the older cottages of Burgate and allowing greenspace to form a part of the new neighbourhood's core, with play facilities and MUGA. All designed in sympathy with the open landscape and providing natural hedgerow boundaries and occasional tree planting on the margins. Floodlights, synthetic surface and over-intrusive structures will not be suitable.
5. Green corridor as a north-south margin of greenspace to contain flood alleviation features designed as enhanced landscape including groups of larger trees.
6. Margin – rising ground to be kept clear of development allowing a good buffer between tinkers Cross and the new development edge
7. Margin – a buffer to the rural character of Fryern court Road with potential for significant flood alleviation works which should be designed as part of a sympathetic landscape.
8. Margin – recreate a smaller field with native hedgerows and tree groups to offer a complete separation between Upper Burgate and the new development edge (potential for formal open space in the form of pitch provision).
9. Margin – garden spaces and trees intersperse the neighbourhood here to create a foil to roof tops and a garden set transition to the rural edge of development.
10. Green corridor along former railway route and as part of the main street corridor and approach to the village core.

Land at Burgate, Fordingbridge

Built development framework



Built development Framework – key to map

Seen from without and from moving within this new development, a commonality of materials and a distinctive consistency of forms only increasing in complexity and variety towards the core of the development will allow the area to exhibit a clear sense of place through its buildings which must be sympathetic to the surrounding landscape and reminiscent of aspects of other Avon Valley settlements. Separated physically from Upper Burgate and Tinkers Cross, this should create a sense of the small village of Lower Burgate, being now extended to embrace its school, nursery and historic cottages associated with an enhanced village centre - within the envelope of Fordingbridge but distinct from it.

1. Neighbourhood centre (community hub) – where intensity of built form encloses the street and occasional landmark building or feature terminates a vista or wraps a corner.
2. Employment and mixed use transition – existing farm buildings converted or their forms replaced; a block which allows the transition from the existing employment uses (accessed off the A338) to create a mixture of small business and community use to address a central open space with variety and active uses
3. Transition from medium density suburban to lower density rural edge – consistent materials, simple forms with increasing effects of garden setting forming part of each block
4. Transition from medium density suburban to lower density rural edge – consistent materials, simple forms with increasing effects of garden setting forming part of each block, a predominance of bungalows marks the transition northward with low rise and low densities along the margin
5. Low and medium density infill towards the A 338 margin may offer the opportunity for self-build plots.

Land at Burgate, Fordingbridge

Movement network framework



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Movement Network Framework – key to map

A hierarchy of streets creating a network of low key routes around a central main street. A main street which connects the A 338 Salisbury Road (via the adjacent site SS17 to the south) with Whitsbury (and ultimately via residential roads to the A---).

The primary route will eventually carry relatively large volumes of traffic but the design of the street must ensure that not only will the sense of place always outweigh the sense of movement but that the street (and the development as a whole) does not become such a quick route that it attracts more traffic and encourages more journeys than is necessary. Secondary routes ensure the choice of access routes, dissipating local traffic and tertiary routes should be shared surface streets or private drives (with footpath connections alongside) allowing access to all buildings via a loose grid of mainly perimeter block development. Courtyards within such blocks are a device to allow buildings to sit cheek-by-jowl, enclosing key spaces and are therefore only to be deployed within the central area of the village. Elsewhere car parking is intended to be accommodated between dwellings, on front drives where gardens are large enough and on calm pedestrian friendly streets.

- Primary streets need pavement both sides.
 - Secondary routes should be traffic calmed by design.
 - The central street needs to be at least wide enough to accommodate some trees as a central spine.
 - Tertiary routes are needed to complete access around perimeter blocks. Private drives in combination with public streets can complete access to the block perimeter provided that there is a publicly available footpath route to connect each.
 - Internal courtyards can allow some blocks to accommodate cars within the block as intimate mews courts or courtyards that have amenity value beyond merely storing parked cars.
1. Main street – speeds should be limited by design. Provided that the corridor is wide enough to accommodate traffic and space for pedestrians, bicycles, parking and trees; and provided that there are plenty of access routes connected to it, and that crossing is easy at key nodes, the street can be designed so that the impact of traffic does not render the street unpleasant to live alongside. This street must be the focus of the new neighbourhood and as such needs to be designed as a positive arena for day to day activity.

2. Nodes - a series of linked nodal spaces is envisaged – spaces that are green or hard surfaced, designed to alert drivers to the likelihood of people crossing, vehicles joining or departing. These spaces to be linked with short sections of broad corridors accommodating trees, green verges and on-street parking areas.
3. Central node – this should be designed as a predominantly hard surfaced area with tree planting, car parking, street furniture so that quick and convenient access to a small store, ancillary community uses and small business units alongside.
4. Vehicular access to link the school with the new village centre
5. Pedestrian and cycle friendly streets to create alternative routes through the development
6. Improved crossing needed - footpaths need connecting to Upper Burgate will then need access to the main Avon Valley footpath route
7. Shared surface streets or private drives can complete the access to each block, provided that there are footpath connections alongside the drives with clear demarcation of what is private and public land.
8. Footpath to Fryern Court Road
9. Enhanced footpath between Tinkers Cross and Lower Burgate

