

Part F

Built-up areas outside the New Forest

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F1 Built-up areas

F1.1 The built-up areas, to which the policies in Part F apply, are defined on the proposals maps. They are:

Ashford, Blackfield and Langley, Bransgore, Everton, Fawley, Fordingbridge, Hardley and Holbury, Hordle, Hythe and Dibden, Lymington and Pennington, Marchwood, Milford-on-Sea, New Milton and Barton-on-Sea, Ringwood, Sandleheath, and Totton and Eling.

F1.2 The defined built-up areas do not include all developed areas; smaller villages are subject to countryside policies as set out in Part E.

F1.3 The policies in Part F do not apply to any of the villages within the New Forest, which are covered by relevant policies in Part D.

F1.4 Section F2 sets out policies for the town centres of Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton. Sections F3 to F5 set out the policies applying generally within all of the defined built-up areas outside the defined town centres. Section F6 sets out the policy applying to utilities in built-up areas. Sections F7 to F22 include additional policies for individual built-up areas.

The sequential approach to retail and other development proposals

F1.5 Government policy requires a sequential approach to be taken when considering the siting of development proposals which would normally be appropriate within a town centre. This approach aims to ensure that town centres remain the focus of commercial, community and leisure activity within a town.

~~Policy BU-1~~

~~Assessment of development proposals~~

~~In considering proposals for retail and other development proposals, all town centre options should be thoroughly assessed before less central sites are considered for development for key town centre uses. The sequential approach requires that locations are considered in the following order:~~

- ~~i first, locations in existing centres where suitable sites or buildings for conversion are, or will become, available, taking account of an appropriate scale of development in relation to the centre; and then~~
- ~~ii edge-of-centre locations; and then~~
- ~~iii out-of-centre site.~~

~~In selecting sites for new retail development first preference will be given to sites within or immediately adjoining the defined primary shopping areas.~~

~~The scale of new facilities proposed should be directly related to the role and function of the centre and the catchment that they seek to serve. Uses which attract a lot of people should be located within centres that reflect the scale and catchment of the development proposed.~~

~~The scale of development should relate to:~~

- ~~• the role and function of the centre within the wider hierarchy and the catchment served;~~
- ~~• patterns of existing development within the centre; and~~
- ~~• the scale of existing buildings.~~

~~Outside town centres new proposals will be required to show a quantitative and qualitative need for the development. This will be assessed in accordance with Government advice.~~

~~F1.6 All town centre options should be thoroughly assessed before less central sites are considered. For the purposes of this Plan 'edge of centre' sites are considered to be those within but on the periphery of the defined town centre (as shown on the proposals maps).~~

~~F1.7 In applying the sequential approach, and considering alternative sites, developers and operators should be able to demonstrate that in seeking to find a site in or on the edge of existing centres they have been flexible about the following:~~

- ~~• the scale of their development;~~
- ~~• the format of their development, including the greater use of multi storey, mixed use developments to minimise the footprint of the proposed development; and car parking provision.~~

~~F1.8 In assessing the need for a development the following will be taken into consideration:~~

~~- **Quantitative Need**~~

~~Assessment will be made of the likely future demand for additional retail and leisure floorspace, based on existing and forecast population levels and expenditure in relation to the classes of goods to be sold, within the broad categories of 'convenience' and 'comparison' goods.~~

~~- **Qualitative Need**~~

~~The key consideration will be to provide for consumer choice. Consumer choice is enhanced by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially excluded groups.~~

~~Government Guidance on undertaking assessments of need for retail and leisure uses should be followed.~~

~~In demonstrating 'need', it will need to be shown that there is the capacity (in physical terms) and demand (in terms of available expenditure within the catchment area), and that the sequential test in Government Guidance has been applied. The local planning authority will assess the significance of the different factors which make up a demonstration of need, including capacity and demand.~~

~~F1.9 The local planning authority will undertake an assessment of need for retail, leisure and office development in the District at the earliest opportunity.~~

Definition of 'employment sites'

F1.10 Throughout Part F of this local plan:

"Office/ business" use refers to Class B1;

"Industrial/ office/ business" uses refers to Classes B1 and B2;

"Storage or distribution" use refers to Class B8; and

"Financial or professional services" refers to Class A2;

of the Town and Country Planning (Use Classes) Order 1987 (as amended).

F1.11 The phrase "employment sites" is used to refer to all sites in industrial/ office/ business, or storage or distribution, or financial or professional services, or similar employment uses.

F2 Town centres

F2.1 Town centres are important focal points for local communities, providing a broad range of facilities and services, employment and leisure opportunities. They are also important as a focus for public transport provision. This plan reflects the Government policy objective to “sustain and enhance the vitality and viability of town centres” and aims to support and initiate measures to improve town centres; and to resist proposals which would adversely affect their vitality and viability. In particular, the plan refers to measures aimed at maintaining and improving access to the town centres by a choice of transport modes, including the provision of appropriate amounts of car parking space.

F2.2 The town centres of Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton are all important district centres, providing a good range of shops, services and employment opportunities. However, the District is affected by the national trend towards polarisation of shopping functions towards large regional centres such as Southampton and Bournemouth. While town centres in the District will continue to remain important for convenience goods shopping and as local service centres, changing patterns of retail expenditure make it hard for them to compete with the shopping provision provided in these nearby regional centres. The challenge facing the District’s town centres is one of responding positively to change and enhancing their role as centres for community activity, providing not only a good range of shops, but also leisure, cultural and entertainment facilities, commercial and community services, and employment and educational opportunities. The Local Plan’s town centres strategy continues to be directed towards sustaining and enhancing the role of existing town centres. A detailed town centre strategy will be prepared as part of the Local Development Framework which will replace this Local Plan.

F2.3 This section sets out the policies which apply generally within town centres, as defined on the Local Plan Proposal Maps. Specific proposals for individual town centres (Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton) are included in the respective individual built-up area sections. The policies reflect government advice in Planning Policy Guidance Note 6 (PPG6), Town Centres and Retail Developments, and Policies S1 and S2 of the Hampshire County Structure Plan Review. More recent government advice in Planning Policy Statement 6 (PPS6), Planning for Town Centres will also be taken into account when considering development proposals. Several policies make reference to Classes A1, A2 and A3 of the Town and Country Planning (Use Classes) Order 1987 (as amended). This order defines these three Use Classes as follows:

- Class A1 Shops includes use for the retail sale of goods other than hot food, post offices, travel agents, hairdressers, funeral directors, hire shops, launderettes and shops for the reception of articles for repair or cleaning.
- Class A2 Financial & Professional Services includes banks, building societies, estate agents, betting offices, and other financial or professional service outlets where the services are provided principally to visiting members of the public.
- Class A3 Food & Drink includes restaurants, cafes, takeaways and other outlets for the sale of food or drink for consumption on the premises, or for hot food for consumption off the premises¹.

F2.4 Where town centres fall within designated Conservation Areas e.g. Fordingbridge, Hythe, Lymington and Ringwood, the local planning authority will have regard to the conservation policies DW-E23 to DW-E26, Section C2 when determining applications for development.

¹ Amendments to the Town and Country Planning (Use Classes) Order 1987 came into effect on 21 April 2005. The former Class A3 Food and Drink use class has been disaggregated to form three new use classes: A3, Restaurants and Cafes; Class A4, Drinking Establishments; and Class A5, Hot Food Takeaways. In this Local Plan, where a policy refers to the A3 use class, it should be interpreted as applying to A4 and A5 use classes also.

Shopping in town centres

Policy BU-TC1

Primary shopping areas

Subject to the requirements of Policy BU-1, Section F1, within the primary shopping areas, as defined on the proposals maps, the following will be permitted:

- a the improvement and expansion of existing retail premises and new retail developments;
- b uses within Class A2 (financial and professional services) and Class A3 (food and drink) of the Town and Country Planning (Use Classes) Order 1987 (as amended), where this will not unacceptably affect the vitality of the centre, taking account of vacancy levels, retailer representation, diversity of uses, and the position and prominence of the unit within the primary shopping area. As a guideline the Local Planning Authority will allow up to a maximum of 30% of the overall length of ground floor street frontage in a primary shopping area to be in a use outside Class A1 (retail), and will not permit non-retail uses to occupy more than two adjoining shop units;
- c on upper floors and at basement levels appropriate town centre uses will be permitted including, leisure and community facilities, offices and professional services, and residential uses.

F2.5 Shopping is the key activity which underpins the prosperity of a town centre. **Primary shopping areas** are those where a strong retail function is considered to be vital to the proper functioning of the town centres. While other uses, such as banks and cafes, make an important contribution to the overall vitality of these areas, it is important to retain a critical mass of retailing in these areas to ensure the continued attractiveness of the centre for shopping.

F2.6 This policy recognises that the retail function represents one of the key functions of a town centre and provides a focus for a vital and viable centre. The Local Planning Authority is committed to protecting the primary retail function of the District's main town centres and accordingly will only permit an appropriate level of non-retail use within primary frontages. In considering a proposal for a non-retail use, the Local Planning Authority will examine the proposal by reference to the criteria set out in the policy. When surveyed in mid 2000, shops were found to occupy between 62% and 72% of the potential shopping frontages within the defined primary shopping areas. Totton had the lowest proportion of retail frontage while New Milton had the highest. Only non-retail uses which complement the shopping function, such as food and drink uses or financial and professional services, are likely to be given favourable consideration in ground floor premises fronting streets within the primary shopping areas.

Policy BU-TC2

Shopping frontages outside the primary shopping area within defined town centres

In all other shopping frontages within the defined town centres, as defined on the proposals maps, and subject to Policy BU-1, Section F1, the following will be permitted;

- a the improvement and expansion of existing shopping, leisure, community or commercial premises, and new retail, leisure, community, or commercial developments appropriate to a town centre;
- b the change of use of retail premises (Class A1) to uses within Class A2 or A3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) where this would not harm the vitality of the town centre as a whole.

Residential development will not be permitted at ground floor level except where:

- i the proposal will not result in the loss of an existing retail, commercial, leisure, or community use premises; or

- ii **it is part of a mixed use development, where the proposed use on the street frontage is either retail, commercial, leisure, or community use, which will preserve or enhance the character or appearance of the town centre.**

F2.7 **'Other shopping frontages'** are frontages outside the primary shopping area, which are important areas not only for shopping but also for a variety of other town centre commercial and community activities.

F2.8 In shopping frontages outside the primary shopping area, a wider range of commercial and community uses are appropriate. A mix of shops with service and community uses, including restaurants, public houses, banks and professional services, entertainment and health facilities make an important contribution to the overall vitality of the centre. In a mixed use scheme the commercial units must have adequate provision for storage and servicing.

Policy BU-TC3

New shopping development outside primary shopping areas and other shopping frontages in town centres

Elsewhere in the defined town centres, new shopping development which complies with Policy BU-1, Section F1 will be permitted provided;

- a there is no suitable alternative site within the primary shopping area or an existing shopping frontage in the town centre;
- b it maintains and enhances the vitality and viability of the town centre;
- c it is easily accessible to pedestrians, cyclists and those travelling by public transport; and
- d access and parking arrangements are satisfactory and local roads can accommodate anticipated traffic generation.

Leisure uses in town centres

Policy BU-TC4

Leisure and entertainment facilities in town centres

The development of new indoor leisure and entertainment facilities (including food and drink uses) which comply with Policy BU-1, Section F1 will be permitted within town centres (as defined on the proposals maps) where:

- a the proposal will contribute to the vitality and viability of the town centre; and
- b the proposal is not on the ground floor of a street frontage within the primary shopping area, unless in accordance with Policy BU-TC1; and
- c necessary measures are incorporated in the design to minimise the impact of the proposal on the amenities of people living nearby. Where appropriate, the hours of opening will be limited by means of a planning condition.

F2.9 Leisure and entertainment facilities, including pubs and restaurants, make an important contribution to community life and the local economy in town centres, particularly in the evenings. Major leisure uses, for example, multi-screen cinemas, concert halls, and indoor bowling and games centres, which serve large catchment areas are provided in regional centres outside the District (Southampton, Salisbury and Bournemouth/Poole). Major facilities that would attract large volumes of traffic from within and outside the District, would not be appropriate within New Forest District because of the environmental sensitivity of much of the District. However the provision of smaller scale facilities, particularly when located within town centres, will contribute to community life and the vitality of the town centres, as well as being in the interests of sustainability by reducing the need to travel. In considering proposals for new leisure and entertainment facilities, the Local Planning Authority will ensure that the design of the development and conditions attached have particular regard to the impact of the proposal on residential amenities of people living nearby, taking into account its town centre rather than residential area location.

F2.10 Restaurants, cafes, public houses and bars add to the overall attractiveness of town centres. They are essential to the vitality and viability of town centres,

especially in the evenings. The location of food and drink uses within the town centre must complement rather than detract from primary shopping areas. Accordingly such uses will be strictly limited on ground floor street frontages within primary shopping areas.

F2.11 Hampshire County Council has produced Supplementary Planning Guidance, 'Major Commercial Leisure Uses (Leisure Parks and Cinemas)'. In considering any proposals for such development in this District, the District Council will have regard to this guidance.

Policy BU-TC5

Retention of leisure and entertainment uses in town centres

Within the defined town centres (as defined on the proposals map), development which involves the loss of public houses, restaurants, or other leisure or entertainment facilities, will not be permitted where the loss of such a use (uses) will have a detrimental impact on the vitality of the town centre's role as a centre for entertainment and leisure facilities.

F2.12 An important role of town centres is not only to provide shopping and services, but also to be a centre for leisure and entertainment facilities, particularly in the evenings. Such uses make an important contribution to the vitality of a town centre and the social life of the local community. It is important that a good range of such facilities continues in each town centre. In considering proposals which result in the loss of an existing leisure or entertainment facility, the local planning authority will take into account the nature of the alternative use proposed and the contribution it would make to the vitality of the town centre and the range of facilities provided serving the community.

Policy BU-TC6

~~Amusement centres in town centres~~

~~Amusement centres will only be permitted in defined town centres, outside the primary shopping area, and provided that:~~

- ~~a the site is not close to housing, a school, a church, a hotel, a hospital or a nursing home; and~~
- ~~b appropriate measures are taken to ensure noise levels outside the building are minimised.~~

~~F2.13 When considering proposals for amusement centres the impact on the amenity of an area is important. This policy considers nearby uses, as advised in PP56, Planning for Town Centres. Noise and disturbance are particular concerns, and to minimise possible nuisance appropriate planning conditions will be used, such as requiring sound insulation and self-closing doors, and restrictions on opening hours. Where a proposal for an amusement centre is in a Conservation Area, special care needs to be taken to ensure that the external appearance of the amusement centre does not adversely affect visual amenity.~~

~~F2.14 In accordance with Hampshire County Structure Plan policies R1, R3 and R4, this plan aims to encourage a viable and prosperous tourist industry, which has positive benefits for the local economy, while ensuring that the special qualities of the District's environment continue to be protected.~~

Policy BU-TC7

Hotels and guest houses in town centres

New developments, conversions and extensions to hotels, guesthouses and other tourist accommodation will be permitted in town centres outside the primary shopping areas.

F2.15 Directing tourist accommodation to the District's town centres should assist in supporting the local tourist industry, consistent with the plan's tourism objectives.

Policy BU-TC8

Visitor attractions in town centres

New visitor attractions and extensions to existing visitor attractions will be permitted in town centres outside the primary shopping areas, provided they will not result in an unacceptable increase in pressure on the New Forest or the undeveloped coast.

F2.16 In implementing this policy, consideration will be given to both direct and indirect pressures arising from the proposal, including the effects of traffic on New Forest roads.

Community uses in town centres

Policy BU-TC9

Community facilities and services in town centres

New developments, changes of use and extensions/additions to improve or extend community facilities and services will be permitted in town centres, subject to the restrictions in primary shopping frontages in Policy BU-TC1.

F2.17 'Community facilities' include health, education, and social service facilities, and community buildings such as halls meeting rooms and cultural facilities. Community facilities can provide an important focal point for the community and are particularly important in town centres. Site-specific constraints may mean that a particular site is inappropriate for a particular use, for reasons set out in the District-wide policies in Part C.

Policy BU-TC10

~~Loss of community facilities in town centres~~

~~Permission will not be granted for redevelopment or change of use which would result in the loss of an existing community facility, including schools and health and social service facilities, which is capable of providing a valuable and viable amenity or facility for the local community, except where the local planning authority is satisfied that:~~

- ~~a having regard to the availability, suitability and capacity of nearby alternative facilities, the community's needs will be met during the plan period; and /or~~
- ~~b all reasonable efforts have been made to retain the site in community use; or~~
- ~~c the loss of the facility is part of a scheme of rationalisation of services which would result in an overall benefit in the level of provision to the local community, in locations which are equally or more accessible to the local population.~~

~~F2.18 The local planning authority will try to resist the loss of existing well supported community facilities, where necessary working closely with the providers of such facilities and other agencies able to support them.~~

Policy BU-TC11

~~Developer contributions from town centre development towards community and education facilities~~

~~The local planning authority will seek to negotiate with developers for contributions to, or the provision of community facilities (including education facilities) that are directly related to the proposed development in accordance with Policy DW-F1, Section C14.~~

~~F2.19 Where development creates, or adds to, the need for community facilities it is only appropriate that the development should contribute to their provision, as recognised in Circular 1/97 Planning Obligations. In some parts of the District it is likely that over the plan period deficiencies in the number of available school places will arise. Developers' contributions will be sought to provide additional school accommodation to cater for specific developments.~~

Residential uses in town centres

Policy BU-TC12

Residential uses and care homes in town centres

Residential uses and care homes will be permitted within defined town centres provided:

- a the proposal is not on a ground floor in the primary shopping area, or on a ground floor street frontage in other shopping streets; and
- b the proposal does not result in the loss of a leisure, social or community facility (policies BU-TC5 and BU-TC10) and does not conflict with Policy BU-TC14; and
- c in a mixed use scheme, viable retail or commercial floorspace is provided as part of the scheme; and
- d the impact of external alterations, including staircases and dustbin enclosures, is acceptable; and
- e where storage space is lost, satisfactory provision is made for alternative storage (including waste disposal).

F2.20 Bringing additional residential accommodation into the heart of the town centre can bring life into underused buildings, help maintain the vitality of the centre outside working hours, and provide a convenient and attractive living environment for residents with easy access to a wider range of facilities. However, such uses should not undermine commercial activity in the town centre. The residential amenities enjoyed by those living in or close to the town centre will not necessarily be the same as in residential areas.

F2.21 Planning permission is not normally needed for the change of use of premises above a shop to a single flat (the Town and Country Planning (General Permitted Development) Order 1995). (See also Policy AH-1 Affordable Housing in defined built-up areas, Section B4).

Employment uses in town centres

Policy BU-TC13

Town centre office development

New developments, redevelopments and changes of use to provide offices for financial or professional services or business use (Class A2 and Class B1), and the extension of existing premises will be permitted within the defined town centres of Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton provided there is no conflict with policies BU-TC1, BU-TC2, BU-TC5 and BU-TC10.

F2.22 Town centres have a vital role to play in providing a wide range of local employment opportunities. Offices for financial or professional services (Class A2 uses in the Town and Country Planning (Use Classes Order) 1987 as amended) provide a useful complementary function to shopping and other personal services within the centres of the towns and main villages but are best located outside or above the primary shopping frontages if the visual attraction and vitality of the main shopping areas is to be maintained.

Policy BU-TC14

Retention of employment sites in defined town centres

Development which would result in the loss of employment sites within the defined town centre to other uses will only be permitted where:

- a the proposal is primarily for alternative commercial, community or leisure uses; or
- b the existing use is inappropriate in the town centre in terms of its character and impact on amenities of the adjacent area, where:
 - i the local planning authority is satisfied that the site is not capable of being satisfactorily used for alternative employment use having regard to those considerations; and
 - ii overriding local benefits would result from the proposed development.

F2.23 Town centres provide a wide range of employment opportunities and are particularly important for providing small 'non-industrial estate' business premises, suitable for small or 'start-up' businesses. However such premises and sites in town centres are often attractive to other high value land uses, particularly residential development. While new residential development has its place in town centres, it is important that residential uses do not threaten commercial activity in the town centres.

~~F3 Housing in built up areas outside town centres~~

~~Residential development~~

~~Policy BU-H1~~

~~Residential infilling, redevelopment, or extensions outside town centres~~

~~Proposals for residential development, including infilling, redevelopment, subdivisions, extensions, conversions and outbuildings, will be permitted provided there is no conflict with:~~

- ~~a protection of employment uses (Policy BU-CE2, Section F4); or~~
- ~~b the policies protecting local shopping frontages at ground floor level (Policy BU-CE6, Section F4); or~~
- ~~c any of the policies in Part C or other policies in Part F.~~

~~F3.1 In accordance with government guidance in Planning Policy Guidance Note 3 (PPG3), Housing, this policy seeks to maximise the use of land within the District's towns and larger villages to meet housing requirements.~~

~~Sites allocated for residential development~~

~~F3.2 All sites committed for residential development at 1st April 2004 are listed in Appendix G5. Section B3 explains how these sites, together with other expected residential developments, provide for Structure Plan requirements.~~

~~Affordable housing~~

~~F3.3 PPG3 Housing and Hampshire County Structure Plan Review Policy H8 provide for local plans to indicate the local planning authority's intention to negotiate with developers to include an element of affordable housing, to help meet the local needs of those unable to afford full market rents or to purchase property outright. In accordance with policies AH 1 and AH 2 (Section B4) of this Local Plan, an element of affordable housing will be sought on allocated sites and on unidentified sites, as appropriate, which become available for development.~~

~~F3.4 On sites specifically allocated for residential development in this Local Plan, the site specific policy requires the negotiation of an element of affordable housing based on Policy AH 1 (Section B4).~~

~~F3.5 A detailed explanation of the affordable housing policies is given in Section B4 of the plan.~~

F4 Commercial and employment development in built-up areas outside town centres

F4.1 This section of the Plan sets out planning policies for commercial and employment development outside the town centres, and includes policies for shopping development outside town centres.

Industrial/ office/ business land allocations

F4.2 Section B5 explains how the industrial/ office/ business provisions of this plan meet the Structure Plan requirements.

F4.3 Appendix G2 lists the main sites which are allocated for industrial and/ or office/ business development during the plan period. These sites are shown on the proposals maps. Redevelopments of other sites may provide additional opportunities.

F4.4 The allocated sites are to be developed in accordance with the policies below, the District-wide policies in Part C, and the relevant site-specific policies in Sections F7 to F22. In some cases, these policies restrict the type of use acceptable on the site.

~~Extensions, changes of use, redevelopments and new industrial/ office/ business developments~~

~~Policy BU-CE1~~

~~Industrial/ office/ business development in built up areas outside town centres~~

~~Permission will be granted for:~~

- ~~a extensions to existing industrial/ office/ business premises; and~~
- ~~b redevelopment for industrial/ office/ business uses of existing industrial/ office/ business sites; and~~
- ~~c changes of use to provide industrial/ office/ business premises; and~~
- ~~d new small scale industrial/ office/ business developments;~~

~~where they are compatible with the amenity of adjoining and nearby uses, and provided there is no conflict with the policies protecting shopping frontages (Policy BU-CE6, Section F4).~~

~~In considering the impact on local amenity, regard will be had to whether the new business use is proposed in an area which is already in mixed use or whether the business use would result in a change in character in a well established residential area. Where appropriate, sites (or parts of sites) will be restricted to Class B1 uses.~~

F4.5 The allocated sites (listed in Appendix G2) will provide the main opportunities for industrial and business development. However, Policy BU-CE1, in line with Structure Plan Policy EC1 and Planning Policy Guidance Note 4 (PPG4), Industrial and Commercial Development and Small Firms, allows for additional industrial/ office/ business development within the defined built up areas in addition to the main allocations.

F4.6 This policy seeks to enable existing and new businesses to develop their activities where this is compatible with local amenity. Some business premises within areas of residential or mixed use can add variety and provide local employment. This is beneficial to the local economy. More jobs close to residential areas may also help in reducing journeys and saving energy.

F4.7 Particular encouragement will be given to developments including a mix of business and residential uses on appropriate town centre sites.

~~F4.8 Policy BU-CE1 will not allow businesses whose activities result in adverse environmental impacts on adjoining sites for example from pollution (e.g. noise, smells), from traffic or parking effects, or from "eyesore" appearance (including outside storage) to expand on their current sites or to establish themselves in inappropriate locations (see also Policy DW-E1, Section C1 and Policy DW-E43, Section C6; paragraph C6.4 also refers to possible restrictions on working hours).~~

~~F4.9 Encouragement will be given to the improvement of industrial buildings and sites, including the replacement of unsightly buildings and where appropriate the replacement of temporary buildings by permanent ones.~~

~~F4.10 Existing uses which are not compatible with the amenity of adjoining areas will be encouraged to relocate to more suitable sites, which could include the former Marchwood Power Station (Policy MA-2, Section F17), Husbands Shipyard (Policy MA-3, Section F17), the Ampress site at Lymington (Policy LP-7, Section F16), and parts of the industrial site east of Eling Lane at Totton (Policy TE-15, Section F22).~~

~~Retention of employment sites~~

~~Policy BU-CE2~~

~~Retention of employment sites in built up areas outside town centres~~

~~Development which would result in the loss of employment sites to other uses will only be permitted where the site is not a key industrial site and:~~

- ~~a the proposed development would only result in the loss of less than 100 sq metres of floorspace or 0.05 hectares of land in employment use; or~~
- ~~b the existing use is detrimental to the character or amenities of the adjacent area, and:

 - ~~i the local planning authority is satisfied that the site is not capable of being satisfactorily used for alternative employment use having regard to those considerations; and~~
 - ~~ii overriding local benefits would result from the proposed development;~~~~

~~and the proposed use would not be likely to restrict the range of uses which can be carried out by businesses on employment sites in close proximity.~~

~~F4.11 This policy applies both to sites already in employment uses, and to sites allocated for such uses but not yet developed.~~

~~F4.12 In recent years, there has been pressure to allow existing employment sites to be used for other uses, particularly housing and retailing. However, it is important that there continues to be a wide range of sites and buildings available to meet the needs of businesses, and to retain the existing range of local job opportunities. New industrial estates do not necessarily meet the needs of firms seeking cheaper premises, outside storage space or special characteristics which are often a feature of older buildings.~~

~~F4.13 Given environmental constraints in this District, it would be very difficult to make new allocations to replace employment sites lost to other uses.~~

~~F4.14 Key industrial sites are those which are conveniently located and particularly suitable for new or established companies to develop or expand their businesses within the District. These key sites will include those at Newmans Copse, Hounslowdown (Policy TE-16, Section F22); the site of the former Marchwood Power Station (Policy MA-2, Section F17); the Ampress site, Lymington (Policy LP-7, Section F16); east of Caird Avenue, New Milton (Policy NM-11, Section F19); and Christchurch Road, Ringwood (Policy RW-10, Section F20).~~

~~Offices for financial or professional services~~

~~Policy BU-CE3~~

~~Office development in local centres~~

~~Small scale developments, redevelopments and changes of use to provide offices for financial or professional services will be permitted within or adjacent to the defined~~

~~shopping frontages of Blackfield, Dibden Purlieu, Fawley, Holbury, Marchwood and Milford-on-Sea subject to the policies protecting local shopping frontages (Policy BU-CE6 below).~~

~~Policy BU-CE4~~

~~Extensions to offices in built up areas outside town centres~~

~~Extensions of existing offices used for financial or professional services will be permitted subject to the policies protecting local shopping frontages (Policies BU-CE6 and BU-CE8) and community facilities (Policy BU-LC9, Section F5).~~

~~F4.15 Offices for financial or professional services (Class A2 uses in the Town and Country Planning (Use Classes Order) 1987 as amended) provide a useful complementary function to shopping and other personal services within the centres of the towns and main villages but are best located outside or above the primary shopping frontages if the visual attraction and vitality of the main shopping areas is to be maintained.~~

~~F4.16 In implementing policies BU-CE3 and BU-CE4, particular regard will be had to the impact on local amenity (see Policy DW-E1, Section C1).~~

~~Storage and distribution development~~

~~Policy BU-CE5~~

~~Storage and distribution in built up areas outside town centres~~

~~Storage and distribution developments will only be permitted on sites allocated for industrial/ office/ business development which are close to, and have satisfactory access to, the strategic road network (see Section C9 of this local plan, paragraph C9.5), taking account of the amount of heavy vehicle traffic generated.~~

~~F4.17 It will be important to ensure that larger warehousing developments do not take place in locations where they would result in heavy vehicle movements on unsuitable roads.~~

~~F4.18 Proposals for warehousing developments which would not generate large amounts of heavy vehicle traffic may be acceptable on sites further from the strategic road network, but particular regard will be given to the impact on local amenity (Policy DW-E1, Section C1).~~

~~Shopping outside defined town centres~~

~~F4.19 In accordance with Government Guidance and policies S3 and S4 in the Hampshire County Structure Plan Review, major new shopping development should be focused on existing town centres. Government guidance in PPS6, Planning for Town Centres subjects development proposals to a 'sequential test'. Where there is an identified need, only in the absence of town centre or edge of centre sites should alternative locations be considered. However, outside of the main town centres, smaller district, local and village centres have an important role to play in providing shops and services to the local community.~~

~~Policy BU-CE6~~

~~Local shopping frontages outside town centres~~

~~Within the defined local shopping frontages, as defined on the proposals maps, shopping, financial and professional services, and food and drink uses (subject to Policy BU-LC1, Section F5) will be permitted, providing:~~

- ~~a the development is of a size and scale appropriate to the role of a local shopping frontage in serving the local community; and~~
- ~~b a minimum of 50% of ground floor units remain in shopping use in local centres at Blackfield, Bransgore, Dibden Purlieu, Marchwood and Milford-on-Sea; or~~
- ~~c a minimum of 40% of ground floor units remain in shopping use in other local frontages defined on the proposals maps.~~

~~Residential uses will not be permitted at ground floor level in a defined local frontage.~~

F4.20 It is important that retailing is maintained as a significant activity in these local shopping centres, which have an important role to fulfil in meeting the everyday needs of local residents. Consequently the local planning authority will seek to retain a minimum of 50% of units in retail use in local centres at Blackfield, Bransgore, Dibden Purlieu, Marchwood and Milford-on-Sea, and a minimum of 40% in other local frontages. The lower targets reflect the existing higher proportion of non-retail uses in certain centres.

Policy BU-CE7

~~New shopping developments outside town centres and local shopping frontages~~

~~New shopping development outside town centres and local shopping frontages (as defined on the proposals maps) will only be permitted where the local planning authority is satisfied that:~~

- ~~a in accordance with the requirements of Policy BU-1, Section F1, a need for new retail development has been demonstrated which can only be met outside the town centre and local shopping frontages; and~~
- ~~b either by itself or cumulatively with other committed developments it would not adversely affect the vitality and viability of a nearby town centre as a whole (to ensure this, conditions may be attached to permissions restricting the range of goods to be sold and the size of individual units); and~~
- ~~c there would be no impact on the character and amenity of the local area; and~~
- ~~d access and parking arrangements are satisfactory and local roads can accommodate anticipated traffic generation; and~~
- ~~e the site is readily accessible on foot, cycle and public transport.~~

~~F4.21 A priority of this plan is to ensure that town centres are not threatened by the excessive development of out-of-centre retail floorspace. Any retail proposal should also have regard to the policy for development and retention of key industrial sites (Policy BU-CE2).~~

~~F4.22 New small scale shops providing a local service will generally be acceptable within this policy, subject to consideration of the impact on residential amenity.~~

Policy BU-CE8

~~Loss of shops in built-up areas outside town centres and local shopping frontages~~

~~Changes of use of retail shops outside town centres and local shopping frontages to other acceptable uses will be permitted except where it would result in the loss of an important local shopping facility which it is essential to retain.~~

~~F4.23 While planning policy cannot ensure that existing local shops remain open, it can prevent the change of use of existing shopping premises to other uses. Where local shops provide an important local service it is important that this facility is retained wherever possible.~~

~~F4.24 Policies for food and drink (catering) uses are given in Section F5, Leisure and Community Uses in Built-up Areas Outside Town Centres.~~

F5 Leisure & community uses in built-up areas outside town centres

F5.1 Food and drink (catering) uses, as defined by Class A3, Class A4 and Class A5 of the Town and Country Planning (Use Classes) Order 1987 (as amended), include all proposals for “the sale of food or drink for consumption on the premises or of hot food for consumption off the premises” (for example, public houses, restaurants, wine bars, cafes, snack bars and hot food shops).

Policy BU-LC1

Food and drink uses in built-up areas outside town centres

Development of new food and drink outlets, including new build and change of use, will be permitted, provided that:

- a there is no detrimental effect arising from the development or associated parking on the character or amenities of neighbouring land uses; and
- b no traffic hazard through on-street parking or servicing will result; and
- c equipment required to meet health, pollution or fire regulations is not visually intrusive.

Extensions to existing premises (other than by change of use of adjoining premises in primary frontages), and provision of related outdoor facilities, will be permitted subject to criteria (a) to (c) above.

F5.2 Public houses and restaurants have an important role to play in the social life of a community. While town centres will be the main focal points for leisure and entertainment activities, in the larger towns of the District in particular, such uses are also appropriate in local centres.

F5.3 Proposals for food and drink outlets can cause environmental problems such as noise, fumes, smell, litter and parking. These effects can be particularly noticeable with take-away food outlets. Particular attention will be given to the need to safeguard residential amenities. Outdoor facilities such as gardens and play areas can also have an environmental impact.

F5.4 Where appropriate, the hours of opening will be limited by means of a planning condition.

Policy BU-LC2

Loss of Public Houses in built-up areas outside town centres

Permission will only be given to development proposals which would result in the loss of a public house where:

- a there is another public house or similar facility located within the neighbourhood served; or
- b the proposal is for an alternative community or public leisure use; or where
- c the current use is an inappropriate location and causes significant disturbance to local residents.

F5.5 In considering proposals under part c of the policy the local planning authority will need to be satisfied that the premises is not capable of being used for a leisure use without an unacceptable impact on the amenities of nearby residents.

Policy BU-LC3

Leisure and entertainment facilities in built-up areas outside town centres

The development of new indoor leisure and entertainment facilities, will be permitted outside defined town centres where it can be demonstrated that :

- a the proposal reflects the sequential approach set out in Policy BU-1, Section F1, no appropriate site can be found within the defined town centre and the proposal will not detract from the vitality and viability of the town centre; and
- b the proposal will meet a local need for leisure and entertainment facilities, and is not intended to serve a significantly wider population beyond the local community; and that
- c residential amenities of people living nearby are safeguarded and where necessary appropriate measures are taken to ensure noise levels outside the building are minimised.

Amusement centres will only be permitted in local shopping frontages (defined on the proposals maps) and providing the site is not close to a housing, a school, a church, hotel, hospital or a care home.

F5.6 Leisure and entertainment facilities make an important contribution to community life. The main concentration of such facilities should be in town centres. However the provision of some small scale facilities may be appropriate outside of town centres. The sequential approach outlined in PPS6, Planning for Town Centres, should be followed. In considering proposals for new leisure and entertainment facilities, the local planning authority will ensure that the design of the development and conditions attached have particular regard to the impact of the proposal on residential amenities of people living nearby. Noise and disturbance are particular concerns, and to minimise possible nuisance appropriate planning conditions will be used, such as requiring sound insulation and self-closing doors, and restrictions on opening hours.

~~Policy BU-LC4~~

~~Hotels and guest houses in built up areas outside town centres~~

~~New developments, conversions and extensions to hotels, guesthouses and other tourist accommodation will be permitted.~~

~~F5.7 In accordance with Hampshire County Structure Plan Review policies R1 and R7 this plan aims to encourage a viable and prosperous tourist industry, which has positive benefits for the local economy, while ensuring that the special qualities of the District's environment continue to be protected.~~

~~F5.8 Directing tourist accommodation to the District's main towns and villages should assist in supporting the local tourist industry, consistent with the plan's tourism objectives.~~

~~Policy BU-LC5~~

~~Visitor attractions in built up areas outside town centres~~

~~New visitor attractions and extensions to existing visitor attractions will only be permitted outside of town centres provided the proposals reflect the sequential approach set out in Policy BU-1, Section F1 and they:~~

- a ~~will not result in an unacceptable increase in pressure on the New Forest or the undeveloped coast;~~
- b ~~cannot be accommodated within the town centre and would not have a harmful impact on the vitality and viability of the town centre;~~
- c ~~are accessible by a choice of means of transport, and~~
- d ~~would not have a harmful impact on local residential amenity.~~

~~F5.9 Where possible, in accordance with Hampshire County Structure Plan Review Policy R1, new tourism related developments should be directed towards town centres. However, where this is not feasible sites elsewhere in the built up areas may be acceptable. Structure Plan Review Policy R1 gives the criteria which will be taken into account. Consideration will be given to both direct and indirect pressures arising from the proposal, including the effects of traffic on New Forest roads.~~

Policy BU-LC6

~~Recreational facilities to meet local needs in built up areas outside town centres~~

~~The development of new formal and informal outdoor and indoor recreation facilities which are of a type and scale designed to meet the needs of the local population will be permitted. Where these local facilities would attract people from a wider catchment they will only be permitted if they are located where they will be well served by public transport and will be assessed in accordance with the provisions of Policy BU 1, Section F1 of this Plan.~~

~~F5.10 This policy relates to open space facilities such as playing pitches, informal open space for general recreational use, buildings for indoor sports, and buildings ancillary to recreational uses.~~

~~F5.11 District wide Policies DW R1 to DW R3, Section C10 apply to existing and proposed open space in built up areas.~~

~~F5.12 The local planning authority seeks to ensure that so far as possible, open space is provided to meet the needs of local communities at least in accordance with the minimum standards set out in Appendix G6, and that provision is also made for indoor sports. The authority is also mindful of Government advice that the provision of publicly accessible recreation facilities can assist in the prevention of crime.~~

~~F5.13 Opportunities to provide outdoor sports facilities within built up areas may be limited, and Policy CO R5, Section E7, enables such facilities to be located in the countryside outside the New Forest adjoining defined built up areas. Specific allocations to meet the needs of individual communities are made in Sections F7 to F22.~~

~~F5.14 The Council will encourage the joint use of school and community facilities for recreational purposes.~~

Community, Education Health and Social Services Facilities

~~F5.15 Community facilities and services include education, health and social service facilities, public and emergency services, village halls, community buildings, social clubs, libraries, cultural facilities, places of worship, allotments and cemeteries. Access to a full range of these facilities is desirable for the well being of communities. This plan aims to enable the provision of community facilities to meet the needs of communities within the District (Objective 27, Section B2).~~

~~F5.16 The sections of the plan on the individual built up areas (Sections F7 to F22) provide, where possible, for the development of additional community facilities.~~

Policy BU-LC7

~~Community facilities and services in built up areas outside town centres~~

~~New developments, changes of use and extensions/additions to improve or extend community facilities and services will be permitted.~~

~~F5.17 Site specific constraints may mean that a particular site is inappropriate for a particular use, for reasons set out in the District wide policies in Part C.~~

~~F5.18 Policy BU-LC7 enables the development of facilities required for educational purposes within built up areas. Such facilities may include nursery schools and training centres.~~

~~F5.19 The local plan allocates land for new schools at Claypits Lane, Dibden (Policy HD 19, Section F15) and at Marchwood village centre (Policy MA 10, Section F17); and for a new school playing field at Noadswood School, Hythe (Policy HD 20, Section F15).~~

~~F5.20 At certain times, such as during school holidays, at weekends and in the evenings, facilities at educational establishments often remain unused. These facilities can provide a valuable asset for regular or occasional use by local community associations, groups and clubs. The District Council will therefore encourage strong links between schools and the community to encourage the education authorities to make the widest possible community use of school facilities where such use would not be harmful to residential amenities.~~

Developer contributions

Policy BU-LC8

~~Developer contributions for community and education facilities in built-up areas~~

~~The local planning authority will seek to negotiate with developers for the contribution to or the provision of community facilities (including education facilities) that are directly related to the proposed development in accordance with Policy DW-F1, Section C14.~~

~~F5.21 Given that the development creates, or adds to, the need for community facilities it is only appropriate that developments should contribute to their provision, as recognised in Circular 1/97 Planning Obligations. In some parts of the District it is likely that over the plan period deficiencies in the number of available school places will arise. Developers' contributions will be sought to provide additional school accommodation to cater for specific developments.~~

Loss of community facilities

Policy BU-LC9

~~Loss of community facilities in built-up areas outside town centres~~

~~Permission will not be granted for redevelopment or change of use which would result in the loss of an existing community facility, including schools, health and social service facilities, which is capable of providing a valuable and viable amenity or facility for the local community except where the local planning authority is satisfied that:~~

- ~~a having regard to the availability, suitability and capacity of nearby alternative facilities, the community's needs will be met during the plan period; and/ or~~
- ~~b all reasonable efforts have been made to retain the site in community use; or~~
- ~~c the loss of the facility is part of a scheme of rationalisation of services which would result in an overall benefit in the level of provision to the local community in locations which are equally, or more, accessible to the local population.~~

~~F5.22 The local planning authority will try to resist the loss of existing well supported community facilities, where necessary working closely with the providers of such facilities and other agencies able to support them.~~

F6 Utilities in built up areas

Policy BU-P1

Utilities in built up areas

The development of facilities and works required by statutory undertakers, private and public utility authorities and companies and telecommunications code systems operators will be permitted where, having regard to technical and other considerations, they are compatible with nearby uses and respect the amenities of local people.

F6.1 This policy refers to developments such as water service developments, electricity and gas installations, and telecommunications masts and dishes needed by the various suppliers and undertakers for the efficient provision of their services to the public.

F6.2 Many such developments are exempted from the need for planning permission by provisions in the Town and Country Planning (General Permitted Development) Order, 1995.

F6.3 Where permission is needed, proposals should generally be directed to built-up areas where they can often, with care, be accommodated without serious detriment to amenities (having regard to the general policies in Part C). Proposals which are necessary in the District but which cannot be accommodated satisfactorily in built-up areas may need to be located in the countryside or very exceptionally in the New Forest.

F6.4 The attention of applicants is drawn to the health considerations relating to telecommunications masts outlined in Planning Policy Guidance Note 8 (PPG8). Applicants should include with their development proposals assurances that these meet the guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP).

F6.5 The relevant authorities will be consulted on planning applications for structures exceeding specified heights within the safeguarded areas for Bournemouth and Southampton International airports. All airport consultation zones are shown on the plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan. Issues surrounding development in the airport consultation zones are dealt with in detail by Policy DW-E47 of the Plan and its supporting text (Section C6), and in Appendix G8.

F7 Ashford

F7.1 Ashford is a small settlement immediately west of Fordingbridge. It is mainly residential, but there is one industrial area adjoining the former railway line at Ashford Vineries

F7.2 On the western side of the settlement there is an area of low density housing in large mature gardens, the character of which is protected by Policy DW-E11, Section C1.

F7.3 Ashford is separated from Fordingbridge by a small area of countryside centred on Packham House. This area, which provides a setting for both settlements and is of some landscape value in itself, is an important Local Gap. It is accordingly protected by Policy DW-E33, Section C3.

F7.4 An even narrower strip of countryside separates Ashford from Sandleheath to the west. It is vital for the identity of both settlements that this separation is maintained. It is identified as a Local Gap to be protected by Policy DW-E33, Section C3.

F7.5 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this Plan apply to Ashford.

F8 Blackfield and Langley

F8.1 These predominantly residential settlements lie south of Holbury. They developed after the war along with the Fawley Oil Refinery and have since accommodated further residential development. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F8.2 Blackfield and Langley are bordered by the New Forest National Park, and there is direct access to the open Forest from their western boundaries. Blackfield lies within the Fawley hazard consultation zones, within which development is subject to Policy DW-E46, Section C6 (see also Appendix G8 and plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan).

F8.3 Other general policies in Part C and Sections F1 F3, F4, F5 and F6 of this plan apply to Blackfield and Langley.

F9 Bransgore

F9.1 Bransgore is situated at the intersection of the C27 Burley to Winkton and the C49 Highcliffe to Ringwood roads. It has grown considerably in recent years, from a scatter of old cottages and ribbon developments along and between a network of country lanes, to a fairly compact residential settlement. While the character of the village has inevitably been altered by the new estates, it retains a number of the features which formerly distinguished it, including many fine trees and hedgerows.

F9.2 Development within the village is controlled by the general policies in Part C, and policies applying within the defined built-up areas (see Sections F1, F3, F4, F5 and F6).

F9.3 A local shopping frontage has been defined to which Policy BU-CE6, Section F4 applies.

Policy BG-1

Open space in Bransgore

3.02 hectares of land to the north of Burley Road, Bransgore is allocated as public open space.

F9.4 Bransgore has witnessed a considerable amount of residential development in the last 15-20 years, with a lag developing between public open space demand and supply. The village is currently almost 7 hectares short in open space; see Appendix G6, Annex 1.

F9.5 The County Council owns this site, which was originally intended for a school to replace the existing school on the Ringwood Road. Following a review of educational facilities within the village, the County Council recognises that a replacement school will be a long term project but wishes to retain this option. A 25 year lease has been granted to the Parish Council, and playing fields are in the process of being developed on the site. Fences and landscaping have been completed, and the site is operational for junior football games. There is scope to develop the site as a dual-use facility, with both community and school access. If the education authority declare the site surplus to their educational requirements its use as public open space should become permanent. Completion of recreational facilities at this site will cancel out most of the formal open space deficit in the Parish.

F10 Everton

F10.1 Everton is a small, compact residential settlement southeast of Hordle. It is surrounded by the Green Belt. An existing residential allocation off Everton Road is carried forward into this local plan (Policy EV-1).

F10.2 The village lies within Hordle parish which contains some open space facilities that contribute to meeting the needs of the parish as a whole. Further provision is made at Everton in order to meet the particular open space needs of the village and add to provision for the parish (Policy EV-2).

F10.3 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Everton.

Everton Road

Policy EV-1

Land off Everton Road

1.7 hectares of land off Everton Road, Everton is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-2, Section B4.

F10.4 This site, which is predominantly flat, comprises meadows and rear curtilages of properties fronting Everton Road and Farmers Walk. Further guidance on the form that development on this site should take will be given in the Supplementary Planning Guidance for the site.

Public open space

Policy EV-2

Land at Everton recreation ground

2.19 hectares of land at Everton recreation ground, off Frys Lane is allocated as public open space.

F10.5 This policy will provide for further pitches within the parish by extending the existing recreation ground. The development recreational facilities at this site will cancel out most of the formal open space deficit in the Parish. This site is outside the defined built-up area.

F11 Fawley

F11.1 Fawley adjoins and is dominated by the Fawley Oil Refinery. Although it has accommodated some new development, its growth has been less dramatic than that of other settlements in the Waterside, and it retains a village character. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4. The settlement lies within the Fawley major hazard consultation zones within which development is subject to Policy DW-E46, Section C6 (see plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan).

F11.2 Policy FA-1 relates to the Refinery and adjoining petrochemical complex, and Policy FA-2 provides for some additional open space. A policy on Fawley Power Station is at Policy FP-1, Section E11.

F11.3 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Fawley.

Fawley Oil Refinery

Policy FA-1

Fawley Oil Refinery

Within the Fawley Oil Refinery and petrochemical complex, land may be developed for uses directly related to the petrochemical industry, provided development does not conflict with any other policies in the Plan. In particular proposals for development will need to satisfy landscape requirements set out in Policies DW-E6 and DW-E7 (Section C1).

F11.4 The oil refinery and petrochemical industries are major local employers. Extensive areas of land at Fawley were granted permission for these uses during the 1940s and 1950s. Some have not been developed and on a number of these areas permission has since lapsed. This policy provides for further development in response to the future aspirations of the oil refinery and petrochemical industries while retaining as much as possible of the remaining features of landscape and ecological importance in this area. Permission will not normally be granted for any development other than uses directly related to the petrochemical industry because there is a need to retain opportunities for this type of use. The term "petrochemical uses" includes developments arising from on- and off-shore oil and gas exploration.

F11.5 The refinery, petrochemical complex and adjoining land in the same ownership (Esso) formerly comprised parts of large estates, fringing and closely related to the New Forest. There remain within them areas of woodland which may include ancient woodland, heath, valley mire and agriculturally unimproved meadows which are of considerable ecological interest and landscape value, mitigating the visual impact of the refinery in views from Southampton Water and inland as well as screening the petrochemical complex from Hythe. The retention and conservation of these areas will be encouraged, if necessary by means of management agreements. Land north of the depot is within the New Forest SSSI and is protected accordingly (see Policy DW-E37). The peripheral landscape belt planted by the landowners is also of landscape importance, and is protected by Policy DW-E12, Section C1.

F11.6 The refinery is outside the defined built-up area. ~~Land to the north-west of the existing development is included in the Hythe-Fawley Strategic Gap (Policy DW-E32, Section C3).~~

Public open space

Policy FA-2

Land at Church Lane

~~1.46 hectares of land at Church Lane, Fawley is allocated as public open space.~~

F11.7 ~~This site will be amenity open space as an integral part of adjoining residential development.~~

F12 Fordingbridge

F12.1 Fordingbridge is a small town on the western bank of the River Avon. Although there has been some growth in the last thirty years, mainly northwards from the original settlement, Fordingbridge has not had the major expansion experienced by many other towns in the District. Further development is constrained by the A338 by-pass to the east, the River Avon floodplain to the east and south, and good quality agricultural land to the north. To the west, open farmland provides an important Local Gap separating Fordingbridge and Ashford (see Policy DW-E33, Section C3). Development to the west is also constrained by the local road system, which brings traffic from this direction through the narrow roads of the town centre, causing significant environmental problems.

F12.2 This plan gives particular attention to the town centre (Policies FB-1 to FB-11) and provides for additional open space (Policies FB-12 to FB-13).

F12.3 Other general policies in Part C and Sections F1 to F6 of this plan apply to Fordingbridge.

Fordingbridge town centre

Character and opportunities for change

F12.4 The town centre is characterised by small-scale buildings in a mix of architectural styles and periods, generally of simple design, fronting narrow streets which follow a medieval street pattern. Interspersed with the historic buildings are some more recent, less attractive structures.

F12.5 Many of the frontage buildings are early town houses converted to shops. There are arched entrances to inn yards and alleyways leading to land at the rear.

F12.6 The small scale pattern of medieval buildings has largely been lost to the north-west of High Street, with some large new buildings and the main car park and access roads.

F12.7 The High Street is built clear of the floodplain of the Avon, and to the south, long gardens drop away down to the river. The impression is of a well-treed area with few buildings; the view of it from the bridge is a widely recognised local scene. The area south of High Street has been gardens for many years, and as a result has a special character. It is important that new buildings do not encroach upon it, but there could be limited public access.

F12.8 Most of the town centre is within a Conservation Area. It contains a number of listed buildings, including the Town Hall and the Manor House which are both prominent. However, there are many other attractive buildings and groups of buildings, which although not listed, make an important contribution to the character of the town. All development proposals within the Fordingbridge Conservation Area will be expected to be designed to a high standard, reflecting the traditional scale, character, materials and variety of building in the town.

F12.9 The visual and historic quality of Fordingbridge town centre has suffered both from neglect and from insensitive development. A range of actions has been taken by the County and District Councils to improve the environment. A co-ordinated scheme of paving, planting and signing has been implemented, aimed at reducing the impact of motor vehicles by reclaiming parts of the road for pedestrian use, and by making parts of the main streets more attractive. Concurrently, the District Council has been managing a Town Scheme which provides grants for the repair and maintenance of historic buildings.

F12.10 There is still much scope for improving the town centre environment, through:

- i well-designed new development and redevelopment, focusing on key sites;
- ii extending earlier improvement schemes to resolve ugly boundaries and create new paved spaces, for example at the Market Place and at Salisbury Street by the former Post Office and the Manor House; and

- iii encouraging re-modelling of less attractive buildings, such as the supermarket in the High Street.

Traffic/ pedestrians

F12.11 The problem of traffic, particularly heavy goods vehicles through the town's narrow main streets, is likely to remain unresolved. There is no solution that would be realistic or acceptable in environmental and financial terms.

F12.12 There are however, some opportunities to improve pedestrians' environment in the centre, and give them more priority, for example by:

- i providing a new pedestrian route and bridge over the Avon linking the town centre and other areas west of the river with the recreation ground;
- ii improving existing links between the car park and the High Street; and
- iii providing new connections to the rear of shops south of the High Street.

F12.13 In addition, it may be possible to improve vehicular access and servicing arrangements for properties south of the High Street, which could help to reduce congestion.

Shopping

F12.14 Shops in Fordingbridge serve a relatively small catchment area and comprise a varied mix of independent retailers in small units. Only two national non-food multiples are present. However, vacancy levels are low, and the level of pedestrian flows indicates a busy centre. For a small centre, it retains a relatively high level of the day-to-day expenditure generated from the local area.

F12.15 Small scale, well designed rear extensions integrated with footpaths could make more of the area south of the High Street.

F12.16 The boundary of the town centre, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section. Non-retail uses occupy about a third of the shop units in the primary shopping area of Fordingbridge town centre. Overall, the existing balance between retail and non-retail uses in Fordingbridge town centre is acceptable, but it is important that any additional non-retail uses are directed to peripheral areas of the centre.

Community

F12.17 As well as shops and other commercial premises, Fordingbridge town centre also contains a range of community facilities and residential accommodation. There is already some residential use of upper floors above shops.

F12.18 There is some further scope to increase residential accommodation in the centre through small scale developments which reflect the scale and quality of the historic centre.

Tourism

F12.19 Although not viewed at present as a significant tourist destination, Fordingbridge is well placed as a touring centre for visitors to the area. Its traditional character, riverside location, and proximity to the New Forest are all assets. The town has a history of rural and industrial activity, and there is scope to improve awareness of the town's heritage.

Policies for Fordingbridge town centre

F12.20 The policies for the town centre are intended to assist in improving the appearance and character of the centre while also strengthening its vitality. They include proposals to:

- i promote new development which will:
 - provide housing or community facilities

- improve the appearance of the centre
 - help to conserve the historic fabric
- ii reduce traffic impact and make pedestrian movement safer and easier by:
- extending environmental improvement schemes in High Street and Salisbury Street
 - improving footpaths and creating new footpaths and cycleways
 - implementing the findings of a traffic/ servicing study of the area south of High Street
- iii improve the image of the town centre by:
- environmental improvements to car parks and service areas
 - encouraging improvements to the appearance of key buildings north of the High Street and Salisbury Street

North of the High Street and Salisbury Street

F12.21 The area north of the High Street and Salisbury Street is dominated by the public car park. There are opportunities to improve the appearance of the car park and its links with the adjoining shopping streets, and to promote new development which will enhance the environment on key sites.

Policy FB-1

The Dairy/ Salvation Army site

The land adjacent to the Hundred to the north of Salisbury Street, including the Dairy and Salvation Army Hall sites, is allocated for retail, food and drink, community and entertainment/leisure uses, with a requirement for Roundhill frontage to be in retail use. On upper floors office/ business/ financial and professional services uses will also be permitted.

F12.22 This policy will come into effect if the site is no longer needed for its current uses. The site's location makes it a key site for strengthening the commercial role of the southern end of Salisbury Street and promoting stronger links between the car park and Salisbury Street. At present it contains a mixture of buildings, some of which could be redeveloped and others which could be adapted. In view of the site's location in the Conservation Area, and the need to retain listed buildings on the Salisbury Street frontage, the policy is directed towards achieving a mixed development of smaller scale uses. Further guidance on the development of this site is given in the Supplementary Planning Guidance for the site.

South of the High Street and Provost Street

F12.23 The access links between the town centre, the River Avon and the recreation ground on its eastern bank are very poor. Unless approaching the town from the east along Bridge Street, it is easy to forget the centre's riverside setting. Access to the recreation ground is currently via Bridge Street.

F12.24 The area of undeveloped land between the rear of the High Street and the river provides an important setting for the town, essential to its character. Planning policies to protect this area from the encroachment of development are well established. It would be a major benefit to the amenities of the town if some public access could be created, linking the town centre to the river bank, creating a new pedestrian link to the recreation ground by constructing a footbridge, and possibly providing a riverside walk on the west bank.

Policy FB-2

New footpath

A pedestrian route will be created from Provost Street to the recreation ground, including a footbridge over the River Avon.

F12.25 This footpath would link with the footpath proposed to the southwest (Policy DW-T10.15, Section C9) and with the cycleway along the eastern river bank

(Policy DW-T11.6, Section C9). In the longer term, it might be extended north along the west bank of the river to link with development proposed behind The George public house (see Policy FB-3). The path and the bridge should make provision for those with impaired or restricted mobility in accordance with Policy DW-E15, Section C1. The Environment Agency will be consulted on the implementation of these proposals within the floodplain of the River Avon.

Policy FB-3

Rear of Nos. 2 to 14 Bridge Street and 1 to 9 High Street

Land to the rear of Nos. 2 to 14 Bridge Street and 1 to 9 High Street (within the defined built-up area) is allocated for retail/ food and drink uses/ office/ business/ financial and professional services/ residential accommodation, subject to policies BU-TC1 and BU-TC2, Section F2. Development shall provide for public access along the river frontage.

F12.26 Although the area covered by Policy FB-3 is already substantially developed, the existing use of the site does not take advantage of its riverside setting. There is scope to allow some additional development which would draw people down to the riverside. Policies FB-5 and FB-6 also apply to this site.

Policy FB-4

Nos. 5 to 11 Provost Street

The site of Nos. 5, 7, 9 and 11 Provost Street and land to the rear (within the defined built-up area) is allocated for shops/ office/ business/ financial and professional services/ food and drink/ residential uses subject to Policy BU-TC2. The development shall include a public footpath through the site from Provost Street to the easternmost corner adjoining the watermeadow, and provide a footpath link to the riverside as far as the proposed footbridge (Policy FB-2).

F12.27 This site lies at the entrance of Provost Street and extends back to an area of watermeadow by the Avon. This policy provides the opportunity for redevelopment in order to improve the Provost Street frontage and create a new public access to the riverside. Policies FB-5 and FB-6 also apply to this site.

Policy FB-5

South side of the High Street and Provost Street

New development and the extension of existing buildings within the defined built-up area on the south side of the High Street and Nos. 5 to 11 Provost Street will only be permitted where the proposals:

- a respect the historic plot definitions; and**
- b maintain or enhance the visual appearance of the rear of properties; and**
- c can make provision for any on-site car parking requirement in an environmentally acceptable manner, within the built-up area boundary.**

F12.28 The south side of the High Street/ Provost Street lies within the Fordingbridge Conservation Area. It consists of a mix of buildings of historic and/or architectural interest, and their associated, mostly private gardens extending down to the River Avon. Some buildings have been extended unsympathetically.

F12.29 Although environmental constraints limit opportunities, there is scope to make better use of the backland to the rear of the High Street as part of the town centre. With its sunny aspect, historic character and the adjoining undeveloped land leading down to the river, a pleasant pedestrian environment could be created, as an alternative to the High Street.

Policy FB-6

Rear access to properties on the south side of the High Street and Provost Street.

The improvement of vehicular access to the rear of properties to the south of the High Street will be permitted where:

- a the vehicular access already exists; and
- b vehicle manoeuvres are acceptable; and
- c there is no unacceptable impact on the character of buildings and spaces.

F12.30 The creation of turning spaces and shared service areas to the rear of premises could help improve servicing arrangements. In conjunction with the highway authority, the local planning authority will investigate opportunities for improvements.

North of Provost Street

Policy FB-7

22 Provost Street

The site of the garage at 22 Provost Street is allocated for residential development.

F12.31 This policy would come into force if the current garage use ceases. The development of housing on this site would enable a significant improvement to the character and appearance of this part of the Conservation Area. Any scheme should include frontage development which should enhance the street scene and reflect the historic character and scale of Provost Street.

Policy FB-8

~~53 to 55 Shaftesbury Street and land east of Sweatfords Water~~

~~The site of 53 to 55 Shaftesbury Street and land east of Sweatfords Water is allocated for residential development. The site lies within the indicative floodplain and development will only be permitted where the provisions of Policy DW-E49, Section C7 are satisfied.~~

~~F12.32 Some flood mitigation measures have been implemented alongside Sweatfords Water in association with new housing development, adjacent to the south-east of the allocated site. Proposals for development should allow for approximately a 10 metre undeveloped strip of land alongside Sweatfords Water which is outside proposed residential curtilages, in order to protect the existing flood defence. In addition, the layout should, if possible, include provision for rear vehicular access and parking for Nos. 57 to 71 Shaftesbury Street.~~

Policy FB-9

~~Land west of West Street~~

~~Approximately 0.65 hectares of land west of West Street, as shown on the proposals map, is allocated for B1 office / business use. Development should ensure that:~~

- a ~~a landscape buffer is provided between the housing and office/business allocations;~~
- b ~~the office/business development is designed to minimise adverse impact on residential amenities;~~
- c ~~contributions towards the provision of transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.~~

~~F12.33 The site lies on the western edge of the town adjoining the Fordingbridge Conservation Area.~~

~~F12.34 The site forms a part of the supply of industrial land in the District, and it is therefore important that it should be retained in employment uses. Appropriate measures will need to be taken at the detailed design stage to ensure that a satisfactory separation is achieved between the employment and residential uses in terms of visual screening, noise attenuation measures and access arrangements/internal road layout (see Policies DW-E1, DW-E6 and DW-E7, Section C1).~~

~~F12.35 Further guidance on the development of this site has been given in the Supplementary Planning Guidance for the site. [Note: planning permission has now been given for affordable housing on this site.]~~

Environmental improvements

Policy FB-10

Sites in Fordingbridge Conservation Area

Development proposals which improve the character of the Fordingbridge Conservation Area will be encouraged, in particular in the following locations:

- a the Market Place;
- b the supermarket at 38 to 50 High Street;
- c the Working Men's Club in Roundhill; and
- d the former Post Office and the northern end of Salisbury Street.

F12.36 The Market Place and the northern end of Salisbury Street are important town centre spaces on the approaches to the centre. Both currently suffer from the poor appearance of highways, ugly signing and assorted street paraphernalia and there is some danger to pedestrians in the Green Lane area. A townscape scheme, possibly in conjunction with appropriate traffic calming measures, will aim to enhance the character and quality of these spaces, reducing highway impact and reflecting their historic status.

F12.37 Redevelopment, or remodelling of the external appearance of the other buildings listed in the above policy would also be of particular environmental benefit.

F12.38 Works were carried out at the Market Place in 2003/4 to enhance the conservation area and improve conditions for pedestrians. The District Council will continue to explore with Hampshire County Council ways of improving conditions for pedestrians elsewhere in the High Street area, including the remodelling of Roundhill and measures to reduce the impact of lorries and other traffic in the High Street.

Environmental improvements to car parks and pedestrian routes

F12.39 The District Council will carry out environmental improvements to the car park, and to pedestrian links between the public car park and the shopping centre as follows:

- i improved surfacing and signing of the route to High Street via the Crown Public House; and
- ii improved surfacing, signing and landscaping of the route to the High Street via the Library.

F12.40 The local planning authority will also encourage improved arrangements for pedestrians around the Salisbury Street, High Street and Bridge Street junction and, where the pavement is inadequate, on the northern side of Salisbury Street.

F12.41 The above measures aim to improve the pedestrian environment in the town centre between the main car park and shopping areas. They are aimed primarily at improving the visual quality and appeal of these routes, though convenience and safety will also be important considerations.

Parking

Policy FB-11

Car park extension

If required, the public car park adjoining the A338 slip road will be extended.

F12.42 Subject to appropriate landscaping and screening measures, it is likely that this extension could provide some 30 extra parking spaces (up to a total capacity of about 100 spaces), which were estimated as necessary in order to accommodate forecast requirements up to 2001. The need for this additional capacity will be reassessed in the light of the district-wide car parking study (see Section C9), and of the scope for using alternative parking facilities (on the highway and on the nearby recreation ground) at peak times.

Fordingbridge outside the town centre

Public open space

Policy FB-12

Public open space allocations

Land is allocated for public open space at:

- a south of the recreation ground (1.52 hectares); and**
- b north of Whitsbury Road adjoining Burgate School (8.37 hectares).**

F12.43 The recreation ground, on the eastern bank of the River Avon, provides formal playing fields, a children's playground, riverside walk and amenity area. This policy provides for a small extension to this existing facility. The site lies outside the defined built-up area. Pedestrian access to the recreation ground from the town centre will be improved by a footbridge over the River Avon (see Policy FB-2). There is a proposal for a riverside walk, to link the recreation ground to Bickton Mill (see Policy DW-T11.6, Section C9). Further extension of the public open space on land to the south and west of the proposed additional allocation would be acceptable in principle.

F12.44 The land off Whitsbury Road, which also lies outside the built-up area, provides a level, well drained site with good access. It improves the distribution of open space in the town and provides an opportunity to develop dual use facilities for the community and the adjoining school.

Policy FB-13

Land at Whitsbury Road/ Parsonage Park Drive

0.27 hectares of land at the junction of Whitsbury Road and Parsonage Park Drive is allocated for public open space.

F12.45 This is an outstanding commitment arising from nearby residential development. Buffer planting should be provided along the boundary with the adjoining residential property in the interest of security and residential amenity.

F13 Hardley and Holbury

F13.1 Hardley and Holbury have grown substantially since the war, along with the development of the Fawley Oil Refinery and petrochemical complex. Large areas were allocated for residential development in the non-statutory local plan prepared by the County Council in the 1970's. These have mostly been built. There is an industrial estate at Hardley, adjoining which there remains an area of land to be developed (Policy HH-1). Policy HH-2 provides for some additional public open space. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F13.2 The settlements are bordered by the New Forest to the west. Also to the west, the Parish Council have created an area of informal open space around Holbury Manor. Hardley and Holbury lie within the Fawley major hazard consultation zones, within which development is subject to Policy DW-E46, Section C6 (see also Appendix G8 and plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan).

F13.3 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this Plan apply to Hardley and Holbury.

Hardley industrial estate

Policy HH-1

Land adjoining Hardley industrial estate

One hectare of land adjoining the Hardley Industrial Estate, as shown on the proposals map, is allocated for industrial / office / business development provided that:

- a existing trees along the northern and eastern boundaries are retained and protected;**
- b a landscape buffer is provided between the housing and office/business allocations;**
- c industrial / office / business development bordering the new residential development is designed to minimise adverse impact on residential amenities;**
- d the existing footpath along the northern boundary is retained;**
- e direct pedestrian / cycle access is secured between the site and Long Lane via Falconer Court;**
- f vehicular access to the industrial area is from Lime Kiln Lane; and**
- g contributions towards transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9, DW-R3, Section C10 and DW-F1, Section C14.**

F13.4 This site lies between the Hardley Industrial Estate to the north and the residential area of Little Holbury to the south. It forms a part of the supply of industrial land for the District, and is the only site allocated for employment purposes in the south-east corner of the District (outside the Fawley Oil Refinery and petrochemicals complex). It is therefore important that the site remains available for employment use. Housing has been developed to the south of the site. Appropriate measures will need to be taken at the detailed design stage to ensure a satisfactory separation is achieved between the two uses in terms of visual screening and noise attenuation measures (see Policies DW-E1, DW-E6 and DW-E7, Section C1). Contributions may also be sought towards the provision of a cycle route to Hythe and Applemore (see Policy DW-T10.23, Section C9).

Public open space

Policy HH-2

~~Land at Lime Kiln Lane/ Holbury Drove~~

~~0.33 hectare of land at the junction of Lime Kiln Lane and Holbury Drove, Holbury is allocated as public open space.~~

~~F13.5 This site will be laid out as amenity open space as an integral part of adjoining residential development.~~

F14 Hordle

F14.1 Hordle is a scattered, predominantly residential settlement a short distance east of New Milton. It borders the New Forest to the north and east and is closely surrounded by and partly within the Green Belt. The village is interspersed with fields and woodland which divide it into two parts.

F14.2 Hordle parish as a whole is deficient in open space partly because of land contamination at the Dudley Avenue Sports Ground. Further provision is made at Everton (Policy EV-2, Section F10).

F14.3 General policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Hordle.

F15 Hythe and Dibden

F15.1 Hythe and Dibden, formerly separate settlements, have grown considerably since the 1950s, and now merge to form a continuous built-up area. Important features are Hythe's historic centre, most of which is a Conservation Area, and its proximity to Southampton Water.

F15.2 Hythe developed originally as a ferry stage and fishing village. It was a yachting base in the Edwardian era. It formerly accommodated a number of boat yards, and has a secure place in the history of flying boats, becoming a focus of coastal industrial and military activity, particularly during the Second World War. There remain a boat repair yard and a NATO base in active use. The centre is known today for its Victorian pier and the marina built immediately to the north in the mid-1980s. However, public access to the waterside is generally poor.

F15.3 The loss of industrial sites to residential uses has resulted in a lack of local employment opportunities, and the local planning authority is therefore anxious to retain those which remain.

F15.4 Dibden and Dibden Purlieu were once small settlements but have expanded considerably. In Dibden there remain some residential allocations, a distributor road and a local centre to be completed (Policies HD-14, HD-18, and HD-21). The area was characterised by mature woodland, and the local planning authority has made considerable efforts to retain as much of this as possible, in the form of amenity open space.

F15.5 Policy DW-E11, Section C1 gives special protection to an area of low density housing in the Noads Way and Lime Walk area of Dibden Purlieu. Also in Dibden Purlieu, a local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F15.6 North of Dibden and west of Hythe there is an important open area which includes mature woodland and attractive open slopes affording panoramic views across the countryside and Southampton Water. This area is excluded from the built-up area, and protected by Policy DW-E12, Section C1.

F15.7 This plan provides for additional open space (Policies HD-16 and HD-17), a school site (Policy HD-19), school playing fields (Policy HD-20) and allotments (Policy HD-22), and allocates land for a new railway station (Policy HD-12).

F15.8 Other general policies in Part C and Sections F1 to F6 of this plan apply to Hythe and Dibden.

Hythe Centre

F15.9 Hythe developed from two clusters of cottages, one centred on the High Street, Prospect Place and Jones Lane, and the other centred on the junction of St John's Street and South Street. The first group contained the Drummond Arms Hotel, the Nelson Public House and the village school; the second included the parsonage and the old post office.

F15.10 Since the 1950s, the old village centre has become the main commercial and community centre for Dibden and Dibden Purlieu as well as Hythe. However, despite its role as a centre for a settlement of 20,000 people, it seeks to retain its village identity.

Character and opportunities for change

F15.11 The compact historic core of Hythe, extending from West Street towards Shore Road, is designated as a Conservation Area. Principal features are:

- i the street pattern which is still defined by 18th century buildings;
- ii the waterfront, in particular the pier built in 1879 from which the ferry provides an important public transport link to Southampton; and
- iii the remnants of the large houses and cottages whose gardens ran down to the water.

Car parks

F15.12 The centre is well served by conveniently located public car parks. However, these important points of entry could be improved through careful attention to design and landscaping in and around the car parks and better signing.

Streets and spaces

F15.13 Pedestrianisation of the High Street has enhanced its appeal. The Marsh is bisected by the main traffic route through the centre, but has benefited from a joint scheme to enhance pedestrian space and reduce the dominance of traffic. Pylewell Precinct is still somewhat hampered by the poor quality of buildings and spaces but the new library development at its northern end has gone some way towards giving this area a fresh image and vitality.

F15.14 The Marsh and Pylewell Precinct could be enhanced by further environmental improvements to the highways and public spaces, by remodelling of some frontage buildings, and by providing some residential accommodation in Marsh Parade's service area.

The waterfront

F15.15 On the whole, Hythe fails to take full advantage of its waterfront location.

F15.16 The green open space beside the water at Prospect Place is an important amenity area with one of the few remaining natural beaches in the centre. It provides valuable views of Southampton Water, the marina and the recently restored listed buildings on the road frontage.

F15.17 The Pier Head and the old hard are dominated by Hotspur House, a three-storey flat-roofed building, the sheds associated with the Pier, the ferry and its ticket office, and the industrial uses to the rear. This site is a fulcrum within the centre; it dominates the northern approach, is highly visible from the water and the marina, links the buses, ferry and taxis, and is capable of being linked to the Promenade as part of a waterfront footpath. It provides a major opportunity to enhance the waterfront image of Hythe and provide visitor facilities while maintaining and improving the public transport infrastructure.

F15.18 The Promenade is alien to the character of Hythe. It opens up the backs of High Street properties whose gardens once ran down to the shore, to provide a utilitarian service road for the shops and supermarket. It does not take advantage of its waterside location, and the short length of concrete sea wall seems out of place. However, for all its harshness, the Promenade provides some of the more impressive views from Hythe over Southampton Water and the rich wildlife of the tidal mudflats. It has the potential to be a more attractive space, enhancing the character of the centre and the waterfront.

F15.19 The boatyard in St John's Street helps to maintain the working maritime character of Hythe.

F15.20 The Grove, with its fine treed garden on the water frontage, now accommodates the Parish Council offices. This is a key community use which will draw people to this part of the centre. It has also helped to provide a public footpath link to the shore.

F15.21 The redevelopment of the BMT, Dreamland and Arno-Scholl sites in Shore Road has had a substantial impact on the appearance of the waterfront and public access to it, and on the character and vitality of the town.

Trees

F15.22 The character of the centre is established by groups of large trees visible over a wide area. These include the trees along the railway line, in the churchyard, in the garden of The Grove, in the car parks and in The Marsh. Retention and future management of these trees and finding sites for future planting will be an important feature of the District Council's environmental action in Hythe centre.

Shopping

F15.23 The shopping centre of Hythe is focused around two parallel, but contrasting streets - the High Street and the Marsh. The High Street is characterised by historic buildings of a domestic scale, which have been adapted to provide shop premises. The modern supermarket development at the southern end of the High Street, although at odds with the character of the rest of the street, plays a vital role in attracting shoppers to the centre. The Marsh and Pylewell Precinct provide essentially more modern purpose-built shop premises of undistinguished appearance.

F15.24 The types of shop units available in Hythe centre have favoured local independent retailers rather than attracting national multiple retailers. There are few national multiple comparison traders present and no known unsatisfied requirements from such traders. This is reflected in the relatively low rentals of premises in the centre. The busy weekly market in St. John's Street is an important attraction. The centre has a tight catchment area, and is dependent upon its convenience shopping function. The proximity and accessibility of Southampton inhibits the role of the centre for comparison goods shopping. The centre also has to compete with the large food superstore at Dibden.

F15.25 The town centre boundary, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section.

F15.26 Non-retail uses currently occupy just over a third of the shop units in the primary shopping area of Hythe centre. Given the compact nature and layout of Hythe centre, it is particularly important that the retail function of the defined shopping frontages is protected.

Tourism

F15.27 The tourist potential of Hythe could be increased by improving the environment of the centre, better opportunities for access to the waterfront and attractions based on the maritime history of the area.

Community

F15.28 A number of community facilities serving Hythe are located in the centre. These include the community centre, the library, Parish Council offices and the District Council local information office.

Parking

F15.29 In general, except for market days, Hythe is well provided with parking. While the construction of the St John's Street/ New Road link road will decrease the number of spaces available, it is estimated that there will be sufficient parking spaces at least in the short term. This plan includes proposals (Policies HD-6 and HD-11) to replace parking spaces lost as a consequence of the new station proposal at New Road car park. The situation will be monitored and reviewed in the light of the District-wide parking study.

F15.30 The weekly market held on the St John's Street car park reduces the amount of parking available, but increases demand. Relocation of the market to an alternative site that is not a car park would obviously ease parking problems on market days.

Policies for Hythe centre

F15.31 Policies for Hythe centre are directed towards maintaining its popularity and appeal for shopping, for visiting and as a centre of community activity. They include proposals to:

- i strengthen the image of the waterfront by promoting development at the Pier Head, creating new pedestrian priority spaces at the Pier Head and the Promenade, and linking the two areas; also by careful control of new development in the area of the Dreamland site;

- ii improve pedestrian links, in particular from New Road car park and the Promenade, creating a new pedestrian space at the junction of The Marsh and St John's Street;
- iii improve the quality of the main car parks and service areas; and
- iv improve community facilities.

Hythe waterfront

F15.32 In addition to Policies HD-1 to HD-7, development proposals in this area will need to take account of the Hythe Waterfront Supplementary Planning Guidance 1995.

The Pier Head and the Promenade

Policy HD-1

The Pier Head

The comprehensive redevelopment of buildings adjacent to the Pier Head for a tourist, leisure or community facility (possibly including a visitor centre) and/or an office/ business/ financial and professional services use requiring high quality premises, will be permitted. The development shall incorporate the public conveniences and provide public access along the water frontage of the site.

F15.33 The promontory to the north of the Pier Head, currently occupied by Hotspur House and the adjacent works, is a key site in Hythe centre. Its location on the waterfront, adjacent to the pier, and on the edge of the shopping centre make it a unique development opportunity. Redevelopment of this site should seek to improve the appearance of the area and also encourage it to make a more positive contribution to Hythe centre. Uses in this area should complement rather than compete with others in the centre.

F15.34 This site would lend itself to the development of a visitor attraction based on Hythe's historic associations with the aviation, marine and hovercraft industries. This would add to the attraction of the centre of Hythe to visitors.

F15.35 As an alternative, favourable consideration would also be given to a high quality scheme providing office/ business accommodation on this site or part of it.

F15.36 Further guidance on this proposal is given in the Hythe Waterfront Supplementary Planning Guidance.

Policy HD-2

Ferry ticket office

The improvement or replacement of the ferry ticket office will be permitted. A visitor information centre may be provided here or in adjacent buildings.

Policy HD-3

Pedestrian link between the Pier Head and Promenade

A pedestrian link between the Pier Head and the Promenade will be provided, in the form of a boardwalk.

F15.37 In considering the re-organisation of uses around the Pier Head the opportunity should be taken to create a pedestrian link from this area to the Promenade, accessible also to disabled people and cyclists on foot. This should be achieved without land reclamation.

Environmental improvements to the Pier Head and Promenade

F15.38 The District Council will carry out environmental improvements to the space around the Pier Head and Promenade.

F15.39 At present the space around the Pier Head is unattractive and dominated by vehicles. Its use as a public transport interchange between buses, taxis and the ferry is important but needs to be rationalised to enable the overall environment of this area to be upgraded. Improvements will include new surfacing, landscaping and street

furniture and should aim to make this a more pleasant place to wait for public transport connections whilst not compromising the efficiency of the services. Management measures to reduce through traffic will also be investigated.

F15.40 The Promenade is an underused space. At present it is a dead end, with a harsh unappealing environment. Much could be done to improve its character with new landscaping, surfacing and street furniture, and a pedestrian link through to Prospect Place (Policy HD-3). Improvements to the landscaping of the Waitrose car park to reduce its impact on the approach to the Promenade will be encouraged.

F15.41 A small amount of additional retail/ community/ office/ business/ residential development could generate activity and help fund the improvement works.

F15.42 Further guidance on these proposals is given in the Hythe Waterfront Supplementary Planning Guidance.

Shore Road

Policy HD-4

Dreamland, Shore Road

Approximately 4.0 hectares of land at the former Dreamland and Arno-Scholl sites is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, and a limited amount of commercial development. Public access in the form of a promenade shall be provided to the entire waterfront of the site, linking in with the wider footpath network. A public slipway shall be provided for the launching of leisure craft, with associated parking for cars and trailers and to serve the promenade. Contributions will be required to improvements to Shore Road and the proposed St John's Street - New Road link road (Policy HD-7) consistent with the requirements of Policy DW-T8, Section C9, and Policy DW-F1, Section C14.

F15.43 Since 1993 the site of the former Dreamland factory has been the subject of a number of planning permissions for major residential redevelopment, commercial floorspace, ancillary parking, open space and public access to the waterfront. Most of the site is now redeveloped.

F15.44 The site provides a rare opportunity to create a new waterfront development relating to Hythe centre and Southampton Water, enabling substantial improvement to public access to the waterfront in Hythe.

F15.45 The adjoining MoD site is a source of noise at times, and dwellings will need appropriate sound insulation in order to protect the amenities of occupiers. There is also a need to ensure that the security of the MoD site is not prejudiced.

F15.46 Further guidance on the development of this area is given in the Hythe Waterfront Supplementary Planning Guidance.

Policy HD-5

~~Goods yard, Shore Road~~

~~Approximately 0.6 hectares of land at the former goods yard, Shore Road, Hythe is allocated for industrial / office / business uses. The site lies within the indicative coastal flood risk area and development will only be permitted where:~~

- ~~a it would not result in additional flooding elsewhere; and~~
- ~~b the developer can make arrangements to improve and maintain the necessary flood defences; and~~
- ~~c other works required to safeguard the development from the effects of flooding are acceptable in environmental terms.~~

~~In addition, the development will be required to make a contribution towards the cost of the proposed St John's Street - New Road link road and improvements to Shore Road (Policy HD-7) consistent with the requirements of Policy DW-T8, Section C9, and Policy DW-F1, Section C14.~~

~~F15.47 This narrow site, adjoining the railway line, lies within an indicative area at risk from flooding defined by the Environment Agency. Current flood defences are considered inadequate and will need to be improved to an adequate standard of protection by the developer before the site can be developed. Other measures to protect the development from the effects of flooding may be required by the Environment Agency.~~

St John's Street

Policy HD-6

Builder's yard adjoining St John's Street car park

The builder's yard adjoining St John's Street car park is allocated for an extension to the car park.

F15.48 This policy provides for additional car parking at the St John's Street car park to replace the public car parking lost in New Road car park, in the event of the proposed rail station being developed. It offers an opportunity to rationalise the car park's boundaries and layout.

Policy HD-7

~~St John's Street/ New Road/ Shore Road link road and road improvements~~

~~In association with development proposals at St John's Street and Shore Road, the following are proposed:~~

- ~~a subject to the need to protect the single pine tree on the St John's Street car park frontage, a new link road between St John's Street and New Road; and~~
- ~~b improvements to St John's Street and Shore Road including new footways where appropriate.~~

~~{NB: this policy is under review}~~

~~F15.49 The proposal for a new link road between St John's Street and New Road is intended to accommodate increased traffic generated by new development in the Shore Road area and relieve the St John's Street/ High Street/ The Marsh junction. In association with this scheme, parts of St John's Street and Shore Road are also being improved and re-aligned.~~

~~F15.50 The need for traffic calming and traffic management at the South Street/ St John's Street/ Shore Road junction will be investigated following implementation of the scheme. Improvements should be made to the surfacing in the area of the junction, using traditional materials.~~

~~F15.51 Following the opening of the St John's Street/ New Road link road, it is possible that the St John's Street junction with High Street will be closed. This would provide an opportunity to improve the pedestrian environment between the Marsh and High Street.~~

~~F15.52 The alignment of the proposed link road will be heavily constrained by the need to protect a single Monterey pine tree of the highest quality which stands close to the St John's Street frontage of the car park and makes an important contribution to the character of the Hythe conservation area. In view of this constraint it may become necessary to realign the proposed road and/or limit its scale whilst still allowing it to make an effective contribution to the reduction of traffic in the St John's Street and Shore Road areas.~~

Environmental improvements, St John's Street car park

F15.53 When the link road is built the layout of the St John's Street car park will be revised. Walled boundaries with well defined entrances and gates will be created around the new car park and to define footpath routes across the area. The car park will be subject to a landscaping, surfacing, tree planting and lighting scheme. The new layout should relate well to, and have convenient access to, the Parish Council offices in The Grove.

The Marsh, Pylewell Precinct and New Road car park

F15.54 The Marsh is conveniently served by car parking, but its shopping environment is poor. The reduction of traffic would bring environmental benefits to the area, and would also enable the carriageway and pedestrian spaces in the street to be re-designed with greater emphasis given to pedestrians. Opportunities to reduce traffic movements through Hythe centre, and in particular The Marsh, will be investigated. Improvements to the service yard between The Marsh and High Street will be encouraged.

F15.55 Improvements to the appearance of the Marsh Parade complex (both on the street frontage and in the service area to the rear) and of Pylewell Precinct will be encouraged.

Policy HD-8

Marsh Parade

Permission will be granted for extensions of existing buildings in the Marsh Parade complex to provide for the expansion of existing uses and also residential development. Where appropriate environmental improvements to the courtyard should be provided. Existing rear service and parking areas should be retained.

F15.56 Limited new building development in the inner courtyard, provides an opportunity to secure further residential accommodation in the centre (see paragraph F15.14) and an improvement in the appearance of the area.

Policy HD-9

Marsh Parade street frontages

Development proposals within the street frontages of Marsh Parade will be encouraged to improve its appearance by means of remodelling shopfronts.

F15.57 There is considerable scope to improve the attraction of this area.

Policy HD-10

Pylewell Precinct

Development proposals within Pylewell Precinct will be encouraged to improve its appearance by means of remodelling shopfronts and/or by contributing to a landscape scheme.

F15.58 This 1960s development is an important pedestrian link to the High Street from the New Road car park and School Road. A re-modelling of the street frontage of the existing buildings would help to improve its appearance.

F15.59 The District Council will carry out environmental improvements in the form of landscaping, surfacing and street furniture.

Policy HD-11

Premises fronting the New Road car park

Land between the properties on New Road and the public car park is allocated for an extension to the car park.

F15.60 This policy provides for additional car parking to replace the public car parking lost in New Road car park in the event of the proposed railway station being developed (Policy HD-12 below). It offers an opportunity to rationalise the car park's boundaries and layout. Alternative accommodation for the existing Red Cross facility will need to be considered.

Policy HD-12

Railway station, New Road car park

Land at the southern end of New Road car park is allocated for the provision of a railway station, forecourt and associated parking area, together with a pedestrian and cycle link to School Road.

F15.61 The library has moved from its site adjacent to the railway line in the New Road car park. The possible restoration of passenger rail services is discussed more fully in Section C9.

Improvements to pedestrian areas

F15.62 The District Council will carry out environmental improvements to pedestrian areas in The Marsh, in particular at its junction with St John's Street and the High Street, as part of an overall scheme to improve the pedestrian route between the New Road car park and the Promenade.

Jones Lane car park

F15.63 The District Council will carry out environmental improvements to the car park and to the following footpaths:

- i alongside the Working Men's Club between the car park and Pylewell Road;
- ii alongside the Drummond Arms Hotel; and
- iii strengthening the central link across the car park between Jones Lane and The Marsh.

F15.64 The path alongside the Working Men's Club is one of the principal links between the shopping streets, the car park and the Community Centre. A landscaping and surfacing scheme is needed to enhance its appearance. Landscape planting is also needed to enhance the appearance of the footpath alongside the Drummond Arms leading to Prospect Place.

Policy HD-13

Community centre

The site of the Community Centre in the Jones Lane car park is allocated for community purposes.

F15.65 The existing pre-fabricated community centre building is in need of replacement. Although relocation of the use to another site is not ruled out, the provision of a new building on the existing site will be encouraged as it will help improve the character of the Jones Lane car park.

Footpaths

F15.66 There is a need to improve pedestrian circulation around the shopping areas of the centre, to provide better access to the waterfront, and to improve the appearance of some existing footpaths. Improved pedestrian routes and signing will be promoted in Hythe centre, as follows:

- i the Promenade to New Road car park via the Marsh and Pylewell Precinct;
- ii the Promenade to the Marina Village via the Pier Head (see also Policy HD-3 above);
- iii the Promenade to the "Dreamland" site via St John's Street, The Grove and the water frontage of Sir Christopher Court;
- iv New Road to South Street centre (Policy DW-T10.27, Section C9); and
- v footpaths to Jones Lane car park (see paragraph F15.63 above).

F15.67 Where appropriate, provision for these improved pedestrian links will be required as part of development proposals. Contributions towards the implementation of these schemes may also be sought from development in the vicinity.

Hythe and Dibden outside the centre

Residential

Policy HD-14

The Orchard site

~~Approximately 0.8 hectares of land at The Orchard, Dibden is allocated for residential development including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH 1, Section B4.~~

~~Access to the site should be from the adjoining housing site. An emergency access will also be required to the adjoining local centre site. A footpath link should be provided between the site and the existing footpath network adjacent to the south-west boundary of the site.~~

~~The developer will be required to contribute towards the construction of the Dibden Distributor Road (see Policy HD 18 below) consistent with the requirements of Policy DW-T8, Section C9, and Policy DW-F1, Section C14.~~

~~F15.68 The site is occupied by a dwelling known as The Orchard and some old buildings associated with a former smallholding. It is level and contains important peripheral trees which are covered by a Tree Preservation Order. It is bounded to the north by the new housing development. To the west is the small woodland which will form part of the proposed school site and to the east is the site of the proposed local centre. Further guidance on the form that development on this site should take and the contributions sought is given in Supplementary Planning Guidance for the site.~~

Industrial and business development

Policy HD-15

Land adjoining Jones Lane

Approximately 0.2 hectares of land adjoining Jones Lane, Hythe is allocated for industrial/ office/ business development. Access to the site shall be from the service road adjoining Southampton Road via the adjoining garage site.

F15.69 This site offers an opportunity to provide some additional local employment.

Public open space

F15.70 The Clayfields Sports Ground includes two floodlit all-weather courts, two soccer pitches and a synthetic cricket wicket.

Policy HD-16

Land south of Cedar Road

3.00 hectares of land to the south of Cedar Road and to the west of Fawley Road is allocated for public open space.

F15.71 Land south of Cedar Road, Hythe will be developed as public playing fields. This is outside the defined built-up area. Bringing this site into public use will improve access to formal open space in the Buttsash area, and contribute to the overall provision for Hythe as a whole.

F15.72 While the site is located just within Fawley Parish, the proposed facility would relate primarily to, and serve the residents of Hythe and Dibden. Future management and maintenance arrangements and costs would need to reflect this situation.

Policy HD-17

Land off Mullins Lane

2.13 hectares of land off Mullins Lane is allocated for informal public open space.

F15.73 This wooded and open area will be managed as informal public open space to serve the Hollybank Estate and Mountfield area and relieve the deficiency in this area. This is outside the defined built-up area. The western half of the site was dedicated to the Parish Council along with access to Lower Mullins Lane, when

permission for the Mountfield development was granted. It is intended that the Parish Council will eventually acquire the remainder of the site. The existing dedicated access may not be the most appropriate, and the Parish Council is actively seeking an alternative. Policy DW-T10.20 (Section C9) provides for footpath access from Tamar Grove.

Transport

Policy HD-18

Dibden Distributor Road

Land is safeguarded for a new distributor road, funded partly in association with development, to link Stage 2 of the Dibden Distributor Road to the C97 Southampton Road.

F15.74 The Dibden Distributor Road is a three-stage scheme required to serve the development area. Stage 2 links to Claypits Lane near Draper's Copse. Contributions towards Stage 3 have been made from development sites in Dibden. However substantial additional funds are likely to be required if the road is to be completed. The outstanding costs, impacts and benefits of the scheme (including those affecting cyclists on Claypits Lane), and any reasonable alternative means of achieving those benefits, will be reassessed during the plan period, and alternative proposals may be brought forward through the forthcoming Local Development Framework.

Community facilities

Policy HD-19

Primary school, Claypits Lane

Land at Claypits Lane, Dibden is allocated for a primary school.

Policy HD-20

Extension to Noadswood School playing fields

Land adjacent to the existing playing fields at Noadswood school, Hythe is reserved for an extension of the school playing fields.

F15.75 These allocations have been made at the request of the education authorities to meet educational needs in the area.

Policy HD-21

Dibden local centre

1.2 hectares of land adjoining Challenger Way, Dibden is allocated for the development of a local centre.

F15.76 Development of this site should make provision for a place of worship, community centre, space for a mobile library unit and preferably a shop, together with ancillary parking and emergency access from the Orchard site (Policy HD-14 above). The development should incorporate access for pedestrians and cyclists to the footpath route along the south-west boundary of the site, and the upgrading of that path to cycleway standard between that access point and Challenger Way (see Policy DW-T10.19, Section C9).

Policy HD-22

Allotments, Claypits Lane

Approximately 0.4 hectares of land adjoining the existing allotment site at Claypits Lane, Dibden is allocated for use as allotments.

F15.77 This policy provides for an extension to the existing allotment site at Claypits Lane to meet future needs.

F16 Lymington and Pennington

F16.1 Lymington was one of the earliest towns established in this area following the Norman conquest, and from the beginning was closely associated with the salt trade. In medieval times, the salterns in the estuary of the Lymington River were the main source of the town's wealth. Subsequently, other trade developed and many buildings date from the 18th century, reflecting the general prosperity of the town at that time. More recently, Lymington has become associated with the tourism and recreation trade, particularly through the marinas and the Isle of Wight ferry, and these and related industries are of considerable importance to the local economy.

F16.2 Industry is concentrated to the north and east. Because of environmental constraints, there is no opportunity to extend the town, and it is therefore important for the maintenance of the local economy to retain the sites within or close to the settlement which provide local employment.

F16.3 The town is surrounded by the Green Belt, and the New Forest lies close by to the north and east.

F16.4 This plan gives particular attention to Lymington town centre (Policies LP-1 to LP-5). In the rest of the town, Policies LP-7 to LP-18 cover various sites where change is proposed or likely to occur. These include additional recreational facilities (Policy LP-11), open space (Policies LP-12 to LP-14) and road improvements (Policies LP-17 and LP-18). Policy DW-E11, Section C1 gives special protection to an Area of Special Character in the Buckland area.

F16.5 Other general policies in Part C and Sections F1 to F6 of this plan apply to Lymington.

Lymington town centre

Character and opportunities for change

Street pattern

F16.6 The core of the town was established in the 12th and 13th centuries when, growing from the Quay, the present High Street took shape as a wide, straight thoroughfare running west-east down the slope to the river. The regular width and length of the building plots ("burgage" plots) have very largely determined the structure of the town until the present day. The town centre is still characterised by a strong, linear plan and varied, narrow-frontage developments along St. Thomas' Street and High Street, with walled burgage plots to the rear terminated by the ancient back lanes - the Tins and Madeira Walk.

F16.7 The ancient lanes are a valuable feature and form the basis of a well used footpath system linking important public spaces - the car parks, churchyard, Grove Gardens etc. Bearing in mind the significance of these routes, they would benefit from environmental improvements such as new surfacing, signing and lighting. They should also be better integrated with crossing points on High Street and St Thomas' Street.

F16.8 To the north of High Street and St Thomas' Street a remarkable continuity of open spaces and car parking has preserved the sense of the medieval street plan. To the south, relatively poor access and the topography (the land falls from High Street) have achieved a similar result. Despite erosion during the last half of this century, the remaining pattern of ancient streets and boundaries must be regarded as one of the most important features of Lymington.

Buildings

F16.9 Lymington has been a wealthy town, which is reflected in the general quality of architecture and construction and the speed with which its inhabitants have responded to changes in fashion. The overall impression is one of architectural quality and diversity, and it is clear that for long periods of the town's history, architecture and public spaces were of great importance. The local plan seeks to restore and maintain this tradition.

F16.10 Apart from St Thomas' church, there are no easily accessible medieval buildings, but it is evident from recent alterations that a number of 18th and 19th century frontages conceal relics of much earlier structures.

F16.11 The street pattern has had a strong impact upon the architecture and spaces of the town. Buildings are relatively tall and are built hard up to the streets and passageways to make the most of narrow plots. Narrow passages lead off High Street into quiet courtyards; and yards and gardens are enclosed by high brick walls, some of which have a serpentine plan form - the crinkle-crankle walls.

F16.12 There are a number of unattractive buildings and small gaps in the fabric of the town centre which have an adverse impact out of proportion to their scale. Some sensitive new building would improve the town centre environment and strengthen the vitality and viability of the town.

F16.13 The Lymington Conservation Area, which is one of the largest and most important urban Conservation Areas in the District, includes the medieval core of the town and surrounding areas which impinge on it. It centres on the High Street and St Thomas' Street, and extends west to take in Priestlands Place and east to include Quay Hill and Quay Street. It contains many listed buildings. Development proposals within the Conservation Area will be expected to be of a high standard of design commensurate with this designation.

The Quay

F16.14 The area around the Quay retains a considerable charm although much altered in recent years. Improvements to the Quay area are enhancing what is for many visitors the focal point of their trip to the town.

Views and topography

F16.15 The town is built on the slopes leading down to the Lymington River, and a major feature is the views out from the centre, eastward from the top of High Street and Cannon Street to the wooded slopes of Walhampton, and from parts of the town southward across to the Isle of Wight, framed by walled lanes and trees. There are equally impressive views of the town from outside it, for example from Walhampton Hill and Undershore Road.

F16.16 The topography of the town demands particular attention when considering proposals ranging from new buildings to street lighting.

Traffic

F16.17 Despite the generally high environmental quality of the town centre, concerns have been expressed about the intrusion of traffic in the High Street. The Hampshire Local Transport Plan provides for improvements to be carried out to reduce this intrusion. An alternative route for some traffic is being developed to the south of the town (see Policy LP-18 and accompanying paragraphs).

Shopping

F16.18 Lymington is the largest retail centre in the District in terms of the number of individual shop units and the extent of national multiple representation. The centre contains a wide variety of small shops, including specialist outlets catering for the tourist trade and yachting interests, but few modern units.

F16.19 There are several larger shops, and with three food supermarkets, the town has adequate large scale shopping floor space for the foreseeable future. A popular street market operates in the High Street on Saturdays.

F16.20 The main shopping area in the town extends along both sides of St Thomas' Street and High Street, and continues into Quay Hill. Continued commercial activity is essential to the character of these streets, both to sustain the local economy and to generate the funds necessary to maintain the historic buildings.

F16.21 Trade is increased by tourist expenditure during the summer months.

F16.22 The town centre boundary, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section.

Tourism

F16.23 Tourist activity is focused on the High Street, the Quay and the waterfront. Sailing and related activities are important features of the town, and the Isle of Wight ferry service also has a major influence. A new Visitor Information Centre has been established on New Street in the former school, with the town's new museum, the St Barbe Museum and Art Gallery. A particular issue is the movement and parking of tourist coaches.

Community

F16.24 Most of Lymington's community needs are met in the town centre, with facilities grouped within a relatively short distance of each other. There are some outstanding needs to be met, in particular a larger multi-purpose hall for public meetings, concerts, drama etc.. The local plan seeks to enable these facilities to be provided in or near the town centre where there is reasonable access to the main public car parks and easy access by public transport.

F16.25 Policy LP-3 identifies the furniture repository on New Street as suitable for community uses. Further opportunities might become available at Lymington Infirmary (Policy LP-8).

F16.26 This plan also seeks to foster a residential community in the town centre, in particular by encouraging the use of upper floors for residential development.

Approaches to the town centre

F16.27 The approaches to Lymington town centre from the north and east belie its significance as an historic settlement and important tourist destination. The local plan identifies a number of improvements, small in themselves but cumulatively effective.

Policies for Lymington town centre

F16.28 The local plan seeks to enable the community's needs to be met without damaging the town's high environmental quality. The policies and proposals for the town centre are intended to enhance its character and appearance while maintaining its vitality. They include proposals to:

- i encourage high quality new building on identified sites to accommodate uses contributing to the economic and community life of the town, and to restore a sense of excellence;
- ii improve and enhance the ancient footpath network;
- iii improve the approaches to the centre along Southampton Road, Queen Street, Marsh Lane and Bridge Road; and
- iv maintain and expand existing community facilities by providing for an extended campus of community buildings including a public hall.

The medieval core

F16.29 St Thomas' Street, High Street, Quay Hill and Quay Street form the medieval core of the town. High Street and St Thomas' Street are its commercial centre. The main focal point is St Thomas' Church, which dominates views of the High Street and St Thomas' Street, and is a prominent feature of the skyline of the town viewed from more distant locations.

F16.30 The largest buildings are on High Street, while in St Thomas' Street they are of more modest scale and link into the residential streets of Church Lane, Priestlands Place and Belmore Lane. The medieval burgage plot pattern is evident in the narrow frontages and in the attractive rear gardens, which in some instances provide fine settings for the listed buildings.

F16.31 The town's main open spaces, at the churchyard, Grove Gardens, the Sports Ground and the Quay are all accessible from these streets. Two ancient footpaths, Madeira Walk and The Tins run parallel with the High Street and St Thomas' Street respectively, following the line of the medieval curtilages, and permitting views of the rear elevations of the buildings on the street frontage. They are linked to the main streets via Ashley Lane and the footpaths through the churchyard.

Policy LP-1

37 to 39 St Thomas' Street

The site between 37 and 39 St Thomas' Street is allocated for retail, food and drink, and/or office/ business/ financial and professional services on the ground floor. On upper floors and to the rear, residential uses will also be permitted. A joint pedestrian/cycle /emergency vehicle access at least 3.0 metres wide shall be provided between St Thomas' Street and St Thomas Park, at a location to be agreed by the local planning authority.

F16.32 This site, which includes a closed-off roadway, is the one significant gap in the frontage development on the north side of St Thomas' Street. It was created by the demolition of a building. It should be redeveloped with a well-designed building on the frontage.

Policy LP-2

77 to 90 High Street/ School Lane

The land between 77 and 90 High Street is allocated for retail, food and drink, office/ business/ financial and professional services uses and entertainment/ leisure uses on the ground floor, with a requirement for the High Street and New Street frontages to be in retail use. On upper floors, residential uses will also be permitted. Development must retain listed buildings and other features of historic interest, including ancient boundary walls. The proposals shall incorporate provision for widening the footway on New Street adjoining the site and pedestrian access from the Emsworth Road car park to the High Street.

F16.33 This area includes land to the rear of the High Street properties and the rear sections of the plots which adjoin School Lane. From New Street, the impression of the area is poor. The rear extensions to the High Street properties are generally of poor quality, and some have destroyed or amalgamated the ancient burgage plot pattern; from School Lane, the area has a generally poor and uncoordinated appearance. However, there remain within it a number of the ancient crinkle-crinkle walls characteristic of the old plot boundaries. The site presents an opportunity to create a mews development and a pleasing articulation of rooflines.

F16.34 The provision of a pedestrian route through this area would be beneficial, connecting the car park and the main shopping street, and helping to remove the backland character that might otherwise prevail.

F16.35 The High Street frontage of this area is within the defined primary shopping area (see Policy BU-TC1, Section F2).

Policy LP-3

Furniture repository, New Street/ Emsworth Road

The furniture repository and adjacent shop units are allocated for community/ office/ business/ financial and professional services/ retail and food and drink uses. A mixed use scheme which includes residential uses on upper floors will also be permitted.

F16.36 Should the current use of the furniture repository cease, its replacement with a sensitively designed scheme would enhance the appearance of the Conservation Area and the New Street approach to the town centre. The site provides an opportunity for a key new building to complement adjacent buildings of architectural and historic interest. The shopping uses on Emsworth Road could be retained or included in the redevelopment.

Policy LP-4

Burgage plots

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

- a Nos. 2 to 24 High Street;
- b Nos. 45 to 51 High Street;
- c Nos. 55 to 58 High Street;

- d Nos. 63 to 75 High Street;
- e Nos. 124 to 131 High Street;
- f Nos. 43 to 48 St Thomas' Street.

Further development will be restricted to the limited rear extension of properties fronting the High Street.

F16.37 These are areas where the burgrave strip pattern of development is still clearly recognisable, and are therefore important for historic and townscape reasons. Most enable views of the backs of historic High Street properties. They also provide areas of open land within the core of the town which contribute to its overall character.

F16.38 In the area to the rear of 124 to 131 High Street, the pedestrian route from the car park via a passage to the High Street is an important asset which enables these features to be appreciated.

F16.39 To the rear of 63-75 High Street, there has been some encroachment by car parking and new building; however, the plot subdivision remains essentially intact and the area remains of historic significance.

Environmental improvements in School Lane

F16.40 The District Council has undertaken environmental improvements in the vicinity of the St Barbe Museum and the Visitor Information Centre in School Lane to enhance the former school building and its setting.

Cannon Street

F16.41 The Cannon Street area contains the main car parks and community buildings serving the town. It acts as a buffer between the medieval High Street and more recent development to the north. It makes an important contribution to the town. It affords the widest panorama of views out of the town of any space within Lymington. These views are important to the character of this area.

F16.42 There are three important pedestrian links between the car parks and the High Street frontage, via Angel Court, Earley Court and the former garden centre site.

F16.43 The main opportunities for change within this area are further environmental improvements to the car park and pedestrian links. Improvement to the area currently occupied by the lock-up garages, possibly involving redevelopment for small workshops/studios, would also be encouraged should this opportunity arise.

Policy LP-5 Earley Court

Development proposals which improve the appearance of the buildings and the pedestrian route will be encouraged.

F16.44 Earley Court provides an important link between the Cannon Street car park and High Street. However, the current flat-roofed buildings are unattractive and the pedestrian route is poor in appearance, and involves negotiating the private car parking area to the rear.

F16.45 The local planning authority will encourage proposals which:

- i replace flat roofs with traditional rooflines which do not obstruct or compromise the amenities of adjacent buildings;
- ii remodel or make minor extensions to rear elevations to provide shop display windows and additional floorspace or storage facilities;
- iii give better definition of the route by means of improved surface treatment and landscaping; and
- iv improve the quality of street furniture and signing.

Approaches to the town centre

F16.46 The local planning authority will encourage environmental improvements to the following approaches.

Southampton Road

F16.47 Encouragement will be given to the re-introduction of appropriate iron railings to the frontages of Nos. 1 to 89 Southampton Road which complement the character of the buildings, and landscaping of the frontages of residential properties opposite.

New Street

F16.48 Encouragement will be given to improving this approach by a coordinated landscape scheme along the frontages of properties in the northern part of the street and, in the southern part, by the redevelopment of the area on the western side.

Marsh Lane

F16.49 The environment of Marsh Lane deteriorates in quality as it approaches the junction with East Hill. The industrial premises on the eastern side, and the Council depot on the western side detract from the appearance of this approach. Coordinated planting schemes on the frontages of these properties would improve the quality of this approach to the town. The local planning authority will seek to achieve improvements primarily in conjunction with development proposals.

Bridge Road

F16.50 The main eastern approach to the town, via Bridge Road, is also the route to the Isle of Wight ferry terminal. It is marred by the quality of the adjoining development, particularly on the southern side and on the corner with Gosport Street. Layouts and landscaping which enhance the appearance of this approach will be encouraged in any proposals for redevelopment of the developed frontages, including the Bridge Road/ Gosport Street corner. Outside the built-up area, Bridge Road would be improved by better quality and maintenance of the footways and fences over the causeway, where possible opening up views of the river and the reed beds.

Environmental improvements to footpaths

F16.51 The District Council will undertake environmental improvements to the following footpath routes:

- i Ashley Lane;
- ii Madeira Walk; and
- iii The Tins, and its continuation via School Lane.

F16.52 Ashley Lane runs between High Street and Grove Gardens, and Madeira Walk connects Grove Gardens to Captain's Row. These are ancient routes established as part of the medieval street plan. They need resurfacing, improved lighting, signing and other landscape improvements to enhance their attractiveness and the experience they offer of the medieval layout of the town.

F16.53 The Tins, an ancient pedestrian route north of St Thomas' Street, could be improved by replacing the unsightly concrete boundary wall to the recreation ground, improved lighting, and enhancing the surfacing and boundary treatment along the School Lane section. This route continues east through the churchyard to School Lane, where improvement to surface treatment and lighting is also needed.

The riverside

F16.54 Despite the town's historic links with the river, the waterside is relatively inaccessible; at present, only the Quay offers public access to the riverside in the town centre. Beyond the centre, the yacht clubs, Seawater Baths and recreation ground off Bath Road offer more extensive views and access, and in the long term it would be desirable to provide a link between these and the Quay; the only link at present is along Bath Road, which lacks footways along parts of the northern section and is not

on the river frontage. If the sites fronting the river were to be redeveloped, Policy DW-C8, Section C13 would apply (this seeks to achieve public access to the shore with coastal developments). It would also be desirable to provide a riverside walk between the Quay and Bridge Road, and this is proposed in Policy DW-T11.11, Section C9.

F16.55 Measures have been taken to improve pedestrian safety and comfort along parts of Bath Road between The Quay and the site at Lymington Marina (Policy LP-16). Some further works are required nearer the Quay, and from the site at Lymington Marina to the recreation ground.

Parking

F16.56 It is estimated that in 2001 there was a shortfall against demand of about 90 car spaces in Lymington town centre. Losses from redevelopment and other changes have since compounded this problem. Some adjustment of the long/ short term parking areas may be beneficial. While a park-and-ride scheme, located on the main northern approach to the town has been suggested, this is unlikely to be viable within the plan period given the size of Lymington and the opportunities for parking in the centre. The situation will be monitored and reviewed in the light of the district-wide parking study.

Coaches

F16.57 Tourist coaches experience difficulties in dropping passengers close to the centre and parking, although they are now permitted to use bus stops subject to bus clearance orders. The District Council wishes to encourage tourism within the town, and will therefore seek to provide coach parking near the Town Hall. Reorganisation of the existing car parks and associated accesses are likely to be required. Part of the grassed area in the north eastern part of the Town Hall grounds is likely to be required for a new access which may need to incorporate traffic signals at its junction with Avenue Road in the interests of highway safety.

Land at Queen Katherine Road/ Grove Road

Policy LP-6

Land at Queen Katherine Road / Grove Road

Approximately 0.5 hectares of land at Queen Katherine Road / Grove Road, as shown on the proposals map, is allocated for residential development, including affordable housing to be negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.

F16.58 The site is an appropriate location for a development including affordable housing for which there is an identified local need. It borders the Lymington Conservation Area.

Lymington outside the town centre

Employment and business development

Policy LP-7

Ampress Works

The Ampress Works site is allocated for industrial/ office/ business development. Development proposals in terms of building design, site layout, development density and landscaping will be required:

- a to respect the location of the site on the edge of the built-up area adjoining the New Forest National Park, the Green Belt and the Lymington River Reedbeds SSSI; and
- b to ensure that there is no adverse visual impact on the character of Lymington when viewed from Marsh Lane; and

c to reflect the open character of the southerly part of the site.

Development proposals will also be required:

- d** to provide for improvements to the junction of the site access with the A337 and for bus pick-up/drop down facilities on the A337 site frontage, in the context of policies DW-T8, Section C9 and DW-F1, Section C14 of the Local Plan;
- e** to provide for the operation of buses within the site and pedestrian, cycle and car access to the existing railway halt;
- f** to contribute towards the provision of a cycle route to Harvester Way (Policy DW-T10.37, Section C9).

F16.59 The Ampress Works lies on the northern edge of Lymington. It is in a sensitive location, bordered by the Lymington River Reedbeds SSSI and the New Forest National Park, and visible from the adjoining parts of the built-up area. The woodlands bordering it form part of the setting of the town. The policy seeks to enable re-use of the site while avoiding proposals detrimental to the local environment, and development should pay careful regard to visual impact on the countryside to the east, and on the setting of the town viewed from Marsh Lane.

F16.60 A small part of the site on its north-eastern boundary encroaches into a site of archaeological interest, which is the remains of a fort possibly of Iron Age origin. Development affecting the area of archaeological interest on the site is subject to Policies DW-E27 to DW-E28, Section C2.

F16.61 The site was formerly occupied by Wellworthy Limited, and accommodated industrial and office uses. It is the largest industrial site accessible to Lymington and it is important that this key site is retained in industrial/ office/ business use. The only exception to this would be if there were a proven overriding need to relocate the Lymington hospital facilities onto part of the site. Should the hospital development go ahead, a cycleway/ pedestrian link should be provided from Marsh Lane to the hospital.

F16.62 In view of the previous use of the site, a soil survey will be required to assess the extent of any contamination. Necessary remedial measures should be agreed with the local planning authority in consultation with the Environment Agency and be undertaken to an agreed programme prior to redevelopment of the existing developed areas (see Policy DW-E48, Section C6).

F16.63 Further guidance on the form that this development should take is given in Supplementary Planning Guidance for this site.

Lymington hospital sites

F16.64 The New Forest Primary Care Trust has reviewed the provision of health service facilities in Lymington and the surrounding area. The two remaining hospital sites - the Hospital and the the Infirmary - will be rationalised/ redeveloped and a new hospital will be built on the Ampress site.

F16.65 Proposals to redevelop the existing hospital sites will be considered in the context of the following policies. A comprehensive scheme will need to be agreed with the local planning authority for the development of each of these sites. Further hospital development proposals on the existing sites will be considered under Policy BU-LC7, Section F5.

Policy LP-8

Lymington Infirmary

Should all or part of the Lymington Infirmary site become surplus to health service requirements, the site will be allocated for residential and/ or hotel/ leisure and/ or community and/ or office/ business uses. Residential development shall include an appropriate proportion of affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4.

F16.66 The site is situated on the fringe of the town centre and is about 1.0 hectare in area. It is prominent on a main approach to the town centre and in distant views of the town

from the east. Business uses would be appropriate in view of the site's edge of town centre location. The extent of the requirement for office/ business use on this site will be reviewed if and when the existing Lymington hospital facilities are rationalised or relocated to the Ampress works site.

Policy LP-9

Lymington Hospital

Should all or part of the Lymington Hospital site become surplus to health service requirements, the site will be allocated for residential development. The development shall include an appropriate proportion of affordable dwellings negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. Access to the new development should be from Queen Elizabeth Avenue and/or King's Road. The existing accesses to Southampton Road should be closed.

F16.67 This site currently provides the main surgical hospital facilities in Lymington. It extends to some 1.5 hectares and contains an assortment of existing buildings of varying construction.

Gurney Dixon Centre

Policy LP-10

Gurney Dixon Centre

A public footpath (see Policy DW-T11.15, Section C9) shall be provided through this site linking the A337 Milford Road and Priestlands Lane (and if possible providing access to the Recreation Centre), and the woodland site (2.51 hectares) shall be available as public open space.

F16.68 The trees and woodland on the site are of considerable value to the character and appearance of this part of Lymington, and in their own right. The wooded area has long been recognised as a good opportunity to enhance pedestrian links, and improve informal recreation opportunities within the town. It should be retained as informal open space and made accessible to the public by means of a footpath which could also serve the Recreation Centre.

Recreation

Policy LP-11

Indoor recreation at Priestlands School

Further indoor public recreation facilities complementary to the existing recreation centre may be permitted on the Priestlands School site. Any expansion of facilities shall only proceed in conjunction with proposals for management of traffic generated by the site as a whole.

F16.69 The District Council recognises the need of the Lymington area for indoor sports facilities. It is the Council's policy to pursue joint provision with the County Council on education sites because of the benefits associated with dual use. In Lymington the most suitable school site is at Priestlands, where further indoor recreation facilities could complement the existing indoor recreation centre. An overall traffic management plan for the Priestlands School/ Recreation Centre will be prepared.

Public open space

F16.70 Relative to other towns in the District, Lymington is well provided with open space. It is particularly well provided with amenity open space. However, this is due almost entirely to the existence of Pennington Common on the western edge of the town. There is currently a shortfall of nearly 7 hectares in playing fields (see Appendix G6, Annex 1, Table 2). Implementation of the proposal at Woodside (Policy LP-12) will ensure that playing field provision meets the minimum formal open space standards by the end of the plan period.

Policy LP-12

Land at Woodside

8.22 hectares of land at Woodside is allocated as public open space.

F16.71 The site is in two parts, either side of the existing informal open space and formal playing fields. The eastern part of the allocation is included in a SINC, which could restrict the potential for laying out additional pitches. Existing landscape features e.g. trees and hedgerows on the allocated areas should be retained and enhanced both to safeguard intrinsic landscape qualities and to protect residential amenity.

Policy LP-13

Vitre Gardens

0.79 hectares of land, known as Vitre Gardens, is allocated as public open space.

F16.72 This site will be laid out as amenity open space as an integral part of adjoining residential development. It will incorporate a landscaped public footpath (see Policy DW-T10.29, Section C9).

Policy LP-14

Land off Bramble Walk

0.47 hectares of land off Bramble Walk is allocated as public open space.

F16.73 This site will be laid out as informal open space forming an integral part of adjoining residential development. It is outside the defined built-up area.

Other recreational uses

Policy LP-15

Seawater baths area

Land off Bath Road, Lymington, including the yacht clubs, boat parks, sea water baths, harbour master's office and public car park, is allocated for coast-related recreational uses only. Other uses normally acceptable in the built-up area will not be permitted.

F16.74 This is an important area of low-lying land influencing the character of the town from the seaward approach to the Lymington River. It is dominated by sailing and other water-related activities and provides valuable facilities for coast-related recreational uses which could not be replaced elsewhere in the District. Coast-related recreational activities are defined as those dependent on access to the water such as recreational sailing, water sports, fishing or swimming.

F16.75 Recent development has been piecemeal and has diminished the quality of the area. The relationship between existing buildings, uses and spaces could be improved. This could involve some new development.

F16.76 Encouragement will be given to proposals for development or redevelopment which incorporate environmental improvements to enhance the area. The District Council will also undertake environmental improvements.

F16.77 This area is within the area at risk from flooding, where Policy DW-E49, Section C7 applies. The land to the south is retained in the Green Belt (see Policy DW-E30, Section C3).

Policy LP-16

Land at Lymington Marina

Land at Lymington Marina, Bath Road, is allocated for marina-related uses. Development shall contribute towards the improvement of pedestrian facilities along Bath Road (see paragraph F16.54) consistent with the requirements of Policy DW-T8, Section C9 and Policy DW-F1, Section C14.

F16.78 This site occupies important and prominent position on the Lymington River

frontage. The basis of its allocation is for the development of facilities related to the Lymington Marina. The development should incorporate flood defences in accordance with Policy DW-E49, Section C7.

F16.79 Development of the site will be required to be of a high design standard that will enhance the site when viewed both from land and from the river. Improvements to pedestrian safety on Bath Road should also enhance the local environment. In accordance with Policies DW-T8, Section C9 and DW-F1, Section C14, contributions may be sought to the improvement of the southern access road (Policy LP-18). A development brief should be prepared for the site, to be agreed by the local planning authority before a planning application for development under Policy LP-16 can be considered.

Transport

Policy LP-17

Alexandra Road/ A337

The junction of Alexandra Road and the A337 will be improved.

F16.80 Following the installation of a roundabout at this junction, further minor improvements are proposed, particularly to improve accessibility for cyclists and pedestrians. Options include traffic lights incorporating controlled crossing facilities.

Policy LP-18

Southern access route

As part of a southern access route for Lymington, it is proposed to upgrade Rookes Lane and the northern section of Ridgeway Lane.

F16.81 In the town centre, St Thomas' Street and High Street suffer from a certain amount of through traffic. In order to address this issue, traffic for southern Lymington and the lower riverside area is being encouraged through traffic management and road improvement to use instead a southern access route following Ridgeway Lane, Rookes Lane and All Saints Road. This strategy is well established and a number of improvements to the southern access route have already been made, including a roundabout at the junction of Belmore Lane, Rookes Lane and All Saints Road. Further works proposed include an improved junction between Rookes Lane and Ridgeway Lane, and footways along Rookes Lane.

F16.82 In the Waterford area, minor improvements and/ or traffic management measures, including lorry controls and measures for the improvement of pedestrian safety on Bath Road, will be considered if necessary to overcome localised and seasonal problems.

F17 Marchwood

F17.1 Marchwood lies near the coast between Totton and Hythe. The village has grown considerably in recent years. Pooksgreen remains detached from the main built-up area of the village.

F17.2 Several large sites and strategic installations separate the village from Southampton Water. Outside the built-up area to the north there are the Slowhill Copse sewage treatment works and County Council waste incinerator. Within the built-up area there are the former Royal Naval Armaments Depot (RNAD - see Policy MA-1), the former Marchwood power station site (see Policy MA-2) and Husbands Shipyard (see Policy MA-3). Outside the built-up area to the south there is the Marchwood Military Port (see Policy MA-4).

F17.3 Opportunities will be sought to improve public access to the waterfront. Road improvements are provided for in Policy MA-8, and Policy MA-9 allocates land for a new railway station. Policy MA-10 reserves land for a new infant school. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F17.4 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Marchwood.

Former Royal Naval Armaments Depot

Policy MA-1

Royal Naval Armaments Depot (RNAD)

The site of the former Royal Naval Armaments Depot totalling 8.14 ha is allocated for residential development including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14. Development proposals shall also make provision for:

- i the restoration of the sea wall abutting the site which shall be consistent with proposals to enable public access to the waterfront (Policy DW-T10.41, Section C9); and**
- ii the restoration of features and structures of architectural or historic interest on the site, including the restoration and refurbishment of Magazine A, the Receiving Rooms and the Examining Rooms for community use.**

F17.5 This site of 8.14 hectares lies on the northern side of Marchwood village abutting Southampton Water. It is an important historic site, prominent on the coast, and contains a number of listed buildings and structures, and enclosures, together with important hedgerows and mature trees protected by a Tree Preservation Order. It was designated a Conservation Area in July 1997. Outline planning permission has been granted for the site's development along with some detailed consents. Residential development has commenced and some is occupied. Some of the listed buildings e.g. the former Police Section House (on site MA-1) and two former gate houses (off-site) have been refurbished, but the buildings, enclosure walls and blast walls on the waterfront are in need of restoration. Allowing additional development on the site provides an opportunity for conserving these important Georgian military works, for both their architectural and historic interest. With the restoration of the sea wall and the integration of new pedestrian areas on the footway proposed under Policy DW-T10.41, the potential exists to create a high quality public waterfront. Three of the listed buildings on the waterfront - the Receiving Rooms, Magazine A, and the Examining Rooms, are to be restored and refurbished for community use. However, the District Council may negotiate with developers to secure contributions towards restoration work of any of the listed buildings or structures (e.g. enclosure walls, blast walls), in order to preserve them and the coherence and integrity of the Conservation Area. Residential development of this site should provide for a measure of affordable housing.

Marchwood power station site

Policy MA-2

Marchwood power station site

The site of the former Marchwood power station, including the engineering laboratories, is allocated for the following uses:

- a industrial / office / business uses; and / or
- b limited storage and distribution facilities; and / or
- c a power station (see Policy DW-P2, Section C11).

In addition:

- d appropriate areas shall be reserved for uses requiring access to deep water and for open storage uses; and
- e development proposals shall ensure that existing landscape features and areas of ecological interest are retained and, where appropriate, enhanced; and
- f the development shall incorporate an emergency access from Cracknorehard Lane; and
- g in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14, contributions will be sought for off-site transport infrastructure as appropriate; and
- h provision shall be made for public footway access across the site from Magazine Lane through to the waterfront (Policy DW-T10.43, Section C9); and
- i provision shall be made for retention of a community facility on the site.

F17.6 This site comprises approximately 54.5 hectares of flat land with an extensive frontage to Southampton Water. It is a key industrial site (see Policy BU-CE2, Section F4) and offers a major opportunity for a variety of industrial uses, including those needing access to deep water. Its redevelopment has major implications, not only for the local environment and transportation network, but for Southampton Water and the New Forest. Approximately 3.8 hectares has been developed for an integrated waste management / waste processing plant as proposed in the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan.

F17.7 A Sports and Social Club and the local youth club occupy premises on the site. This or similar facilities should continue to be provided on the site for the benefit of the local community.

F17.8 The site may be developed in conjunction with the adjoining Husband's Shipyard (Policy MA-3). Development on the site should take into account all relevant factors including:

- i existing site conditions;
- ii existing landscape features and ecology of the site (parts of the site are well treed, and the ponds have become features of some ecological value);
- iii contamination;
- iv impact on the surrounding area, including traffic impact and the effect of noise, dust and fumes; and
- v existing footpaths and potential for public access to the waterfront and areas of environmental or ecological interest within the site. The route of the footpath shown on Proposals Map Inset 2 is an indicative alignment that may be amended to fit in with the detail of site redevelopment proposals.

F17.9 A full Environmental Impact Assessment, to include a transport assessment, is likely to be required (see Section C8).

Husbands Shipyard

Policy MA-3

Husbands Shipyard

Approximately 12.5 hectares of land at Husbands Shipyard, Marchwood is allocated for redevelopment for the following uses:

- i industrial / office / business uses, and / or
- ii limited storage and distribution facilities.

Developers shall:

- a widen and realign Cracknorehard Lane within the site; land shall also be reserved from the realigned road to provide for an emergency access for the future development of the site of the former Marchwood Power Station (see Policy MA-2); and
- b contribute towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14 as appropriate; and
- c make provision along Cracknorehard Lane (following its realignment) for a public footpath, linking north to the footpath (Policy DW-T10.43) at the waterfront of the former Marchwood Power Station site; and
- d ensure that public access for launching and landing boats at Cracknore Hard is safeguarded, and that environmental improvements for the site (MA-3) are compatible with improvements to this facility.

F17.10 Husbands Shipyard comprises an area of existing industry fronting the coast at Cracknore Hard, together with two undeveloped areas. One of these is an area of rough land east of the shipyard partly used for open storage. The other lies between the existing and proposed alignments of Cracknorehard Lane and was formerly part of the military port landholding. The existing industry is very prominent in the views of the coast and is in some need of improvement. The undeveloped sites are predominantly flat and featureless. There are several mature trees adjoining the existing Cracknorehard Lane.

F17.11 This site offers the opportunity to create additional local employment and at the same time to improve the appearance of this visually prominent waterfront area. It also provides the opportunity to provide for enhanced public access in association with development of the adjoining former power station site.

F17.12 The road works on the site and off-site will need to be phased with new development in view of the unsuitability of the existing Cracknorehard Lane for significant additional traffic. Part of Cracknorehard Lane will be retained as an emergency access until an alternative access to serve the former Marchwood Power Station site is available. The route of the footpath shown on Proposals Map Inset 2 is an indicative alignment that may be amended to fit in with the detail of the site redevelopment proposals. The District Council may negotiate with developers to secure contributions towards works of improvement to the public boat mooring and launching facilities and to public car parking at Cracknore Hard.

F17.13 Further details of the development of this site may be included in a joint development brief with site MA-2 Marchwood Power Station.

Marchwood Military Port

Policy MA-4

Marchwood Military Port

Development proposals at Marchwood Military Port should:

- a be designed to minimise the visual impact of the scheme on views into the site from adjoining public roads and footpaths, and from Southampton Water; and
- b avoid adverse impact on any existing areas of landscape or nature conservation value within and adjoining the site; and

- c have regard to the implications for adjoining residential development; and
- d contribute to off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14 as appropriate.

F17.14 The port occupies a large, flat, exposed area on the southeastern boundary of Marchwood. It is outside the defined built-up area.

F17.15 Access to the site is via the Marchwood Distributor Road, and Bury Road to the north. The site is also served by a branch railway which runs along its northwestern edge.

F17.16 In the port's current use and ownership, the local planning authority does not have the powers to determine the Ministry of Defence's own applications for development at the port; these are dealt with by the Ministry of Defence itself. Under Circular 18/84, Crown Land and Crown Development, the authority is consulted and is able to make representations. This policy is intended to provide guidance to the military authorities in making proposals, and to provide a basis for the local planning authority to respond to consultations. However, any other development proposals, including those related to a disposal of land, would be determined by the local planning authority.

F17.17 The local planning authority is fully aware of the national importance of the Military Port, and wishes to cooperate with the military authorities to ensure its continued efficient operation. However, the District Council is also concerned to avoid detriment to the local environment, and the policy is intended to draw to the attention of the authorities the need to minimise the environmental impact of development proposals at the Military Port. The local planning authority will cooperate with the Ministry of Defence in the preparation of a landscape/ environmental management plan for this site.

Residential development

Policy MA-5

~~Land south of Hythe Road~~

~~Approximately 1.0 hectare of land south of Hythe Road, as shown on the proposals map, is allocated for residential development, including affordable housing to be negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a the landscape scheme provides adequate screening of the site from public viewpoints;~~
- ~~b access is from Hythe Road; and~~
- ~~c contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F17.18 The site lies at the south west tip of Marchwood. It is a flat, open featureless field with a hedge boundary to Hythe Road. The implementation of the proposal will require significant additional planting in order to screen the development from public viewpoints. There is a need for additional affordable housing in Marchwood. The local planning authority will also seek appropriate off-site highway contributions towards the cost of making necessary improvements to inadequate road junctions in the immediate vicinity of the site.~~

Policy MA-6

Land between Cracknore Hard Lane and Normandy Way

Approximately 0.6 hectares of land between Normandy Way and Cracknore Hard Lane, as shown on the proposals map, is identified to meet the Structure Plan reserve dwelling provision. The release of the reserve provision will be determined in accordance with Policy H-1, Section B3.

Development will include affordable housing to be negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4.

F17.19 Detailed requirements, including on and off-site measures to ensure

adequate access to the site by walking, cycling and public transport, will be set out in a supplementary planning document which will be prepared by the local planning authority prior to the release of the land for development.

Public open space

F17.20 Open space provision in Marchwood has been improved by recent allocations. However, there will remain a shortfall in formal open space provision and the village will be nearly just over 1 hectare deficient in playing fields by the end of the plan period. The local planning authority will seek to make up this shortfall in open space provision through negotiations, where appropriate with developers, proposing additional development in Marchwood.

Transport

Policy MA-7

Twiggs Lane junction

The junction of the C173 Twiggs Lane with the A326 will be improved.

F17.21 This proposal will improve access between the village and the adjacent strategic road network and will contribute to improved management of traffic in accordance with the Totton and Waterside Transport Strategy (see Chapter C9). It involves the realignment of Twiggs Lane (north-east of the A326) to form a crossroads and the installation of traffic signals. Financial contributions will be sought from development proposals in Marchwood towards the construction of the Twiggs Lane junction improvement within the context of Policies DW-T8, Section C9 and DW-F1, Section C14.

F17.22 The County Council as highway authority proposes to promote a traffic order to reduce accidents at the A326/U141 Staplewood Lane junction by restricting movements at the junction to left turns off the A326 only. This may increase the use of Twiggs Lane and Jacob's Gutter Lane.

Policy MA-8

Railway station, Plantation Drive

Land at Plantation Drive is allocated for the provision of a railway station and forecourt with provision for limited car parking and cycle parking.

F17.23 The possible restoration of passenger rail services is discussed more fully in Section C9.

Education and community facilities

Policy MA-9

New infant school

Land adjacent to Marchwood County Junior School is reserved for a new school to replace the Marchwood Church of England controlled infant school.

F17.24 This allocation is at the request of the education authority to meet educational needs in the area, although following the refurbishment of the existing infant school this allocation may not be needed within the plan period.

Youth club

F17.25 The District Council will assist in seeking premises for a youth club.

Allotments

F17.27 The Parish Council has identified a need for a 0.8 hectare site for allotments and a suitable site is being sought.

F18 Milford-on-Sea

F18.1 Milford-on-Sea originated in the middle of an agricultural parish, when the coastline was further south than it is now. Although the sea encroached on the village in the 18th century, it retains its ancient nucleus around the Green in the valley of the Danes Stream. Parts of the village are of architectural and historic interest, reflected in their designation as Conservation Areas; much of the rest is of high environmental quality. Milford-on-Sea has been ruled out for any significant expansion in view of the high quality agricultural land which surrounds it, and its sensitive position in the landscape and on the coast; it is closely surrounded by the Green Belt. There are also significant drainage problems in the village, which are yet to be resolved.

F18.2 The village developed around the Green, including the church just to the north, and extended along a track towards Keyhaven. This area forms the basis of the designated Conservation Areas. During the last 100 years, the village has expanded rapidly. Stylish late Victorian houses between Hordle Cliff and the Danes Stream were followed by spacious detached houses during the 1930s, and since the war, by higher density estate development. The older properties often have large, mature gardens which create a pleasant environment vulnerable to insensitive redevelopment. They are accordingly protected as Areas of Special Character by Policy DW-E11, Section C1.

F18.3 There has been substantial redevelopment at the western end of the cliff top in recent years, including blocks of flats of somewhat insensitive design. Further developments of this sort are therefore discouraged by a policy limiting the height of redevelopment on the cliff-top frontage (Policy MS-1). Policies MS-2 and MS-3 provide for additional open space. A local shopping frontage is defined, which is subject to Policy BU-CE6, Section F4.

F18.4 Other general policies in Part C and Sections F1, F3, F4, F5 and F6 of this plan apply to Milford-on-Sea.

Seafront

Policy MS-1

Development on the seafront

The development of new buildings of more than two storeys in height (excluding appropriately designed accommodation in the roofspace) will not be permitted along those parts of the seafront and clifftop frontages of Milford-on-Sea defined on the proposals map.

F18.5 The proliferation of development of three storeys and above, particularly in the form of high density flats on the seafront, has gradually encroached on the character of the village, giving it an urban, intensively built-up form alien to the rest of the village. This policy seeks to protect the seafront and clifftop areas whose character has not already been changed.

Milford War Memorial Hospital

F18.6 The Southampton Community Health Services NHS Trust is currently reviewing the provision of health services in Lymington and the surrounding area, which includes Milford. A preferred solution for Milford involves the retention of the War Memorial Hospital with a small reduction in beds and a possible extension to accommodate local health services, and demolition of the existing temporary surgery. Implementation of these proposals is subject to the availability of private finance. Any proposals for the site needing planning permission will be considered in the context of Policy BU-LC7, Section F5, and the general policies applying to built-up areas and the District as a whole (including parking policies).

Public open space

F18.7 With the Hordle Cliff and Rook Cliff open spaces along the sea front, and the extensive Studland Common and pleasure grounds to the west of the village,

Milford is well provided with amenity open space. However, there is currently a shortfall of 4.79 hectares in playing field provision and even with the implementation of the allocation at Lymington Road/School Lane, there will still remain a deficit of 3.12 hectares of formal open space by the end of the plan period (see Appendix G6, Annex 1, Table 2).

Policy MS-2

Land at Lymington Road/ School Lane

1.92 hectares of land at the junction of Lymington Road and School Lane, south of Milford primary school are allocated as public open space including parking provision. Vehicular access should be from Lymington Road close to the north-west corner of the site, and the development will be required to provide space for cars to set down and pick up children attending the school.

F18.8 This area will be laid out as public playing fields which can be used by the local community and the school to their mutual benefit. In view of the location of the school outside the village and adjoining a busy main road, the setting down and picking up of school children currently creates local difficulties. The development of the land to the south as playing fields creates an opportunity to provide off-road car parking space which could be used jointly for the playing fields and by callers at the school.

Policy MS-3

Land adjacent to the White House

0.21 hectares of land adjacent to the White House is allocated as informal public open space.

F18.9 This is an integral part of the associated residential development.

Parking

F18.10 Sea Road car park is at effective capacity for short periods during certain times and any appropriate opportunity to extend it will be pursued.

F19 New Milton and Barton-on-Sea

F19.1 New Milton is substantially a modern settlement. The original settlement of Old Milton was centred on the green and the church, which have recently been included in a Conservation Area. Modern expansion effectively began with the advent of the railway and the opening of the station in 1888. The town grew northwards to and around the station, and southwards to the cliffs at Barton. It has expanded considerably in recent years. This plan gives particular attention to New Milton town centre (Policies NM-1 to NM-5).

F19.2 Policy DW-E11, Section C1 gives special protection to Areas of Special Character fronting Barton Common and at Barrs Avenue, New Milton. Policies NM-6 to NM-9 provide for housing development, and policies NM-11 and NM-12 provide for employment development. Policy NM-10 controls development on Barton-on-Sea seafront. Other policies provide for open space (Policies NM-13 to NM-16); junction improvements (Policy NM-17); and allotments (Policies NM-18 and NM-19). Policy NM-20 covers Naish Farm Holiday Park.

F19.3 Other general policies in Part C and Sections F1 to F6 of this plan apply to New Milton and Barton-on-Sea.

New Milton town centre

Character and opportunities for change

F19.4 Maintaining the appeal of the town centre as a place to shop has become more important since the opening of the out-of-centre foodstore at Caird Avenue. While it is unlikely that there will be major new development in the centre itself, much can be achieved to enhance it by environmental improvements, improvements to vehicular and pedestrian circulation, and encouraging more community activity within the centre.

F19.5 The general appearance of the town centre could be enhanced significantly by improving landscaping and tree planting. Improvements are needed to the town's approaches and central spaces, and to the peripheral streets - Elm Avenue, Whitefield Road and Spencer Road. A strong landscape structure is needed to boost the town's image and identity; this is likely to be more effective than relying on the redevelopment or replacement of the buildings.

The shopping streets

F19.6 The town centre is predominantly linear in form. The main shopping street extends south from the railway station along Station Road. It centres on the Ashley Road/ Old Milton Road crossroads. A secondary shopping area lies along Old Milton Road to the southwest of the centre. The main approaches to it are from Fernhill Lane, Ashley Road, Old Milton Road and Station Road (south); the appearance of some of these detracts from the image of the town centre.

F19.7 The broad road and footpaths of Station Road give a spacious feel to the main shopping street. However, it is an environment which the car, rather than the pedestrian appears to dominate, with easy kerbside parking, traffic lights and traffic barriers being prominent features. The street scene could be made more attractive and interesting through a programme of improvements to shopfronts, prepared in conjunction with owners.

F19.8 There are few trees in Station Road and its linking car parks, and those that there are tend not to be good specimens. The central area also lacks green spaces and the overall impression is harsher than might be expected in such a small centre. The recreation ground is a valued feature of the town centre, and could make a greater contribution to its enjoyment, particularly if more accessible from the main shopping streets.

Rear service yards

F19.9 Rear service areas are particularly unattractive, and are visible from a number of roads and car parks. The most obvious examples are the rear elevations of properties fronting Station Road (south), visible from the car parks at Elm Avenue and Spencer Road; those of the shops on the east side of Station Road (north of the Osborne Road junction) are also visible and in need of improvement.

Buildings

F19.10 The building fabric of the town centre is comparatively recent. The great majority of buildings still have a long useful life, and major changes, such as those which took place in the 1970s, are not anticipated in the near future.

F19.11 Within the centre, buildings are predominantly of this century. While the early shopping parades have some character, the more modern development of the 1960s and 1970s tends to be bland and out of scale with the older developments.

F19.12 The redevelopment of a number of sites, as proposed in this section, could assist in improving the image of the town centre and bring about improvements to pedestrian circulation.

Shopping

F19.13 The town is an important service centre. It offers numerous retail outlets, mainly small shops, but with several larger stores selling food, convenience and durable goods. It also contains a number of banks, building societies and estate agents, together with a variety of other commercial and service premises.

F19.14 The town centre offers a mix of local independent and national multiple retailers serving a relatively restricted catchment area. Household survey evidence points to it being the most frequently visited centre in the District for non-food shopping. Shop vacancy rates are less than the national average, and there are indications that further national multiples are interested in representation in the centre.

F19.15 The town centre boundary, the primary shopping area and other shopping frontages are defined on the proposals map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section. The intention is to maintain the prime shopping function of Station Road, whilst allowing other town centre uses in the more peripheral frontages and in Old Milton Road.

F19.16 Particular encouragement will be given to the expansion of the main foodstores in order to maintain their viability. All proposals for expansion and new development in the shopping streets will be encouraged to incorporate improvements to the street frontages (Policy NM-5), and in Station Road also the rear elevations (Policy NM-4).

Community activity

F19.17 Activity and community life in the centre could be encouraged by re-introducing residential accommodation, particularly by making use of upper storeys, and enabling a mix of accommodation types. Should the site of the telephone exchange on Spencer Road (north) become redundant during the plan period it would provide an appropriate location for community uses such as library and/or health/social services or other community activities. The local planning authority will encourage its re-use or redevelopment for those purposes.

Policies for New Milton town centre

F19.18 The proposals for the town centre are intended to assist in improving its appearance and character while also strengthening its vitality. They include proposals to:

- i encourage new buildings on key sites in the commercial centre;
- ii promote the use of the recreation ground and improve its relationship to the town centre;

- iii improve the approaches to the town;
- iv improve the appearance of shops and stores;
- v reduce the impact of traffic and develop the character of pedestrian spaces by environmental improvement schemes; and
- vi strengthen the town centre community by encouraging residential use of upper floors and enabling community facilities to be relocated in the centre.

Station Road

Policy NM-1

36 to 46 Station Road

The site of Nos. 36 to 46 Station Road is allocated for retail, food and drink, and entertainment/leisure uses on the ground floor, with a requirement for the Station Road frontage to be in retail use. On upper floors, in addition to retail, food and drink, and entertainment/leisure uses, office/ business/ financial and professional services uses will also be permitted. The scheme must maintain or enhance the pedestrian link between Station Road and the recreation ground.

F19.19 This policy will come into effect if the site is no longer needed for its current uses. Redevelopment of this site would have the benefit of improving the Station Road frontage and would increase activity in this area. It would also enable the improvement of the existing pedestrian link between the main shopping street and the recreation ground (see Policy DW-T11.23, Section C9). Further guidance on the development of this site is given in Supplementary Planning Guidance.

Policy NM-2

The post office, 22 to 24 Station Road

The post office building and yard fronting Station Road is allocated for retail, food and drink, and entertainment/leisure uses on the ground floor, with a requirement for the Station Road frontage to be in retail use. The existing post office building should be retained. On upper floors, in addition to retail, food and drink, and entertainment/leisure uses, office/ business/ financial and professional services uses will also be permitted. Proposals for the site shall incorporate a pedestrian link between Station Road and the Elm Avenue car park.

F19.20 This policy will come into effect if the site is no longer needed for its current use. The site has the potential for increased use, which would enable the improvement of both the Station Road frontage and the rear elevation to the car park. It would also provide an opportunity to create a covered footpath link between the car park and the main shopping street, integrated with the uses on the site (see Policy DW-T11.24, Section C9).

Policy NM-3

The Rydal Public House, Station Road

Development proposals that result in the loss of the public house use from The Rydal Public House will not be permitted.

F19.21 Policy BU-TC5, Section F2 seeks to retain leisure and entertainment uses in town centres. The Rydal is the last remaining public house in New Milton town centre. Its retention is therefore vital if the town centre is to retain a role as a centre for leisure and entertainment facilities for the town. There has been particular concern in New Milton about the loss of public houses in the town centre. At present the town centre has few social or entertainment facilities. It is considered that the level of such facilities in New Milton town centre is now so limited that where possible planning policies should restrict their further loss. Policy BU-TC4, Section F2 seeks to encourage new provision of leisure and entertainment facilities in town centres.

Environmental improvements: Station Road

Policy NM-4

Improvements to rear service areas

The local planning authority will encourage proposals for the extension or redevelopment of shops and commercial premises on Station Road to include environmental improvements to rear service areas as follows:

- a on Station Road south (west side) and Station Road north (east side), improvements to the rear elevations; and
- b on Station Road south (east side), improvements to rear access and servicing arrangements.

F19.22 The rear elevations are open to view from the public car parks at Elm Avenue and Osborne Road. They are unattractive, and detract from the image of the centre. While they have to incorporate servicing, refuse disposal facilities, etc. it should be possible for them to be redesigned to a higher standard; where appropriate, the rear elevations could also include display areas onto the car parks, provided that trading remains from the main street frontage only.

Other environmental improvements in Station Road

F19.23 Developers' contributions will be used to fund in part the following environmental improvement schemes which will be carried out by the District Council in association with the County Council:

- i the junction of Fernhill Lane/ Avenue Road/ Manor Road, where improvements are needed to reduce the impact of the road junction, to reinforce existing trees, and to enhance the seating area and the shop forecourts;
- ii the footbridges over the railway on Station Road (north) which need repair, redecoration and resurfacing, and removal of adjoining scrub and decaying fencing;
- iii the junction of Station Road (south)/ Spencer Road (south) and Elm Avenue, where tree planting would enhance existing trees and provide an attractive frame to the approach; and,
- iv along Station Road itself, where a coordinated scheme of planting, paving, seating and other improvements will assist in giving the town an improved image and sense of identity.

The Recreation Ground

F19.24 The Recreation Ground is the only green open space within the town centre. It is essential that it should be protected from built development and it is therefore subject to Policy DW-R1, Section C10. The relocation of the football club has created an opportunity to improve the image and accessibility of this part of the recreation ground, and provide the town centre with a much-needed green space for informal recreation, which should include a kickabout area and could include a more formal "town park" on part of the area. Policy NM-1 provides the opportunity for a public footpath from Station Road through to the Recreation Ground (Policy DW-T11.23, Section C9), where it could continue to Old Milton Road.

Spencer Road

F19.25 7 to 23 Spencer Road is one of a few areas around the core of the town where office/ business uses or surgeries, which are often associated with town centres, can be located satisfactorily. This part of Spencer Road contains relatively few dwellings, and is well located in relation to the town centre. The change of use or redevelopment of properties for office/ business or surgery uses in this area is considered appropriate provided there is no significant loss of amenity to adjoining dwellings (see Policy DW-E1, Section C1).

Shopping frontages

Policy NM-5

Improvements to shopping frontages

Development proposals on the shopping streets, as indicated on the proposals map, will be encouraged to incorporate improvements to the street frontages.

F19.26 There is scope to improve the appearance of the shopfronts while retaining some variety of character. Particular encouragement will be given to proposals to expand the foodstores into adjoining premises, or to the rear as appropriate, which are accompanied by improvements to the street scene. This could include extending the frontage, which would enable some increase in floorspace while providing scope to improve their otherwise bland elevations. Such improvements should help to improve the visual quality and image of the centre.

Footpaths

F19.27 Pedestrian routes in the town centre would benefit from some improvements. The majority of the car parks do not offer direct pedestrian access to the main shopping streets. Better access to the recreation ground is needed from the main shopping streets and the car park closest to it at Elm Avenue.

F19.28 The following improvements to pedestrian routes are proposed in conjunction with development proposals:

- i a footpath link between Station Road and the recreation ground (see Policy NM-1);
- ii a footpath link between the Elm Avenue car park and Station Road (south) (see Policy NM-2);

F19.29 These proposals are intended to improve the accessibility of the shopping streets and the recreation ground. The possibility of a further footpath link to the north-west of the National Westminster Bank will also be investigated.

Highways

F19.30 The town centre has been the subject of a study by Hampshire County Council as highway authority (the New Milton Town Centre Traffic Study). This identifies a number of traffic issues in the town centre which include the needs for:

- i junction improvements;
- ii reduced levels of traffic, particularly in the main shopping streets;
- iii improved pedestrian and cycle facilities; and
- iv better access to car parks.

F19.31 The town centre is affected by industrial traffic from Stem Lane and Gore Road. The centre may be relieved of some light traffic by improvements to Caird Avenue (see Policy NM-17).

F19.32 The Study proposes a package of incremental measures in three stages, progressing from rationalisation of waiting restrictions and signing, to junction and other improvements on the west and east sides of the town. These proposals are included as appropriate as policies of this local plan. An optional fourth stage is the possible closure of Station Road (south) to through traffic.

F19.33 Most of the alterations and improvements in the Study have been carried out, and their effects are to be monitored. Depending on the outcome of this review, a further set of traffic signals may be installed at the Station Road / Osborne Road / Whitefield Road junction, following which consideration will be given to any necessary changes to pedestrian crossing facilities on Station Road (north).

Parking

F19.34 The main car parks serving the centre are located in Elm Avenue, Osborne Road and Spencer Road; there is also one at Crossmead Avenue serving Old Milton Road. The station car park is also available to shoppers at a reduced off-peak charge. There is also on-street parking on several roads in and around the town centre.

F19.35 It is estimated that approximately 30 more parking spaces are needed in the town centre to accommodate current demands. While there is no firm commitment in this plan to provide this extra car parking in public car parks, if a suitable opportunity arises it will be investigated by the District Council. Any development proposal which comes forward whilst such provision is in prospect may then be required to make an appropriate financial contribution towards the provision of the car park in accordance with Policy DW-T9, Section C9. The situation will be monitored and reviewed in the light of the district-wide parking study.

New Milton outside the town centre

Residential

Policy NM-6

~~Land at Durlston Court School~~

~~Approximately 1.5 hectares of land on the northern part of the site of Durlston Court School, as defined on the proposals map, is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a the developer provides 1.5 hectares of formal open space of equivalent or greater quantity and quality in the locality prior to the commencement of development;~~
- ~~b access to the development site is from Highlands Road; and~~
- ~~c contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F19.36 Durlston Court School is situated to the west of Becton Lane in Barton on Sea, approximately 1.5 kilometres south of New Milton town centre. Its playing fields form a valued green area within the built-up area of Barton on Sea. As a whole, New Milton is deficient by some 23.46 hectares of formal open space, although proposed allocations up to 2001 will, it is hoped reduce this deficiency to 11.34 hectares. Almost all formal open space in New Milton is located to the north of Barton on Sea meaning that provision in the southern part of the parish is very limited. It is essential therefore that the recreation potential of the surplus playing fields allocated for development is replaced in the locality of Barton on Sea as a requirement of any development.~~

~~F19.37 Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.~~

Policy NM-7

~~Land east of Ashley Common Road~~

~~Approximately 3.7 hectares of land east of Ashley Common Road, as defined on the proposals map is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a access to the site is from Ashley Common Road at a point to be agreed with the highway authority;~~
- ~~b the development secures the implementation of the part of the proposed footpath safeguarded under Policy DW-T11.20, Section C9 which runs through the site; and~~
- ~~c contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F19.38 This site lies to the east of Ashley Common Road, behind dwellings on the road frontage. Beyond the eastern edge of the site, land slopes down into the valley of the Danes Stream and towards the boundary of the New Forest Heritage Area. The railway runs along the southern boundary.~~

~~F19.39 Policy DW-T11.20, Section C9 seeks to safeguard a proposed footpath route from Sway Road to Lower Ashley providing a recreational walk through countryside to the east of New Milton. Part of this safeguarded route runs through this residential allocation and any development should secure provision of this part of the footpath route, and contribute to the implementation of the remainder.~~

~~F19.40 Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.~~

Policy NM-8

Land east of Fernhill Lane

0.8 hectares of land east of Fernhill Lane, New Milton is allocated for residential development including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. Access should be from Forest Oak Drive. No direct vehicular access will be permitted from Fernhill Lane. Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14.

F19.41 This site is the residual part of a larger former allocation extending to the north (now developed) and comprises former grazing land bordered by mature oak hedgerows.

Policy NM-9

Land east of Caird Avenue/ south of Carrick Way

Approximately 2.0 hectares of land east of Caird Avenue and south of Carrick Way, New Milton will be allocated for residential development, including affordable housing to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, if the site is no longer required for gravel washing facilities. Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.

F19.42 This site is currently in use in association with nearby gravel workings. Should this use cease during the timescale of the local plan, the site should then be developed for residential purposes in accordance with the above policy. Contributions may be sought to the funding of the improvement of the junctions of Caird Avenue with Ashley Road and with the A337 Lymington Road, and to local cycleway proposals under policies DW-T10.50 and DW-T10.57 in particular. Further guidance on the development of this site will be given in Supplementary Planning Guidance for the site.

Policy NM-10

Development on the seafront, Barton-on-Sea

The development of new buildings of more than two storeys in height (excluding appropriately designed accommodation in the roofspace) will not be permitted along those parts of the sea front and cliff top frontages of Barton-on-Sea defined on the Proposals Map.

F19.43 The development on the north side of Marine Drive between the golf course and Naish Farm Holiday Park overlooks the grassed cliff-top recreation areas and establishes the low-key, informal character of Barton seafront. Currently, the form of development is mainly large two-storey houses, but there are two comparatively restricted sections of three- and four-storey flats around the Sea Road and Barton Court Avenue junctions. Many of the two-storey houses lie in large plots. This policy seeks to prevent further multi-storey redevelopment schemes which would lead to an erosion of the existing character of the seafront and produce a more urban, built-up atmosphere to the coastal strip.

Employment and business development

Policy NM-11

Land east of Caird Avenue (southern part)

Approximately 4.2 hectares of land east of Caird Avenue, New Milton is allocated for industrial/ office/ business uses, provided that:

- a development on the northern part of the site adjoining the proposed housing allocation is restricted to office/ business use; and
- b access is from Caird Avenue via the existing roundabout serving the superstore. A link shall be safeguarded from the new access road for a possible access into the adjoining housing allocation to the north (Policy NM-9); and
- c contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.

F19.44 This key site is an area of flat reclaimed gravel workings, visually prominent from the A337. It was safeguarded but not allocated for industrial development in the previous local plan. Contributions may be sought to the funding of the improvement of the junctions of Caird Avenue with Ashley Road and with the A337 Lymington Road, and to local cycleway proposals under policies DW-T10.50 and DW-T10.57 in particular. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

Policy NM-12

Land west of Caird Avenue

Approximately 1.3 hectares of land west of Caird Avenue, Lower Ashley, New Milton is allocated for industrial/ office/ business development, or for non-food retail warehousing. Access shall be from the adjoining superstore service road. Contributions may be sought towards off-site transport infrastructure in accordance with Policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.

F19.45 This site was part of a larger allocation in the previous local plan for the area but a substantial part of it has now been developed for a superstore. Planning permissions exist for the development of this site but these may not be compatible with the superstore. Contributions to the road improvements specified are required because the traffic generated by the development will impose additional pressures on these roads. The New Milton Town Centre Traffic Study has been undertaken by Hampshire County Council as highway authority (see paragraphs F19.30 to F19.33). Contributions may be sought to the funding of the improvement of the junctions of Caird Avenue with Ashley Road and with the A337 Lymington Road, and to local cycleway proposals under Policies DW-T8, DW-T13, DW-T10.50 and DW-T10.57, Section C9. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

Public open space

F19.46 New Milton is well served with amenity open space as a whole, but it is not evenly distributed. A large proportion comprises Barton Common and Barton cliff top, both on the southern fringes of the town. There is an extensive area of residential development centred around Barton Court Avenue and Barton Court Road which does not have ready access to open space.

F19.47 Fawcetts Field sports ground, with four football pitches and floodlighting is an important recreational facility in the town. Even with this, however, there remains a shortfall of 2.67 hectares of formal open space (see Appendix G6, Annex 1, Table 2). Implementation of the proposals below will cancel out this deficit and produce a surplus by the end of the plan period.

Policy NM-13

Land west of Fernhill Lane

10.99 hectares of land west of Fernhill Lane and north of Edinburgh House School is allocated for public open space. Car parking must be provided within the allocation.

F19.48 It is intended that this site be laid out as playing fields. Implementation of this proposal will make an important improvement to pitch provision in the town. The District Council have so far purchased almost 8 hectares towards implementation of the scheme. It is intended that the remainder of the site will be purchased and the area laid out as soon as practicable. Access to the site is from Fernhill Lane.

Policy NM-14

~~Land adjoining Ashley Sports Ground~~

~~1.64 hectares of land adjoining Ashley Sports Ground is allocated as public open space.~~

~~F19.49 This land lies adjacent to the Ashley sports ground and is an ideal opportunity to increase public recreational provision in this part of the town. The site provides for an extension of the playing field facilities on Ashley Sports Ground and should also include an informal kickabout area for the use of local residents.~~

Policy NM-15

Land north of Lake Grove Road

4.80 hectares north of Lake Grove Road, east of Kennard Road and adjoining the Edinburgh House School, New Milton is allocated as public open space.

F19.50 It is proposed that in the long term the existing Brook Avenue/ Great Ballard Lake open space be extended west and north to form a continuous area for public access along Lake Grove Road through the attractive woodland east of Kennard Road to Hazelwood Avenue and the new housing development at Stem Lane. Eventually this could enable access to be continued through Great Woar Copse to the countryside beyond, thereby forming a green walkway stretching from the town centre.

Policy NM-16

~~Land at Barton on Sea sewage works~~

~~0.60 hectares of land at Barton on Sea sewage works, Becton Lane is allocated as public open space.~~

~~F19.51 This is associated with the adjoining residential development.~~

Transport**Policy NM-17**

Caird Avenue junctions

In conjunction with development east and west of Caird Avenue, the junctions of Caird Avenue with the A337 and Ashley Road will be improved.

F19.52 These measures are needed in order to serve development adequately and to make best use of Caird Avenue as a route to relieve the town centre of some through traffic. Contributions will be required towards both proposals from the development of land on both sides of Caird Avenue (see Policies NM-9, NM-11 and NM-12).

Allotments**Policy NM-18**

Allotments, Lower Ashley

0.5 hectares of land east of the existing allotments at Lower Ashley burial ground is allocated for allotments.

Policy NM-19

Allotments, Moore Close

0.5 hectares of land west of Moore Close is allocated for allotments.

F19.53 These sites are in the countryside adjoining the built-up area. They have been designated in recognition of the need for new allotments in New Milton.

Holiday Accommodation - Naish Farm

Policy NM-20

Naish Farm Holiday Park

Naish Farm Holiday Park is designated as an area of holiday accommodation within which accommodation, facilities and services may be re-arranged and upgraded for holiday purposes only.

F19.54 The Naish Farm Holiday Park extends over some 55 hectares between the New Milton built-up area boundary and Chewton Bunny, and provides a variety of chalet and caravan accommodation for holiday-makers together with sports and social facilities in the centre of the site. The site forms a large reserve of holiday accommodation and makes an important contribution to the tourist economy of the area.

F20 Ringwood

F20.1 Ringwood is situated on the eastern bank of a crossing point of the River Avon, and on the edge of the New Forest. Both of these have been important in shaping the development of the town.

F20.2 The town has developed principally to the east and north east of the original settlement, filling the valley floor between the Avon and the rising land of the New Forest escarpment to the east. The A31 trunk road cuts the town in two. To the north of the built-up area are lakes created by sand and gravel workings, and to the south and east there is high quality agricultural land.

F20.3 This plan gives particular attention to the town centre (Policies RW-1 to RW-8). It also provides for the implementation of industrial developments (Policies RW-9 to RW-11), a land reservation to meet possible development needs off Crow Lane (RW-12) and open space proposals (Policies RW-13 to RW-15).

F20.4 Other general policies in Part C and Sections F1 to F6 of this plan apply to Ringwood.

Ringwood town centre

F20.5 Ringwood's early development was focused around the open market area by the Church of St. Peter and St. Paul, extending along West Street, High Street and Christchurch Road. Expansion of the town has left the town centre on the western edge of the settlement.

Character and opportunities for change

Roads

F20.6 Ringwood has suffered greater disruption and change through highway schemes than any of the other towns in the District. The town centre was once an important through route, but the construction of the A31 trunk road to the north, and improvements to it including the flyover, roundabout and link roads, have reduced traffic within the town significantly. Although the new road brought major environmental benefits, this, together with the large retail development off the main car park brought about substantial changes to the pattern of streets and spaces in the town centre, and the way they function. The backs of properties became exposed to view, and dead areas were created.

F20.7 This plan seeks to integrate the spaces left over from building the new roads so that they can contribute to the quality of the street scene.

F20.8 In particular, the junction of Southampton Road, Mansfield Road and Meeting House Lane offers the chance to create a new space within which more of the highway can be devoted to pedestrians, and crossing points improved.

Buildings and spaces

F20.9 Despite the impact of the new roads and some less sensitive modern building, the town centre remains attractive. It is still characterised by a variety of historic architectural styles, with small scale buildings close up to the back of pavements. The quality of the central area is created largely by narrow streets, punctuated by gaps and archways leading into small lanes. A number of these link the town centre with Bickerley Common and the Mill Stream, and open countryside beyond. The Market Place and Friday's Cross provide open spaces which act as focal points, in contrast to the narrow High Street which links them.

F20.10 The town centre is within a Conservation Area containing a number of listed buildings and some important groups of buildings, which collectively create the traditional image and illustrate the gradual development of the town. There are no particularly conspicuous landmarks but Greyfriars, the Meeting House and the Church of St. Peter and St. Paul are all significant public buildings. Major new shopping development has been concentrated on the northern edges of the town centre, most

recently on the site of the former cattle market. Here the retention of the old walls and Frampton's Yard granary building links the new development to the town's past.

F20.11 Parts of the Conservation Area could be improved by an integrated approach incorporating limited new development and environmental improvements. Development within the Conservation Area will be expected to be of a high standard of design commensurate with this designation.

F20.12 Environmental improvements have already been made to Friday's Cross and the Market Place, incorporating new seating, tree planting and greater pedestrian priority. Other areas now need attention: for example the main entry points to the town, streets within the town such as West Street, Southampton Road and The Close, and rear service yards.

F20.13 Some public footpaths and spaces are under-used. They need enhancing, for example by means of signing and lighting.

F20.14 There are limited opportunities for redevelopment which can replace less attractive buildings and extend activity within the centre, particularly within West Street and the Southampton Road/ Mansfield Road/ The Close areas.

Shopping

F20.15 Ringwood town centre provides a range of shops and services. After Lymington, it has the highest number of shop units in the District. National multiple retailers are well represented. The Market remains an important feature of the town, attracting many visitors each Wednesday.

F20.16 The Furlong Centre is not fully integrated into the town centre. Ringwood has had relatively high vacancy levels and there appears to be little further demand from national retailers for premises in the town.

F20.17 The main shopping area is focused on the High Street, the southern end of Southampton Road and the two modern shopping developments to the north of the historic centre. The new retail development has reinforced the primacy of the central area for shopping, with the consequence that the more peripheral areas - West Street, Market Place, Christchurch Road and the northern end of Southampton Road - have become more vulnerable to change.

F20.18 Non-retail uses are already well represented in the central shopping area. Any additional provision for non-retail uses in the town centre should be directed to peripheral shopping areas.

F20.19 The town centre boundary, the primary shopping area and other shopping frontages are defined on the Proposals Map (Inset 6A). Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section.

Tourism

F20.20 Ringwood's location on the western boundary of the New Forest and on the A31, the main national route through the Forest, means that the town centre is ideally placed to provide gateway tourist facilities for visitors. The Visitor Information Centre at Ringwood receives over 50,000 visitors a year.

Community life

F20.21 Ringwood town centre already has a mix of community and residential uses as well as commercial activities. There is scope for encouraging community uses or residential accommodation in under-used and redundant buildings in the town centre, particularly on upper floors and in the more peripheral areas of the centre. Community use of the Market Place could also be encouraged.

F20.22 There is a need for a community hall/ theatre/ youth club in Ringwood. The local plan seeks to locate new facilities needed by the community within or close to the central area and its car parks.

Policies for Ringwood town centre

F20.23 The policies for Ringwood town centre aim to enhance the best of what exists and eliminate the worst in a way which strengthens the town centre's character and community identity. In particular, policies seek to:

- i reduce traffic impact and continue to develop safe and attractive pedestrian areas by:
 - integrating into the fabric of the town dead spaces left after road building;
 - continuing a programme of environmental improvements to roads; and
 - improving pedestrian links, in particular the ancient footpaths;
- ii enhance the image of the town centre by improving the appearance of car parks and service yards;
- iii promote development and redevelopment to reinforce the character of the town, e.g. at West Street and east of Southampton Road;
- iv encourage housing, e.g. at Strides Lane and above shops; and
- v encourage community facilities, e.g. at The Furlong and Market Place.

West Street and Market Place

F20.24 West Street and the Market Place have become increasingly peripheral to the main centre of the town's commercial activity. The area needs to adapt to this change. The historic environment of West Street and the Market Place area provides the potential to make this area of the town particularly attractive to visitors.

Policy RW-1

Bus depot

The site of the bus depot in West Street is allocated for residential development, with retail or food and drink uses on the ground floor West Street frontage. Public access shall be provided along the Mill Stream frontage of the site.

F20.25 This policy will come into effect if the site is no longer needed for its current use. The site offers an opportunity to improve the environment of this part of the town, to provide for more residential accommodation in the centre and to enable public access to the riverside. Some shopping and/or food and drink uses on the West Street frontage would generate activity and integrate the site with the rest of the street. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

F20.26 Redevelopment of the adjacent shopping parade could provide additional opportunities for improving this part of West Street.

West Street

F20.27 Traffic calming measures are desirable on West Street. These measures could include an integrated scheme of improved surfacing and signing, and speed restrictions.

Market Place

F20.28 In the Market Place recent highway improvements have brought environmental benefits. However, other than on market day, this important public space remains poorly used. The continued use of the area around the Jubilee Lamp for car parking detracts from the quality of this central space. Signing of pedestrian routes to the Market Place from car parks should be improved and the use of the Market Place on non-market days for public events and other outdoor activities is to be encouraged.

The Furlong

F20.29 The Furlong is a large open area on the northern edge of the centre, largely occupied by car and lorry parks. It is the main point of entry to the town centre from

the A31, and as such would benefit from improvements to its image and appearance. Some development within it, as provided for in Policies RW-2 and RW-3, might assist in this.

Policy RW-2

Town centre development, the Furlong

Subject to assessment against and compliance with the provisions of Policy BU-1, Section F1 of this Plan, a mixed-use development will be permitted on land at the south-western corner of the Furlong car park providing:

- a** it includes both retail, leisure and community uses which will enhance the overall vitality and viability of the town centre;
- b** the development is well related to adjoining sites, which may be incorporated within a scheme;
- c** buildings are of an appropriate scale and design to complement the historic character of Ringwood, and enhance the setting of the Meeting House;
- d** the entrance and links to the town centre in and from the Furlong area are enhanced; and
- e** the proposals include the provision of:
 - appropriate integrated community facilities such as a cinema with dedicated areas for community use and/or a multi-purpose community hall and;
 - improved arrangements for buses and taxis, well related to the existing town centre, and accommodating bus bays and additional coach and taxi parking;
 - public conveniences and an improved visitor information centre;
 - appropriate measures to address any reduction in land available for public car parking.

Residential and (B1) office uses will be permitted above ground floor level only.

F20.30 The south western corner of the Furlong is a key site in Ringwood Town Centre. It links the Furlong Centre, the town's large car parks with the Meeting House development and the High Street. The area is currently part of the car park and a landscaped area occupied by public conveniences and a tourist information centre in temporary buildings. It would be of benefit to the town centre as a whole if this site was developed with a scheme that attracted additional activity to Ringwood town centre. Any development on this site should complement the existing shopping provision and should not detract from the existing town centre.

F20.31 This site also provides an opportunity to enhance leisure and entertainment facilities in the town centre. A survey of local people conducted by the Council indicated that it was important that any development in the Furlong area should include facilities which would benefit the local community, and in particular there was strong support for the inclusion of a community hall and a cinema as part of any development. It is essential that such facilities are well integrated in both any development and the town centre.

F20.32 The local planning authority will prepare a detailed Planning Brief which will guide development of this important area.

Policy RW-3

Facilities in the lorry park

Driver toilet and washing facilities, designed to a high standard, will be permitted within the lorry park.

F20.33 Use by drivers of the existing public convenience is not considered satisfactory.

Environmental and safety improvements at the Furlong

F20.34 The local planning authority will seek environmental improvements at the lorry park/ car park at the Furlong and adjoining Mansfield Road in order to strengthen the character of the approaches to the town centre. The open spaces around the lorry park could be improved by a landscaping and planting scheme, particularly on land adjacent to Mansfield Road and along the Furlong boundary.

F20.35 The local planning authority will also encourage the Highway Authority to undertake landscape schemes and improvements to signing along the Furlong and Mansfield Road (east side).

F20.36 Measures to reduce traffic speeds in the Furlong, to the south of the car park access will be investigated in order to improve safety for pedestrians crossing between the car park and the Furlong Centre.

Southampton Road and The Close

F20.37 Formerly the main route into the town centre, Southampton Road is now severed by Mansfield Road. Shops are concentrated in the southern portion between Mansfield Road and Friday's Cross.

F20.38 The land to the east of Southampton Road, which includes The Close, is in danger of becoming an unattractive backwater of the town, and is particularly vulnerable to piecemeal development pressures. This area could continue to function as an important part of the town centre, provided future development is carefully guided and pedestrian links to Southampton Road are maintained and improved. Development in this area will need to be co-ordinated to maximise its effectiveness and should:

- i make the street scene more attractive, particularly by improvement to Southampton Road to follow on from those already carried out in High Street and Market Place;
- ii improve the appearance of unappealing buildings;
- iii maintain traditional scale and pattern of development;
- iv create new spaces and strengthen footpath links; and
- v safeguard the existing historic garden behind the Crown.

Policy RW-4

29 to 33a Southampton Road

The site of Nos. 29 to 33a Southampton Road is allocated for retail, food and drink, and entertainment/leisure uses on the ground floor, with a requirement for the Southampton Road frontage to be in retail use. Development should include frontage buildings on to Meeting House Lane. On upper floors, in addition to retail, food and drink and entertainment/leisure use, residential uses will also be permitted.

F20.39 This site at the corner of Southampton Road and Meeting House Lane is particularly prominent at the northern entrance to the town centre. The existing development is unattractive, with unsightly rear elevations exposed to view from the main public car parks. A new or re-modelled development on this site, in conjunction with improvements to the street scene, would give a major facelift to this part of the town. It would also strengthen the relationship with the northern part of Southampton Road, severed by Mansfield Road. Further guidance on the development of this site is given in Supplementary Planning Guidance for the site.

Policy RW-5

Rear of the Crown Hotel

~~Land to the rear of the Crown Hotel and 12 to 28 Southampton Road is allocated for retail, food and drink, entertainment/leisure uses. Office/business/financial and professional services uses will also be permitted as part of a mixed-use scheme. On upper floors only, residential uses will be permitted. Public access shall be provided through the site from the Crown Hotel to The Close.~~

~~F20.40 The Crown Hotel has a very low key presence, yet is an important listed building which should be promoted as one of the town's main assets. There are opportunities to the rear of the Crown Hotel to provide additional commercial development focused around a public courtyard area with pedestrian links to Southampton Road and The Close. Development must respect the historic features of the Crown Hotel and its setting, including its garden which is protected as a landscape feature (Policy DW-E12, Section C1).~~

~~F20.41 A development brief shall be prepared for the site, to be agreed by the local planning authority, before any planning application for development under this policy will be considered.~~

Environmental improvements to Southampton Road/ The Close:

Southampton Road/ Mansfield Road/ Meeting House Lane junction

F20.42 The local planning authority will encourage environmental improvements at the junction of Southampton Road, Mansfield Road and Meeting House Lane. These should include improvements to pedestrian crossing facilities and the pedestrian space.

F20.43 Further retail development on the site at No. 28 Southampton Road in accordance with Policy BU-TC1, Section F2 could improve the image and architectural character of this building and help enhance this section of Southampton Road. Improvements will be encouraged to the elevations to Mansfield Road and Southampton Road, the rear service yard, and the footpath link from The Close.

Southampton Road (South) and The Close

F20.44 The local planning authority will seek environmental improvements at Southampton Road (south of Mansfield Road) and The Close through development proposals, and by encouraging improved signing, lighting, planting, paving and more sympathetic design and location of highway signs and street furniture. The pedestrian crossing should be improved.

South of the High Street

F20.45 In considering development proposals within the area south of the High Street within the Ringwood Conservation Area, the local planning authority will have particular regard to the provisions of Policy DW-E23, Section C2, which refers to scale and form of development and historic plot coverage characteristics within Conservation Areas.

F20.46 In recent years plots of traditional size within this area have been amalgamated to accommodate sheltered housing schemes. Because of the high optimum number of units often required for these warden-assisted schemes, the resultant scale and spread of development has created large, rather monolithic schemes out of character with the intimate scale of the historic pattern of development. The local planning authority seeks to avoid further development of this type, and will encourage schemes of traditional scale and a mix of accommodation.

Policy RW-6

Bickerley Road

Bickerley Road will be improved between Coxstone Lane and Kingsbury's Lane.

F20.47 The improvement of Bickerley Road is required to accommodate increased traffic flow particularly related to the Blynkbonnie car park off Kingsbury's Lane. The improvement may include some realignment and widening of the carriageway, together with the provision of a footway and traffic calming measures. Improvements to this road need to be undertaken in a particularly sensitive manner to retain the semi-rural character of the Bickerley. Financial contributions to this scheme will be sought.

F20.48 Favourable consideration will be given to measures to restrict traffic movements to southbound only on the upper section of Kings Arms Lane and to limit use of The Bickerley as a "rat run". Similar measures have already been introduced in Kingsbury's Lane.

Other sites in the Conservation Area

Policy RW-7

Sites in Ringwood Conservation Area needing enhancement

Development proposals which maintain or enhance the character of the Ringwood Conservation Area, particularly proposals to improve or redevelop the following sites, will be encouraged:

- a New House, corner of West Street/Strides Lane;
- b rear of Bank, 25 High Street;
- c 17 Market Place;
- d 24 to 26 Christchurch Road;
- e 29 to 31 Christchurch Road;
- f rear of Club, 17 to 19 West Street;
- g rear of Shopping Centre, Market Place;
- h area adjacent to Star Lane;
- i 34a Christchurch Road;
- j 11 High Street.

F20.49 In Conservation Areas there is a presumption against demolition of buildings which contribute to their character or appearance (see Policy DW-E24, Section C2). However, the quality of buildings in any Conservation Area is variable, and some may even compromise the quality of the Conservation Area. The buildings/ sites listed in the policy have been identified as unsympathetic to the character of the Ringwood Conservation Area, where positive change and improvements need to be encouraged. Any new development will be expected to be of the high standard required in a Conservation Area (see Policy DW-E23, Section C2).

Policy RW-8

Rear service yards

Improvements to the appearance of rear service yards and private parking areas will be encouraged, including:

- a Safeway's store;
- b adjacent to Northumberland Walk;
- c Centre Place; and
- d rear of the Club, 20-22 Christchurch Road.

F20.50 These rear service yards and private parking areas are visible to the public, and some are next to pedestrian routes. Improving their appearance would be of benefit to the overall character and image of the town centre.

Footpaths

F20.51 Part of the character of Ringwood town centre is its network of historic footpaths. Most are the responsibility of the highway authority. A number of these routes have become unattractive, and improvements are needed to signing, surfacing and lighting. Certain routes are considered to be a priority because of their importance in conveying an impression of the town to those using them. The local planning authority will encourage sensitive improvements to the following:

- i Northumberland Walk;
- ii Northumberland Court/ Lyne's Lane;
- iii The Close to Christchurch Road;
- iv Southampton Road to Pedlars Walk;
- v Star Lane; and
- vi Deweys Lane.

F20.52 It is particularly important that the pedestrian environment is enhanced in Southampton Road and the routes east from the town centre. The local planning authority will encourage the improvement of the pedestrian route through The Close to make the area safe and attractive.

Ringwood outside the town centre

Employment and business development

Policy RW-9

Land south of Castleman Way

Approximately 4.0 hectares of land south of Castleman Way, Ringwood is allocated for industrial/ office/ business development. Development adjacent to Castleman Way will be restricted to office/ business uses. The layout must provide for an improvement to Embankment Way to enable access and connection to possible future development on land west of Crow Lane.

F20.53 Part of this estate is now complete but several plots remain to be developed. The restriction on part of the site to Class B1 uses is because of the proximity of dwellings. Embankment Way may in future be required to form part of a high standard road link between residential and open space development on land west of Crow Lane, and Castleman Way.

Policy RW-10

Land east of Christchurch Road

6.6 hectares of land to the east of Christchurch Road, Ringwood is allocated for industrial/ office/ business development. Development on the southern part of the site will be limited to office/ business uses. Access must be from Willow Drive.

F20.54 This key site contains the existing Hampshire County Council depot and land previously used by Wellworthy Ltd. The previous use has contaminated the ground, proposals should include appropriate actions to remedy soil contamination in accordance with Policy DW-E48, Section C6. The restriction of part of the site to Class B1 uses is because of the proximity of housing. In accordance with Policy DW-T8, Section C9, the development may be required to contribute towards off-site transport infrastructure. Further guidance on the development of this site is given in the Supplementary Planning Guidance for Employment Land at Christchurch Road.

F20.55 In considering development proposals for this site the Local Planning Authority will ensure that the long-term opportunity for a south east Ringwood distributor road linking through to Christchurch Road on land adjoining the southern boundary of this site is not prejudiced.

Policy RW-11

Land adjoining Headlands Business Park, Salisbury Road

0.9 hectares of land at the former gravel workings, and a further 0.4 hectares of land to the southwest of this site are allocated for industrial/ office/ business development, provided that a contribution is made to replace the open space lost through this allocation.

The principal access shall be via the existing business park estate road. A pedestrian and cycle bridge shall also be provided over the stream linking with the Avon Valley Path, and a contribution made towards upgrading the footpath to cycleway standard between the site and Ringwood town centre (Policy DW-T11.25, Section C9).

F20.56 These sites, which adjoin the existing Headlands Business Park, are reclaimed land that was allocated in the previous local plan for outdoor recreational use. The remainder of the business park was allocated for industrial use in the Avon Valley Local Plan subject to a requirement for a detailed landscaping and restoration scheme for the whole area including Hurst Ponds, which has not yet been implemented. The smaller site was granted planning permission on appeal.

F20.57 The sites lie in the countryside outside the defined built-up area of Ringwood.

Land reservation

Policy RW-12

Land west of Crow Lane

Land west of Crow Lane is reserved for possible development of up to 3 hectares employment development (Use Classes B1, B2 and B8 as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended)) and up to 7 hectares residential development (this area to include distributor road, open space and landscape provision).

The development of this reserve land for housing will be considered in accordance with Policy H-1, Section B3 and will be expected to include affordable housing negotiated with the local planning authority in accordance with Policy AH-1, Section B4.

The development of the reserve employment land will be permitted only where the local planning authority is satisfied, through monitoring, that the existing employment sites and allocations in the Ringwood/Fordingbridge area will be used up in the plan period (by 2011) and that there is a further unmet need for employment land in this area.

If development is required then the following criteria should be met:

- i access to residential development should be via a new road linking to Embankment Way and should include provision of a segregated cycleway in accordance with Policy DW-T11.26, Section C9 of this Plan. Employment development should also be accessed from the west. The layout of development should be designed to incorporate a road which, in the longer term, will form part of a future distributor road from Christchurch Road to the A31, passing through the site from southwest to northeast. This section of road should be built to distributor road standards and should be completed to the site boundaries to a timescale agreed with the local planning authority. Until the distributor road is completed from Christchurch Road to the A31, there should be no new vehicular access (except for buses, cycles and emergency vehicles) from this site to Crow Lane. The site layout should be designed to enable, in the longer term, both employment and residential development on this site to link directly into the distributor road.
- ii provision of appropriate links for pedestrians, cyclists and emergency vehicles from the site to nearby residential and employment areas; and
- iii provision of traffic restriction measures in the Eastfield Lane/ Hightown Road area; and
- iv provision of appropriate financial contributions to fund highway improvements at the junction of the B3347 and the A31 in Ringwood town centre.

F20.58 Since the adoption of the Avon Valley Local Plan in 1988 the local planning authority has recognised that this agricultural land lying to the south of Ringwood may be required to meet long-term development needs. Until such a need arises this land is, and will continue to be, subject to planning policies applying to the countryside (Part E of the Local Plan).

F20.59 Future opportunities for new employment development in the Ringwood / Fordingbridge area are limited. Priority will be given to the redevelopment of existing previously developed sites prior to the release of this greenfield site. However land is identified in this plan to meet the area's possible need for employment land towards the end of the plan period.

F20.60 The local planning authority may also be required to release additional land for housing development later in the plan period to meet the needs of Policy H4 of the Hampshire County Structure Plan Review. In the event that new greenfield land is required the land west of Crow Lane would be an appropriate location for new residential development, particularly in conjunction with the associated employment reserve. Residential development shall include affordable housing provision in accordance with Policy AH-1, Section B4 of this plan.

F20.61 The local planning authority and highway authority consider that existing residential roads, particularly Eastfield Lane and Hightown Road, are unsuitable for through traffic and commercial vehicles. Hence the provision of the new distributor road. A transport assessment will be required, and it is likely that a site travel plan will also be required in respect of the employment development. The transport assessment should take account of the restricted capacity of the former railway bridge on Crow Arch Lane and the need to minimise the impact of the new development on traffic levels in Eastfield Lane, Hightown Road and other nearby residential roads.

F20.62 If land is required to be released to meet future development needs then the local planning authority will publish a Development Brief which will set out detailed guidance for the development of the site including access, transport, drainage, open space, landscape provision and other requirements.

Transport

F20.63 Residential roads in the south-east of the town lie on a direct route between the main industrial areas and the A31, avoiding the town centre. However, they are unsuitable for through traffic and industrial vehicles. In the longer term, a distributor road linking south to east Ringwood (B3347 to A31) would assist in relieving pressures on the existing road network. This long term need is recognised in policies for sites on the eastern edge of the town.

Public open space

F20.64 Ringwood is short of formal open space, and barely meets the minimum requirement for informal open space (see Appendix G6, Annex 1, Table 2). Additional open space allocations are therefore required.

F20.65 In addition to an overall quantitative deficiency, particular neighbourhoods also suffer from poor access to open space: for example, dense residential development centred on Broadshard Lane, Meadow Road, and Cloughs Road. Opportunities to provide amenity space and children's playgrounds within the town's residential areas are very limited.

Policy RW-13

Land between Long Lane and Green Lane

7.17 hectares of land between Long Lane and Green Lane is allocated as public open space.

F20.66 The recreational facilities at Long Lane will be extended substantially to improve the overall level of provision in the town. The District Council has purchased 4.00 hectares of land to date towards the implementation of this scheme. The remaining land will be secured, and the site laid out as soon as is practicable. Special attention will be given in the layout of pitches, parking and other facilities to the safeguarding of the amenity of local residents. A scheme of landscaping will be required particularly to strengthen the boundary enclosure of the allocated land with nearby residential properties and adjoining farmland, and to enhance the quality of the local landscape.

Policy RW-14

Land at Hurst Ponds

3.97 hectares of land at Hurst Ponds is allocated as public open space.

F20.67 This land will be laid out as amenity open space and will form part of the full restoration, laying out, and landscaping of this area required in association with development on the adjoining industrial estate (Policy RW-11). This new amenity area will improve access to open space in the north-west of the town.

Policy RW-15

Land east of Hightown Lake

0.50 hectares of land adjacent to and east of Hightown Lake is allocated as public open space.

F20.68 This site is well related to the public footpath network and will provide an attractive lakeside amenity area.

F21 Sandleheath

F21.1 Sandleheath is a small, scattered, predominantly residential settlement lying very close to and west of Ashford. It contains an industrial area at the Brick Yard. It is separated from Ashford by a very narrow strip of countryside, and it is considered vital for the identity of both settlements that this separation is maintained. Land between Ashford and Sandleheath is included in a Local Gap, which is protected by Policy DW-E33, Section C3.

F21.2 It is particularly important to the setting and character of Sandleheath that the area of scattered development to the west of the village outside the defined settlement boundary, and the open land to the south bounded by the Alderholt Road and the C148 are protected from development.

F21.3 The general policies in Part C and Sections F1, F3 F4, F5 and F6 of this plan apply to Sandleheath.

F21.4 For the purposes of affordable housing provision, Sandleheath is defined as a rural area where lower site thresholds for the provision of affordable housing as part of a market residential scheme are applied - see Policy AH-2, Section B4.

F22 Totton and Eling

F22.1 Totton has developed at a point where several major traffic routes, including the main London to Bournemouth railway which divides the town, converge to cross the southernmost bridging point of the River Test. Much of the town is relatively recent. Substantial development commenced in the late 19th century south of the railway around Rumbridge Street and Batts Corner. The centre of shopping and commercial activity has now shifted north of the railway, where development dates predominantly from this century. Totton is now the largest town in the District, and was one of the five areas identified for major growth in the former South Hampshire Structure Plan.

F22.2 Much of the outdoor environment of Totton town centre and its approaches is of poor quality. However the western bypass allows for the town to be relieved of some through traffic, and there is the opportunity to improve the quality of the town centre. In 2005 an area centred on the Junction Road railway crossing was declared an Air Quality Management Area under the Environment Act 1995. This commits the Council to finding ways of reducing the impact of air pollution. The District Council is working in partnership with Hampshire County Council and Totton and Eling Town Council to promote regeneration, and it is hoped that much-needed environmental improvements in the town centre will be completed during the plan period. The plan therefore devotes particular attention to the town centre.

F22.3 Policies TE-11 and TE-12 provide for the completion of the major housing developments west of the town. Policies TE-13 and TE-14 provide for further housing development to help meet the requirements of the Hampshire County Structure Plan Review. Policy TE-15 provides for some development at Eling Quay. Industrial/ office/ business development is provided for in Policy TE-16. Other policies provide for open space (Policies TE-17 to TE-21) and the completion of the Greenroute (Policy TE-22), reserve and allocate land for new stations (Policies TE-23 and TE-24) and allocate land for allotments (Policy TE-25).

F22.4 Other general policies in Part C and Sections F1 to F6 of this plan apply to Totton.

Totton town centre

F22.5 Commercial Road, the southern end of Salisbury Road and the eastern end of Water Lane now form the main shopping area of Totton. The dominance of this northern part of the centre for shopping has been reinforced by the building of the Water Lane shopping parade and the shopping precinct north of Commercial Road, and by the Asda and Totton Retail Park developments.

F22.6 A large proportion of the town centre is covered by large retail buildings, car parks and through roads.

F22.7 The capital spending programmes of the district and county councils have provided for improvements in Totton town centre from April 2001 under the following initiatives:

- Environmental Improvements in New Forest District
- Regeneration of Older Urban Areas in Hampshire
- Southampton/ South West Hampshire/ Solent Area Transport Strategies.

Character and opportunities for change

F22.8 There are a few listed buildings in the town centre, but the town is not noted for its architectural quality. Older buildings like the Cross Keys and Elephant and Castle public houses and the Chapel are important as they give interest to the central areas. While much of the development in the town centre is poorly scaled and bland, there are some newer buildings, such as Lloyds Bank and the Salisbury Road Surgery, which are of good quality with a strong identity.

F22.9 The layout of the town is fragmented by the main roads and railway which cut through it, and as a consequence, moving about on foot is unduly difficult for a small centre. There is no strong focal point or image. The main eastern and western approaches are characterised by poor quality buildings, billboards, and general untidy, unplanned development producing a harsh, unattractive environment. Even so, Totton has a strong sense of community, and local people have a regard for the town.

F22.10 The town park links with the Civic Centre, which is a tight-knit campus of community buildings set in lawns, and provides an important civic space which could be improved by stronger and more attractive links to the shopping areas. Apart from Testvale Park, the town's central amenity areas are limited to the Precinct and the small seating area behind the Cross Keys. There are several other peripheral amenity areas, such as The Furlongs, Bartley Water and Eling Quay, but footpath links between these and the town centre are uninviting.

F22.11 Ultimately it should be possible to develop a major pedestrian space to link the shopping areas of Totton town centre. However, achieving this will depend upon reducing traffic in Commercial Road and at the ends of Ringwood Road and Salisbury Road.

The "old town"

F22.12 Although the northern part of the town centre clearly dominates, the "old town" - the Rumbridge Street and Batts Corner area - continues to survive as a shopping area, acting both as a local centre for Eling and as a specialist shopping area. Junction Road (south) which links this area to the main part of the town centre benefited in the 1990s from a scheme to improve street surfacing and lighting. The old town is also accessible via the rail footbridge from Ringwood Road to Brokenford Lane. The possibility of linking the two parts of the town by road over the railway has been assessed on a number of occasions over the years, but the costs and the environmental impact have proved too great.

Shopping

F22.13 The shopping role of Totton is influenced by its proximity to Southampton. However, with the Asda foodstore acting as a major attractor for the town centre, and the Wednesday market, Totton functions well as a District centre, offering a good range of shops and services. It is important that the town centre continues to respond positively to the competition from developments in nearby locations including Southampton.

F22.14 Although as a shopping centre Totton is fragmented, it is a busy place with a strong sense of community. The northern part of the town centre, in particular, is well provided with car parking in terms of both the number of spaces available and their distribution. This plan suggests action to provide a focus to the centre and enhance links between its different parts.

F22.15 The boundary of the town centre, the primary shopping area and other shopping frontages are defined on the Proposals Map. Development proposals within the town centre are guided by policies in Section F2, together with site specific policies in this section. The northern part of the centre has a relatively high proportion of financial and service outlets and other non-retail uses occupying shop premises. This contributes to the problem of fragmentation of the centre, and further increases within the primary shopping area will be controlled.

Policies for Totton town centre

F22.16 The policies for Totton town centre are intended to assist in improving its appearance and help to maintain or improve its commercial vitality against out-of-centre competition. They include proposals to:

- i reduce traffic in the commercial core through the use of restraint measures;
- ii improve the pedestrian environment in the town centre;
- iii improve links between the commercial centre and "old Totton";
- iv regenerate "Old Totton";

- v promote town centre housing in appropriate locations; and
- vi improve the eastern approach.

These aims are broadly in line with concerns identified through local consultation in 2000. Representatives of the local community have emphasised the desire for a staged approach which maintains the accessibility of the centre. At the same time, the District Council is conscious that opportunities for improvement created by the opening of the western bypass will become increasingly difficult to grasp if traffic flows in the town centre are allowed to creep back towards pre-bypass levels.

F22.17 Further improvements in the town centre as illustrated might be possible following the construction of a new relief road linking Ringwood Road and Salisbury Road. However, it will be necessary first to put in place and evaluate restraint measures on the existing road network, taking advantage of the alternatives offered already by the Totton western bypass and increasingly in the future by other modes of travel. It is hoped to complete this process within the plan period.

F22.18 The local planning authority has prepared Supplementary Planning Guidance for Totton town centre, 'Totton Town Centre Urban Design Framework – A Guide for Change and Development' giving further details on how development proposals can enhance the centre, and on other environmental improvements.

The central core

F22.19 This comprises the main shopping and community areas of the town extending from the precinct to Salisbury Road, Water Lane and Ringwood Road.

F22.20 The measures suggested in this plan, which aim to change the balance in favour of people rather than the car, are largely dependent on reducing both the impact and the volume of through traffic. The excessive areas of tarmac, tatty and ill-defined roadside verges and poor settings to buildings need to be addressed. Implementation of traffic restraint measures (as set out in Policy TE-1) could open up a series of opportunities to improve the environment and commercial vitality of the town centre. While these changes will make the town centre less convenient for non-essential traffic, it is only by making such changes that through traffic will be discouraged and redirected to more appropriate alternative routes such as the Totton western bypass. Traffic management measures may be needed to ensure that traffic does not use residential roads around the town centre as "rat runs".

Policy TE-1

Traffic in the town centre

Proposed town centre improvements, aimed at reducing through traffic and the dominance of the car, will incorporate traffic restraint measures and improvements to passenger transport, cycling and pedestrian facilities.

F22.21 Proposed traffic management measures in the town centre will include improved signing of alternative routes, surface treatment and traffic calming on approach roads to the centre, and ultimately the reduction of road capacity in the centre. Improved passenger transport, cycling and pedestrian facilities will be provided as part of the overall scheme. It may be necessary to introduce appropriate measures to deter traffic from using residential roads in the area. In particular, and subject to the local planning and highway authorities being satisfied that it will not lead to an unacceptable level of congestion and attendant pollution, the section of dual carriageway on Commercial Road will be reduced to single carriageway. This will remove the dominance of the road in the street scene and create opportunities to improve the environment in this area. It will enable a landscaping and surfacing scheme to be carried out to create a main civic space, including tree planting and bus stops with shelters, and a broad landscaped amenity area outside The Precinct and in the vicinity of Lloyds Bank and the Elephant and Castle public house.

F22.22 The possibility of re-opening the Testwood Lane / Commercial Road junction will be investigated. This could be beneficial in allowing traffic flows through Library Road to be reduced; however, this would need to be weighed against the interruption of pedestrian flows along the north side of Commercial Road and the need to relocate existing taxi spaces.

Policy TE-2

Ringwood Road – Salisbury Road link road

~~Following the introduction of traffic restraint measures and environmental improvements in the town centre, an assessment of traffic flows through and around Totton will be undertaken. If the results of this assessment are favourable, a relief road and footpath/footway between Ringwood Road and Salisbury Road will be constructed on land identified on the Proposals Map. In the meantime, the land will be safeguarded against development which would prejudice the construction of the road.~~

~~F22.23 The assessment of traffic reduction measures in the town centre will enable the local transport and planning authorities to determine further works that may be needed to facilitate traffic management and further environmental improvement. Such works could include the construction of the safeguarded Ringwood Road – Salisbury Road link, provided that the transport and planning authorities are satisfied that it will achieve a sufficient reduction in traffic levels at the southern end of Salisbury Road, and will not lead to unacceptable increases in traffic elsewhere.~~

~~F22.24 If the new link road is constructed, its design will need to incorporate adequate pedestrian crossing points (including one from Water Lane to the centre). Strong landscaping will be needed and detailed consideration will need to be given to the use and future appearance of residual spaces along the route. The landscape scheme should include the area between the new road and the footbridge over the railway line linking to Brokenford Lane.~~

~~F22.25 The link road could be at least partly funded by development opportunities created on highway land released following its construction.~~

Policy TE-3

The Precinct

Development proposals at The Precinct will be encouraged to improve its appearance.

F22.26 A few improvements to the shopping precinct have been undertaken, but more could be done to enhance its appearance, for example the re-modelling of shopfronts. Measures to enhance the links from The Precinct to the area of civic buildings and Testvale Park to the north also need to be given consideration.

Policy TE-4

Library Road

The land to the west of the Precinct, on the Library Road frontage, is allocated for retail uses on the ground floor, with ancillary retail/ office/ business/ financial and professional services/ food and drink uses on upper floors. Contributions will be sought for transportation infrastructure and environmental improvements in this part of Totton town centre.

F22.27 The rear of the Precinct, open to view from the west, is particularly unsightly. The proposed development will help to screen it, but will result in a loss of car parking unless alternative provision is made by the developer elsewhere. If such a loss results, the District Council will seek to ensure that parking opportunities for disabled people are not reduced. Restriction of the ground floor use to retail is necessary because of the site's location.

F22.28 Further changes in the road system may eventually enable a new development site to be created in the vicinity of the Salisbury Road/ Ringwood Road/ Library Road roundabout giving the opportunity to provide a new central focus for the shopping centre. If this is to take place, particular attention will need to be given to the creation of a new civic space surrounding the building and its links with all other parts of the shopping centre. The scheme would also need to have regard to retaining adequate highway capacity. The use of the ground floor would need to be restricted to retail because of the site's location within the primary shopping area of the town centre.

Policy TE-5**Land between Ringwood Road and Water Lane**

~~The land bounded by Ringwood Road, the route safeguarded for the proposed Ringwood Road to Salisbury Road link (Policy TE-2), Water Lane and existing commercial development at Nos. 7 to 11 Salisbury Road and Nos. 1 to 7 Water Lane is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, together with office/ business/ financial and professional services development at the eastern end of the site. Vehicular access should be from Water Lane. A pedestrian and cycle link should be maintained between Water Lane and Ringwood Road in the area of Popes Lane.~~

~~F22.29 This area currently contains a mixture of uses – housing, commercial premises, and advertisement hoardings – and has a generally untidy appearance. The proposed development would assist in improving the area. Further guidance on the development of this site is given in the Supplementary Planning Guidance ‘Totton Town Centre Urban Design Framework’.~~

Policy TE-6**The civic building complex**

Only civic and community uses will be permitted in the area of the Civic Centre, library, surgeries, Jobcentre, fire and police stations, former magistrates’ court and associated car parks, as defined on the proposals map.

F22.30 The concentration of civic and community uses in the area to the north of Library Road and east of Salisbury Road is an important aspect of the town centre.

Environmental improvements in the central core:**Water Lane/ Salisbury Road (south)**

F22.31 Environmental improvements in the town centre may include improvements to the highway and adjacent spaces in Water Lane and the southern end of Salisbury Road. These may include new surfacing, landscaping and seating areas. The use of the area for car parking will continue. Subsequent construction of the Ringwood Road - Salisbury Road link road would provide the opportunity for further improvements including the use of shared surfacing and the provision of additional parking spaces where they can be integrated sensitively into the street scene. At all stages account will need to be taken of the important role of Water Lane as a cycle route.

Junction Road (north)

F22.32 The local planning authority will encourage environmental improvements in Junction Road (north) including improvements to landscaping and the amenity value of open spaces around buildings.

The eastern approach

F22.33 The impression given of Totton town centre when coming in from the east along Commercial Road is very poor. To address the present areas of haphazard and poor quality development it is important that future development in this area is coordinated to ensure that new buildings and landscape features provide a stronger and more appealing character to the area.

F22.34 The local planning authority will encourage landscaping and other improvements to frontages in Commercial Road on the eastern approach to the town centre. Supplementary Planning Guidance ‘Totton Town Centre Urban Design Framework’ gives detailed guidance on the coordination of development and landscaping schemes.

F22.35 Improvements for cyclists should be made along Commercial Road to link into the Ashurst to Southampton cycle route.

Policy TE-7

Commercial Road (north side)

The redevelopment of land on the northern frontage of Commercial Road, as defined on the proposals map, in accordance with policies for town centres in Section F2 of this plan will be permitted. Development must allow for the construction of a cycleway adjacent to Commercial Road in accordance with Policy DW-T10.63, Section C9.

F22.36 A comprehensive redevelopment scheme could improve this site which is at an important location on the eastern approach to the town centre. Further guidance on the development of this site is given in the Supplementary Planning Guidance 'Totton Town Centre Urban Design Framework'.

Land south of Commercial Road and east of Junction Road

F22.37 Older buildings on the Commercial Road and Junction Road frontages have an uneasy relationship with the large industrial-style retail building within the Junction Road / Commercial Road/ Mill Road triangle. While redevelopment of this area is not expected during the plan period, any future redevelopment proposals that arise should be carried out on a comprehensive basis with opportunities taken to improve the appearance of the town centre approach on Commercial Road. Any redevelopment proposals should safeguard the amenities of the houses on Junction Road and Mill Road, which should be retained. Redevelopment could provide an opportunity to incorporate a road linking Commercial Road to Junction Road. The public house and its garden curtilage should be retained and its enhancement will be encouraged; any future adjacent development should complement it in scale and character.

"Old Totton"

F22.38 The local planning authority will pursue the following measures in order to enhance the vitality and viability of the "old town":

- i environmental improvements, as follows:
 - improvements to the western approach to Rumbridge Street, including the car park and signing to the shops;
 - enhancement of the street scene in Rumbridge Street by improving surfacing, crossing points, lighting, street furniture and the derelict land opposite the DSS office;
 - improved landscaping along the bypass;
- ii promotion of the area as a local and specialist shopping area; and
- iii encouragement of restaurants, cafes and bars (other than "take-aways").

F22.39 Much of the character of the "old town" remains, but there is scope to enhance the general appearance of the main trading area in Rumbridge Street, which still has some scarred paving, sparse street furniture, inadequate lighting and poor shopfronts. Improvements to surfacing and street furnishings at Batts Corner were undertaken in the mid-1990s, and improvements to the western approach started in 2005.

Policy TE-8

Rumbridge Street Local Shopping Area

Within the Rumbridge Street local shopping area, as defined on the proposals map, development proposals which will enhance the commercial vitality of the area will be permitted. Policy BU-TC2, Section F2 will be applied within the area, subject to the additional criterion that no more than 40% of the total street frontage in the Rumbridge Street local shopping area at ground floor level should be in non-retail uses.

F22.40 Rumbridge Street is within the defined town centre of Totton and subject to the town centre policies set out in Section F2 of this Plan. While no longer part of the primary shopping area for the town, Rumbridge Street has a distinctive character and

makes an important contribution to the town centre economy. Cut off from the primary shopping area by the railway line, the area continues to function as a local shopping centre for the Eling area of Totton, and provides a range of specialist shops serving a wider area. A1 Shop uses at mid-2004 occupied less than 50% of the street frontage within the defined Rumbridge Street local shopping area. Although most other uses along the street frontage are commercial, the introduction of some residential development into the street frontage on the north side of Rumbridge Street has fragmented the commercial integrity of the area. It is important for the commercial vitality of this area that further fragmentation does not take place. Implicit in the policy's target to limit non-retail uses at ground floor level on the street frontages is the local planning authority's desire to achieve some strengthening of shopping activity in this area where opportunities arise.

Policy TE-9

21 to 23 Rumbridge Street

The redevelopment of the site of Nos. 21 to 23 Rumbridge Street for retail purposes, retaining pedestrian links between the car park and Rumbridge Street, will be encouraged.

F22.41 This site, currently occupied by the Co-op, is a key retailing site in Rumbridge Street as it incorporates pedestrian links between the Winsor Road car park and the shopping area. It is important that this site remains in retail use, preferably as a convenience goods store, but redevelopment could enhance the Rumbridge Street frontage and improve the appearance of the rear of the site fronting Winsor Road car park. There is scope to increase retail floorspace to the rear of the site.

Policy TE-10

Brokenford Lane

2.0 hectares of land at Brokenford Lane, Totton is allocated for residential development. The further intensification of existing industrial/ business uses by extension or new development will not be permitted. Any proposals for partial redevelopment of the site must not prejudice the total redevelopment of the site.

In the context of Policy DW-T8, Section C9, developers will be required to contribute to the cost of measures for improvement and traffic management on Brokenford Lane and in the Rumbridge Street area. The development shall include affordable housing, negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4.

F22.42 This site is in two parts, east and west of Brokenford Lane. These are currently in a variety of industrial uses, some of which cause considerable nuisance to the adjoining and nearby residential properties through noise and traffic problems. The narrow entrance to Brokenford Lane from Rumbridge Street is unsuitable for industrial traffic.

F22.43 In view of these problems the local planning authority considers that residential redevelopment of the site would be appropriate. The loss of industrial land is justified in terms of the environmental benefits for existing residents and the additional town centre housing. The extension of existing industrial/ business uses would add to the existing problems associated with the site and prejudice its redevelopment. Further guidance on the development of this site is given in the Supplementary Planning Guidance 'Totton Town Centre Urban Design Framework'.

Parking

F22.44 Existing car parking provision is sufficient for current demand but will be reassessed in the light of the district-wide car parking review (see Section C9).

Totton outside the town centre

Residential

Policy TE-11

Land at Hanger Farm

Approximately 15.5 hectares of land at Hanger Farm, Totton is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4, provided that:

- a Hanger Farm and its barn are retained and re-used for recreational or community facilities and/ or pub/ restaurant uses; and
- b public open space is provided in accordance with Policy DW-R3, Section C10, which shall include provision of the open space allocation at Hanger Farm (Policy TE-18) and contributions towards the costs of acquiring and laying out open space at Bartley Park (Policy TE-17).

Contributions will be sought towards off-site infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14.

F22.45 This land was first allocated for residential development in the Totton District Plan (adopted by Hampshire County Council in 1980). A food superstore was built on part of the original site. A development brief - the West Totton Development Brief No 2 was adopted by the District Council in July 1982 and revised in 1987. This brief will continue to act as Supplementary Planning Guidance for development proposals on this site.

~~Policy TE-12~~

~~Land at Hazel Farm~~

~~Approximately 15 hectares of land at Hazel Farm, Totton is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a Hazel Farmhouse and its main barns are retained and re-used for residential purposes; and~~
- ~~b provision of public open space is made in accordance with Policy DW-R3, Section C10, which shall include provision at Calmore Road (Policy TE-19).~~

~~Contributions will be sought towards off-site transport infrastructure in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14, to include junction improvements between Michigan Way and Calmore Road and the cycle route via Calmore to the town centre (Policy DW-T10.61, Section C9).~~

~~F22.46 This land was first allocated for residential development in the Totton District Plan (adopted by Hampshire County Council in 1980). A development brief - the West Totton Development Brief No. 4 - has been prepared for the site; it was adopted by the District Council in October 1993 and revised in 1998. This will continue to act as Supplementary Planning Guidance for development proposals on this site.~~

~~Policy TE-13~~

~~Land at Testwoodhouse Farm~~

~~Approximately 2.7 hectares of land east of Huntingdon Close and Hamtun Gardens is allocated for residential development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 provided that:~~

- ~~a the northern, eastern and western boundaries of the allocation are landscaped to screen the development from the proposed public open space (Policy TE-20) and from existing dwellings;~~
- ~~b existing trees within the site are retained and protected;~~
- ~~c existing public footpath routes through the site are retained;~~

- ~~d vehicular access to the site is from Hamtun Gardens subject to the provision of improvements to its junction with the A36 Salisbury Road; and~~
- ~~e contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8 and DW-T13, Section C9, DW-R3, Section C10 and DW-F1, Section C14.~~

~~F22.47 This site comprises the area formerly occupied by the farmhouse and outbuildings of Testwoodhouse Farm, and adjoining land lying between these and existing dwellings to the west. The amenities of these existing dwellings should be safeguarded by landscaping of the western boundary; the new development should not exceed two storeys in height. The new development itself should be screened from the area of public open space proposed to the east (see Policy TE-20).~~

~~F22.48 At present the junction between Hamtun Gardens and Salisbury Road is inadequate to accommodate any increase in traffic movements, and improvements to it will be required. A public footpath (Footpath No. 12) runs along the southern boundary of the site, leading through the Test Valley Nature Reserve to the Test Way; another public footpath (Footpath No. 11) crosses the site from its northern boundary to Greenfield Avenue. Both are well used and must be retained as far as possible on their existing alignments.~~

~~F22.49 In association with this development, the local planning authority will seek to secure the provision of the adjoining proposed public open space (Policy TE-21).~~

~~F22.50 Further guidance on the development of this site is given in the Supplementary Planning Guidance for the site.~~

Policy TE-14

Land at Durley Farm, Hounsdown

Approximately 7 ha of land at Durley Farm, Hounsdown is identified for reserve housing provision and will be considered in accordance with Policy H-1, Section B3. Should the release of this site be triggered, development, to include affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4 will be permitted provided that:

- a the nature conservation value of the SINC designated on part of the site is safeguarded;
- b existing trees and hedgerows within the site are retained and protected;
- c the developer provides a replacement for the existing football field, of at least equivalent quantity, quality and community benefit and in a suitable location, prior to the commencement of development;
- d landscaping works are carried out to the boundaries of the site with the Totton western bypass and with land to the west, in order to screen the development from the New Forest and protect new dwellings within the site from excessive traffic noise;
- e the layout of development provides for access by bicycle and on foot to the land to the east the subject of Policy TE-16; and for pedestrian, cycle and (if appropriate) general traffic access to the A35 Main Road to the west; and
- f contributions towards the provision of open space and transport infrastructure are made in accordance with policies DW-T8, Section C9, DW-R3, Section C10 and DW-F1, Section C14.

F22.51 This land is identified as part of the reserve dwelling provision required by Policy H4 of the County Structure Plan. If the need for the reserve provision is triggered, then depending on the scale of the requirement, this site may be released for development. The site lies between Hounsdown School and the Totton Western Bypass. The central part of the site (some 2 hectares) is designated as a Site of Importance for Nature Conservation (SINC), and any development proposal for the allocated land will need to satisfy the local planning authority that it makes adequate arrangements to safeguard the nature conservation value of the SINC. This will include detailed consideration of the routing of any access road required through the SINC.

F22.52 The main vehicular access to the site is likely to be from Jacob's Walk. However, the development will also need to incorporate a link to the land adjoining to the east, which is allocated for employment purposes and would in the absence of such a link be effectively up to 2 kilometres distant from the site. This link must be suitable for use by pedestrians, cyclists and emergency vehicles, and may also (depending upon the scale and layout of the development) need to serve as a secondary access for general vehicular traffic. Transport infrastructure contributions required in accordance with Policy TE-14 are likely to include measures to assist pedestrians, cyclists and/or public transport users.

Industrial/ business/ residential development

Policy TE-15

Land at Eling Wharf/ Eling Quay

Approximately 1.5 hectares at the southern end of the site, adjoining Eling Quay, is allocated for residential or mixed residential/ office/ business development, including affordable housing negotiated to the satisfaction of the local planning authority in accordance with Policy AH-1, Section B4. The remainder of the land at Eling Wharf, as shown on the proposals map, is allocated for industrial/ business uses.

F22.53 This large industrial site south of the A35 and east of Eling Lane provides an important location for industrial/ business development and needs to be retained, in the main, as an employment site. It has a substantial visual impact on this edge of Southampton Water and on the approach to the District over Redbridge, which could be mitigated by planting along the waterfront.

F22.54 The southern part of the site, adjoining Eling Quay, is proposed for redevelopment including residential use. It is an extremely sensitive and prominent site overlooking the waterfront. It is currently part of the larger industrial site, but its redevelopment including some housing (as an exception to Policy BU-CE2, Section F4) is intended to enable improvements to be made to the appearance of the area around the north side of the creek, enhance public access and fund necessary improvements to the Eling Quay area. Further guidance on the development of this site is given in Supplementary Planning Guidance.

Employment and business development

Policy TE-16

Land at Newmans Copse

13.8 hectares of land at Newmans Copse, Totton is allocated for industrial/ office/ business and storage and distribution uses, provided that:

- a access to the site is from the A326 spur (Marchwood bypass), and from the Totton western bypass (left turns in and out only) and via a new footpath and cycle track alongside the Marchwood bypass between the site entrance and Jacob's Gutter Lane. Land should be reserved for a footpath/ cycle route link into the land to the west the subject of Policy TE-14; and**
- b the developer contributes towards the costs of off-site highway works including improvements to the junctions of the Marchwood bypass with Twiggs Lane and Jacob's Gutter Lane in accordance with Policies DW-T8, Section C9 and DW-F1, Section C14.**

F22.55 Any scheme or detailed proposals for the site should meet the requirements of the above policy and related supplementary guidance. The proposed uses and the design and layout of buildings should have regard to the proximity of the school and residential development. Conditions will be attached to any planning permission to control noise levels at the site boundary.

Public open space

F22.56 Totton is well provided with informal open space, and has a small deficiency in formal open space (see Appendix G6, Annex 1, Table 2). A significant proportion of the formal open space provision is due to the inclusion of private sports clubs such as

Testwood Football Club, the BAT sports field, and school playing fields in the calculation of provision. Despite the reasonable provision, the distribution of open space is inequitable, with the majority of existing or proposed facilities being concentrated in the south and west of the town.

F22.57 The new park adjoining Bartley Water in the west of the town will be linked to Eling Creek via a footpath through open space areas. Proposals for formal open space at Hanger Farm and Hazel Farm are to be provided in conjunction with new housing development. Additional sites at Testwoodhouse Farm and Little Testwood Farm are allocated as playing fields.

F22.58 When all the proposals have been implemented, formal and informal open space provision will both exceed the minimum standard. The proposals will help to address the imbalance of provision across the Parish.

Policy TE-17

Land at Bartley Park

4.23 hectares of land at Bartley Park is allocated as public open space.

Policy TE-18

Land at Hanger Farm

2.42 hectares of land at Hanger Farm is allocated as public open space.

Policy TE-19

Land at Hazel Farm

2.42 hectares of land at Hazel Farm (at Calmore Road) is allocated as public open space.

F22.59 These will be provided by developers contributions, in accordance with West Totton Development Briefs Nos 2 and 4. The Hanger Farm site will be laid out as playing fields and bowling green. The Hazel Farm site will be laid out as informal open space.

~~**Policy TE-20**~~

~~Land at Testwoodhouse Farm~~

~~**7.84 hectares of land at Testwoodhouse Farm is allocated for public open space.**~~

~~F22.60 This open space allocation, between Testwood School and the South Hampshire Industrial Park, will be laid out as playing fields and informal open space. Allocation of this site will help to improve the distribution of facilities in Totton. The site has good pedestrian access. Vehicular access can be afforded from Salisbury Road, or via the industrial estate. Car parking to serve the playing fields must be provided within the allocation. The Lower Test Nature Reserve adjoins the northern and eastern boundaries of this allocation, and the land on the northern boundary is included in a Site of Importance for Nature Conservation; in the landscape scheme for the site particular attention should be given to the detailed design of planting and/or fencing on these boundaries.~~

Policy TE-21

Land adjoining Little Testwood Farm

4.04 hectares of land south of Little Testwood Farm is allocated as public open space.

F22.61 This open space allocation will be laid out as playing fields. Allocation of this site will help to improve the distribution of facilities. Vehicular access can be afforded from Salisbury Road. Car parking must be provided within this allocation.

Transport

Policy TE-22

Totton "Greenroute"

Land is safeguarded for the completion of the "Greenroute" (footpath/ cycleway)

through the development areas to the west of the town, linking them to the proposed Bartley Park recreational area. Contributions may be sought from developers in these areas towards the construction and maintenance of the Greenroute in accordance with policies DW-T8 and DW-T13, Section C9 and DW-F1, Section C14.

F22.62 The Totton District Plan provided for a central Greenroute running through the major housing developments to the west of the town and implemented in parallel with them. The development of remaining allocated areas allows for the Greenroute to be completed during the period of this Plan.

Policy TE-23

Railway station, Bartley Park

Land at Bartley Park, West Totton is safeguarded for a railway station, access road, forecourt and associated car park. Pedestrian and cycle access will need to be provided from Ashurst Bridge Road and via a link eastwards to the Greenroute where it crosses the railway.

F22.63 The site safeguarded for a new railway station is at the southwest corner of Bartley Park. The Hampshire Rail Improvement Study identified two options for the site: a community station to provide for local journeys or a “parkway” station to provide for longer-distance travel.

F22.64 A community station would be likely to require about 75 car parking spaces, which could be accommodated within a small part of the safeguarded area. Access to such a development would be via a new road linking Monkton Lane to the southeastern part of Ashurst Bridge Road (west of the former sewage treatment works site), and thence via an access road into the site from Ashurst Bridge Road. No new road connection to Ashurst Bridge Road west of the bypass is proposed, and traffic management measures will be introduced if necessary to deter extraneous traffic on Briarwood Road and Larchwood Road and in the village of Ashurst Bridge.

F22.65 A proposal for a “parkway” station could arise either as a second phase following the development of a community station or as an alternative proposal from the outset. It would involve a considerably greater area of car parking and almost certainly different access arrangements.

F22.66 The progress of either scheme will be dependent on a favourable assessment of its environmental impact, including its relationship to adjacent dwellings and to Bartley Park. However, for the “parkway” option, particular consideration would need to be given to the adequacy of the proposed car park to meet likely demand (the safeguarded area allows for a total of about 350 spaces), and the loss of public open space. An appropriate form of access onto the A326 would need to be considered as part of the junction strategy for the Totton western bypass. The safeguarding of the site in this plan should not, therefore, be taken as a commitment to the principle of a “parkway” station at this stage.

Policy TE-24

Railway station, Hounslowdown

Land at Jacob's Gutter Lane, Hounslowdown, is allocated for a railway station.

F22.67 The possible restoration of passenger rail services to the Waterside branch line is discussed more fully in Section C9. A new service linking Hythe and Marchwood to Totton and Southampton could also serve a new station at Hounslowdown, primarily for local residents and the small number of workplaces within walking and cycling distance. No land is expected to be required outside the current operational land of the railway.

Allotments

Policy TE-25

Land at Jacob's Gutter Lane

0.8 hectares at Jacob's Gutter Lane is allocated for allotments.

F22.68 The above site is in the countryside adjoining the built-up area. It has been designated in recognition of the need for new allotments in Totton.

