

NEW MILTON TOWN COUNCIL

NEW MILTON MODIFIED NEIGHBOURHOOD PLAN 2024 - 2042

SUBMISSION PLAN: SEPTEMBER 2025

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SUMMARY OF PROPOSED MODIFICATIONS. FOR FULL DETAILS PLEASE SEE DRAFT MODIFICATION STATEMENT AND PROPOSAL.

NM1	A Spatial Plan for New Milton (retained)
NM2	Diversifying Housing (modified)
NM3	Land East of Caird Avenue (modified)
NM4	Design Quality (modified)
NM5	New Milton Town Centre Regeneration (modified)
NM6	Heritage and Information Centre (retained)
NM7	Cultural & Community Hub and War Memorial Recreation Ground (retained)
NM8	Health and Wellbeing Centre (retained)
NM9	Business and Innovation Centre (deleted)
NM10	Buildings of Local Heritage and Townscape Value (modified)
NM11	Mitigating Effects on European Sites (retained)
NM12	Walking and Cycling (modified)
NM13	Barton on Sea (modified)
NM14	The Rural Areas in the National Park (modified)
NM15	Employment (modified)
NM16	Tourism (retained)
NM17	Early Years Facilities (retained)
NM18	Education (retained)
NM19	Connecting the Town (retained)
NM20	Biodiversity (new)
NM21	Energy Efficiency (new)
NM22	Maintaining and enhancing the Conservation Area (new)
NM23	Local Shops (new)
NM24	Brownfield Sites (outside the Town Centre) (new)
NM25	Area of Special Character (new)

PLEASE NOTE THIS IS A CLEAN VERSION OF THE SUBMISSION MODIFIED NEW MILTON NEIGHBOURHOOD PLAN – FOR POLICY WORDING TRACK CHANGES PLEASE SEE THE MODIFICATION PROPOSAL. SUPPORTING TEXT HAS BEEN UPDATED FROM THE ORIGINAL PLAN WHERE APPROPRIATE.

1. INTRODUCTION

- 1.1 New Milton Town Council is preparing its review of the made New Milton Neighbourhood Plan (NMNP). NMTC is defined as a 'qualifying body' for this purpose in line with the [Neighbourhood Planning \(General\) Regulations 2012](#) (as amended).
- 1.2 The Made Plan covers the period 2016 - 2036. The designated neighbourhood area covers the same area as the Town boundary. On 21 June 2021 it was agreed by New Forest District Council to 'make' the New Milton Neighbourhood Plan, following a referendum held on Thursday 6 May 2021. The Neighbourhood Plan was also adopted by the New Forest National Park Authority on 1 July 2021 for the part of the parish within the National Park.
- 1.3 The New Milton Neighbourhood Area was designated by New Forest District Council and New Forest National Park Authority on the 13th February 2015 as the area to which the policies of the modified NMNP will apply. A map showing the Neighbourhood Area is shown below.
- 1.4 The parish of New Milton lies within the administrative areas of New Forest District Council with the northern part falling within the New Forest National Park Authority in South West Hampshire. Situated on the edge of the New Forest, the town is about 6 miles west of Lymington town centre and, to the east, about 6 miles from Christchurch and 12 miles from Bournemouth town centre. New Milton has a population of 25,300 (2022 census) and has an older population than the national average with the mean age being 51 years old in the New Forest compared with England's average of 40
- 1.5 New Milton is predominantly a modern settlement, having been created almost from scratch following the opening of the railway station in 1888. Many of the buildings within the town centre date from the twentieth century, with a significant amount of replacement having taken place during the 1960s and 1970s. New Milton's main features are the 'Old Water Tower', which has been there for over 100 years, and St Mary Magdalene Church, which holds the graves of the first ever inhabitants of New Milton.

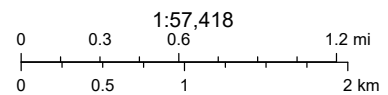
New Milton Neighbourhood Plan Boundary



11/20/2025

New Milton Parish Boundary

World_Hillshade



Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 1 – New Milton Neighbourhood Plan Area

- 1.6. This version contains the policies for determining planning applications for the use and development of land within New Milton during the Neighbourhood Plan period. In doing so it operates alongside other policies of the NFDC and NFNPA development plans that relate to New Milton.
- 1.7 The modified NMNP was published for statutory consultation under Regulation 14 of the Regulations along with the draft modification statement between the 2nd June and 16th July 2025.
- 1.8 Anyone who submitted comments to NMTC provided an email or postal address and contact name. NMTC keeps this information confidential. However, it must forward information to NFDC and NFNPA in due course for the sole purpose of notifying all those that have submitted comments that it has received a final version of the plan for examination.

NMTC is working to this timetable:

- Review of Regulation 14 comments and drafting of submission version of the modified Plan August/September 2025.
- Submission version of Plan to NFDC & NFNPA (Regulation 15) October 2025
- Regulation 16 consultation November/December 2025
- Examination early 2026

2. BACKGROUND

History

- 2.1 The earliest settlements still evident or referenced in place names today are those of Ashley (Esselei), Barton (Burmintune), Milton (Mildeltune) and Bashley (Bailocheslei) mentioned in the Domesday Book.
- 2.2 Eighteenth and nineteenth century development of small estates such as that at Ashley Arnewood, as well as more isolated farmsteads such as Gore Farm, are also still evident in today's urban landscape although many have been surrounded by later development and require a forensic search to discover them.
- 2.3 The second half of the nineteenth century saw the arrival of the railway and the development of New Milton. In this period Station Road, with its distinctive straight north-south axis, was set out together with the establishment of a regular pattern of individual plots on land to the east of Station Road, occupied by large, detached buildings; some of these still remain, for example on Osborne Road. Immediately north of the railway line, smaller pairs of semi-detached and short terraces of dwellings began to appear (Manor Road), and to the north- west development took the form of generous, loose grid pattern of the residential roads that still exist today.
- 2.4 During the early part of the twentieth century development of the 'centre' of New Milton advanced slowly. Construction of already planned areas to both north and south of the railway line followed the pattern that had already been established nearby. By the middle of the century the west side of Station Road south of the railway line had also been developed with the continuous string of commercial buildings that can be seen today. The east side of the road remained as large residential buildings in generous plots of land. However, these were to disappear after the Second World War to be replaced by the 1960s and 1970s commercial buildings that can be seen today. A framework for a town centre of broad, spacious avenues had been established and the heart of the town had been laid out with a recreation ground and war memorial.
- 2.5 By the middle of the twentieth century the town had grown to both west and east. To the west, streets of inter-war detached dwellings sit in narrow, strip plots with generous back gardens, to the east the continuing development of large detached or semi-detached dwellings set within their plots extended slowly eastwards.
- 2.6 In the early 2000's, national planning policies encouraged higher proportions of development to be within existing towns and villages, to reduce the need for new development on 'greenfield' sites. High demand for land for development and associated high land values resulted in significant pressure for the redevelopment of established residential areas. For New Milton, the result has been a gradual loss of nineteenth century detached houses immediately beyond the centre of New Milton and on the seafront at Barton and their replacement with blocks of flats and higher density developments. These often fill the entire plot from side to side and in some cases front to back, changing the character of an area and losing garden land and green spaces.

Profile

- 2.7 The New Milton Vision has an overarching ambition to attract a younger demographic profile to live and work in the town. This approach is a response to the population imbalance with a significantly higher than usual proportion of older people aged over 65 and an under representation of people in the 20 to 40 year age group. Subsequent analysis indicates this proportion has increased and this trend will likely continue under a 'business as usual' scenario

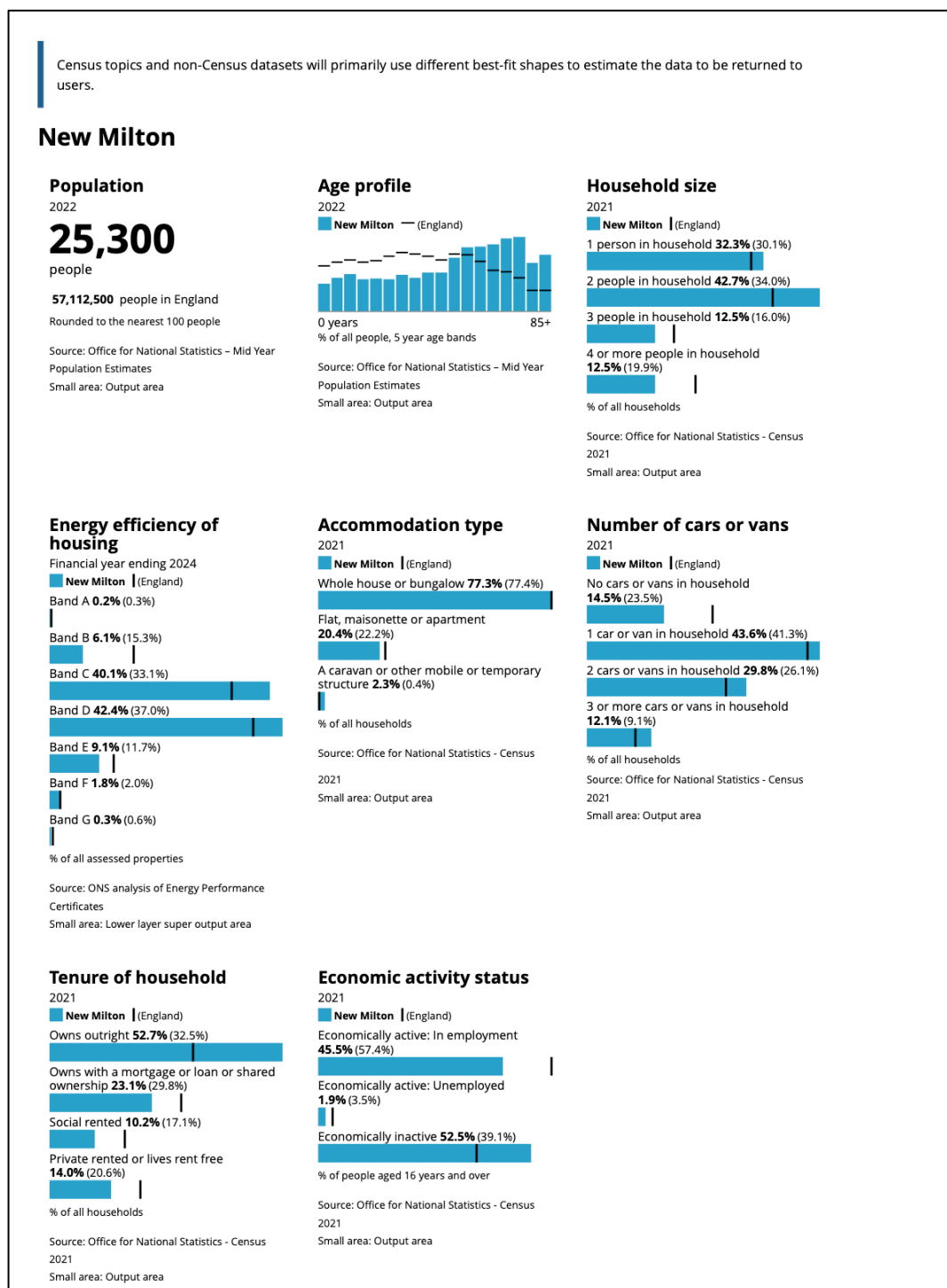


Figure 2 New Milton Census Profile 2021 – Source: Office for National Statistics - Census 2021 Crown Copyright used under open government licence OGL.

- 2.8 New Milton has a number of sports facilities including New Milton Town Football Club, which plays at Fawcetts Field, New Milton Rugby Club and New Milton Cricket Club. The town's leisure amenities include: a park with children's play area, a skate park, a multi-use games area, Fawcetts playing fields, a community centre, tennis courts, outdoor/indoor bowling, a library and a sports centre with swimming pool, sauna, gym, squash courts and multi-activity sports hall. Being near the New Forest, the town is also a good location to be based for walking, cycling and riding. There are many holiday and caravan parks in the surrounding area.

Strategic Planning Policy

- 2.9 The modified NMNP has been prepared to be in general conformity with the strategic policies of the New Forest District Council Core Strategy (2009) [New Forest District Council Local Plan Part 2 adopted 2014](#) and [New Forest District Council Local Plan Part 1 \(2016 – 2036\)](#) adopted July 2020. The Local Plan and Core Strategy policies will eventually be replaced by an updated Local Plan, which currently has no proposed adoption date but will be undertaking Regulation 18 consultation at the end of 2025.
- 2.10 A fuller explanation is set out in the Basic Conditions Statement as part of the submission but the key policies affecting New Milton are:

[The New Forest District Local Plan First Alteration 2005](#)

- Policy DW-E12 Protection of landscape features - Development will not be permitted which would cause the loss of, or irreparable damage to, open areas or other landscape features, including those identified on the proposal maps, which:
A: contribute to the character or setting of a defined built-up area or defined New Forest village by reason of visual amenity; and/ or
B: screen development which would otherwise have an unacceptable visual impact.

[New Forest District Council Core Strategy \(2009\):](#)

- Policy CS7 Open spaces, sport and recreation
Policy CS19 Tourism
Policy CS21 Rural Economy

[New Forest District Council Local Plan Part 2 adopted 2014:](#)

- Policy DM1 Heritage and Conservation – *conserving and enhancing the historic environment, including listed buildings, and other heritage assets in the designated neighbourhood area.*
- Policies DM2 Nature conservation, biodiversity and geodiversity and DM3 Mitigation of impacts on European nature conservation sites *within the designated neighbourhood area.*
- Policy DM9 Green Infrastructure linkages – *protecting and seeking improve connections between green infrastructure assets including those in the designated neighbourhood area.*
- Policies DM20 – DM25 on Countryside policies – *setting out the approach to development applying to the designated neighbourhood area*

- Policies STR1 – STR3 on spatial strategy – *directing development to the most accessible locations within the district and protecting the countryside, and the adjoining National Park setting.*
- Policy STR4 Settlement hierarchy – *setting out the nature and scale of development with New Milton classified as a ‘town’ placing it at the top of the settlement hierarchy.*
- Policy STR5 indicates an overall housing target of 10,420 homes in the plan period with approximately 200 homes coming forward in the New Milton NP
- Policy STR7 Strategic transport priorities – *supporting and encouraging proposals resulting in improvements to accessibility of sustainable travel.*
- Policy STR8 Community services, infrastructure and facilities – *protecting existing and ensuring adequate provision of new infrastructure.*
- Policies ENV1 – ENV4 on protecting the special environment of the district including the designated neighbourhood area.
- Policies HOU1 – HOU5 on the type, size and mix of new housing in the district including the designated neighbourhood area, with 50% affordable on sites comprising 11 or more dwellings with a tenure mix of 70% affordable rent and 30% affordable home ownership.
- Policies CCC1 – CCC2 on community safety and climate change for the district including the designated neighbourhood area.
- Policies SS10 (Land at Brockhills Lane) and SS11 (Land to the south of Gore Road) the two strategic allocations within the Local Plan for New Milton. SS10 is consented and SS11 pending decision.

2.11 The modified NMNP has also been prepared to be in general conformity with the strategic policies of the [New Forest National Park Local Plan Review Part 1 \(2016 – 2035\)](#) adopted 2019. The Local Plan will eventually be replaced by an updated Local Plan, which currently has no proposed adoption date but will be undertaking Regulation 18 consultation at the end of 2025.

2.12 Whilst not an exhaustive list, the Local Plan Review includes a number of relevant policies that apply in the rural areas of the parish within the National Park:

- GP2: General Development principles
- SP5: Nature Conservation Sites of International Importance
- SP6: The Natural Environment
- SP7: Landscape Character
- SP17: Local Distinctiveness
- DP18: Design Principles
- SP28: Rural Exception Sites

2.13 If more is published by NFDC or NPNPA before the modified NMNP is submitted, an explanation of how reasoning and evidence of the emerging Local Plan ties in with the modified NMNP will also be included in the Basic Conditions Statement.

2.14 The Hampshire Local Transport Plan LTP4 ([link](#)), adopted in February 2024, includes a number of policies that are relevant to this Neighbourhood Plan. Of particular relevance are the following:

- Policy HP1 – Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips
- Policy HP2 – Enable healthy neighbourhoods and high streets in partnership with communities
- Policy RT1 – Maintaining accessibility in rural areas, and providing viable alternatives to the private car
- Policy RT2 – Sustainable access to the countryside
- Policy DM2 - Support proactive masterplanning of new development sites for high quality neighbourhoods.

National Planning Policy

2.15 The modified NMNP also has regard for national planning policy and guidance as set out in the [National Planning Policy Framework \(NPPF\)](#). The Basic Conditions Statement contains further details but the key policies are:

- §30 - neighbourhood planning gives communities the power to develop a shared vision for their area, which can shape, direct and help to deliver sustainable development, by influencing local planning decisions
- §61- meeting the identified housing need, including an appropriate mix of housing types for the local community.
- §74- giving consideration to allocating small and medium sized sites suitable for housing in the area.
- §83 – promoting sustainable development in rural areas.
- §98a – planning should provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.
- §98c/d – planning should also guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs and should ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community
- §105 – protect and enhance public rights of way, including taking opportunities to provide better facilities by adding links to existing rights of way networks.
- §109e- identifying and pursuing opportunities to promote walking, cycling and public transport use.
- §176 - plans should apply a sequential, risk-based approach to the location of development so as to avoid, where possible, flood risk to people and property
- §189 – great weight should be given to conserving and enhancing the landscape and scenic beauty of National Parks, as should conservation and enhancement of wildlife and cultural heritage.

2.16 The modified NMNP must demonstrate how its policies contribute to the achievement of sustainable development and how they will not cause any harm to important ecological areas (in respect of the Habitats Regulations). A Strategic Environmental Assessment and Habitats Regulation Assessment have been prepared to accompany the modified NMNP. These matters are also addressed in the Basic Conditions Statement.

Project Progress

- 2.17 Following the adoption of the NMNP in 2021, NMTC monitored the effectiveness of the policies through their application in the determination of planning applications. Conscious that NFDC were looking to undertake a full review of the Local Plan which was discussed in late 2023 and announced in early 2024, the Town Council felt that the time was right to bring the Steering Group back together to consider a review of the made NMNP.
- 2.18 The vision for the plan remains unchanged; the semi-rural, peaceful location of New Milton and living close to the sea and New Forest - with a range of small-town facilities, including the mainline railway station. The vision for the future is encapsulated by the following:
- a. A more vibrant town centre. Up to half could see the opportunities that new housing could have to make positive changes for everyone; a more vibrant town centre with character - that stays alive in the evening with restaurants and family pubs.
 - b. Affordable homes for youngsters and 2-3 bed family homes.
 - c. Jobs: Greater employment opportunities of a better quality and variety.
 - d. Health & Wellbeing: Most people are happy with their health care now but can see that more clubs for friendship and activities and better cycle and walkways would improve health and wellbeing.
 - e. Infrastructure requirements prioritised provision of increased healthcare, education and traffic management. Over half of respondents were not happy with traffic flow, particularly in the town centre, and over 200 suggestions for road improvements were made.
 - f. Most parents and students were happy with education now but there were comments about a need for more nursery, pre-school and special needs education.
- 2.19 A Steering Group comprising both NMTC Councillors and representatives of the local community, with input from NMTC officers, was reconvened to review the made Plan and undertake initial evidence gathering and research. The Steering Group had, through previous community work and recent planning application experience, identified a number of key areas which it felt were of concern to the community; these included, providing more opportunities to encourage a younger demographic into the town to live and work, responding to climate change, more emphasis on green and blue infrastructure and safeguarding strategic employment land and local shops whilst seeking to maximise brownfield site allocations.
- 2.20 The Steering Group contacted all landowners of potential brownfield sites for their views, in November 2024 and commissioned technical reports to support the modified plan in respect of a Housing Needs Survey, Design Code for New Milton and a new Town Centre Masterplan. An informal engagement exercise was carried out in March 2025 on the proposed modifications to policies and on six potential new policies within the Plan.
- 2.21 The results of the engagement exercise can be found on the website and in the consultation statement which NMTC will publish as part of the submission documents that will summarise the nature and outcome of the informal engagement and statutory consultation activities and how they have informed the NMNP.

3. VISION, OBJECTIVES AND POLICIES

3.1 The vision of New Milton:

“With younger people now finding exciting new job opportunities and more affordable homes in the Parish, New Milton can look forward to a strong and sustainable future. The Parish has become a real asset for the New Forest— socially, economically and environmentally.

The Masterplan for the town centre has been realised as it now provides a mix of retail, residential, leisure, health and business uses; and makes the most of the train connections between Bournemouth and London—and the ultra-fast digital infrastructure.

The attractive pedestrian-friendly landscaping provides easy connectivity between town centre destinations—and provides new space for outdoor events such as markets and festivals.

The town centre is easily accessed by local people with new footpaths, cycleways and a regular bus service. For drivers, there is easy parking suited to various purposes from click & collect and shopper visits to longer stays for workers and residents—with plenty of EV charging stations.

The iconic Cultural & Community Hub, on the site of the Memorial Centre, offers a much wider range of community services and activities and attracts users from many miles as event organisers find the size and flexibility of the space perfect for their needs. An evening trip to the Hub is often combined with a visit to one of the many bars and eateries, now that there is a direct connection with the high street.

Old Milton Road has developed a lively and creative vibe, with its pop-up shops and new creative businesses, attracting younger people. The Film & Green Screen Studio attracts a steady stream of film crews and game developers.

New Milton’s town centre is now a place for all ages and has become a strong asset to the New Forest visitor economy.

The landscaping and easy accessibility together with the improvements to the natural and historic environment afforded by the new developments, have created net gains in biodiversity and, as a consequence, improve the health and wellbeing of those who live in or visit the Parish.

Barton-on-Sea has retained its local character and remains a popular place to live especially for our older residents. Some small infill housing schemes have fitted in well. The seafront, although continually challenged by the effects of erosion, remains a popular attraction for local people and visitors.

Our part of the National Park, around Bashley, has maintained its special landscape character, with little change other than through the provision of appropriate small scale rural affordable housing”.

- 3.2 This vision represents a significant and deliberate departure from the way that the town has grown over the last 30-40 years. The nature of the town’s facilities and retail offer has, until now, been focused towards its older population, which has continued to grow. This has also shaped the image of New Milton to the outside world, whether that is house buyers, business investors or retailers.

3.3 To achieve this vision, the following plan objectives have been agreed, unchanged from the made Plan:

- To create a more balanced population by reducing the difference in population numbers between the 20-40 age group and 65+ age group
- To widen the role of the Town Centre with retail, cultural, health and business uses as well as a vital housing location
- To increase the capacity of the early years and education sector
- To protect and enhance the natural environment, supporting net gains in biodiversity
- To increase the recreational opportunities in the parish, reducing travel by local people to the New Forest for short recreational trips
- To increase the number of commuting trips by rail, bus, cycling and walking
- To increase the capacity of the arts/cultural and health sectors
- To increase the health and wellbeing of residents through provision of enhanced medical facilities, more recreational activities and making it easier to get around New Milton and the Town Centre on foot and by cycle.

3.4 The proposed modified Neighbourhood Plan contains twenty-five policies, each of which is intended to contribute to one or more of these objectives. Each policy has a code number and title and the policy wording is in **Bold** text. Below this is some supporting text to explain the intent of the policy and how it should be understood by applicants and applied by NFDC and NFNPA to planning applications. The justification of each policy will be contained in the Basic Conditions Statement. Where a policy applies to specific land or sites in New Milton this is shown on the Policies Map.

Policy NM1: A SPATIAL PLAN FOR NEW MILTON

The Neighbourhood Plan directs all significant residential, employment, commercial and cultural development to the town of New Milton, as shown on the Policies Map.

Barton-on-Sea, as shown on the Policies Map, is mainly suited to small scale, infill residential and tourism development, as opportunities arise.

Development outside New Milton town and Barton-on- Sea will only be supported if it accords with the development plan policies relating to the Green Belt or the New Forest National Park, as relevant.

- 3.5 This policy establishes the essential spatial principles for development across the designated Neighbourhood Area, which comprises three distinct parts:
- New Milton (including Ashley and Old Milton)
 - Barton-on-Sea
 - the countryside around Bashley, which lies in the New Forest National Park, and to the east of Barton-on-Sea, which lies in the Green Belt.
- 3.6 In doing so, it provides a policy bridge between the vision and objectives of the Neighbourhood Plan and all its other policies. The policy boundary excludes the minerals area as defined by Local Plan Part 2 Policy NMT6.
- 3.7 As the second largest settlement in the District, New Milton is an especially sustainable location to accommodate proposals for major development, either on brownfield land within the settlement (especially the Town Centre) or on land at its edges to be released from the Green Belt. A key feature of those proposals will be the contribution they make to achieving the shift in the demographic profile of the town.
- 3.8 Barton-on-Sea is a distinct community lying between New Milton and the coast. It is fully laid out in regular residential plots with few opportunities for anything other than infill schemes (see Policy NM13).
- 3.9 The rural area to the north of the Sway Road lies in the National Park around the small village of Bashley and is therefore only suited to the types of countryside development that are consistent with the adopted policies for the National Park (see Policy NM14). The remaining area of countryside to the east of Barton-on-Sea and south of Ashley lies in the Green Belt and contains no settlements and is therefore subject to national Green Belt constraints.

Policy NM2: DIVERSIFYING HOUSING

Proposals for all residential development should seek to include in their housing mix a type and tenure suitable for first time buyers or those looking to rent a home.

- A. Housing development of 10 or more dwellings, must deliver 50% affordable housing on site.
- B. Affordable housing must be delivered in the form of:
30% affordable home ownership

70% affordable rent and social rent, with the mix to be determined on a site-by-site basis at the planning application stage

- C. Proposals for residential development will be expected to provide a mix of dwelling types and sizes to address the nature of local needs and contribute to the objective of creating a mixed and balanced community. To achieve this objective, provision should be made for smaller dwellings (1 & 2 bedrooms) which should comprise 50% or more of the total in schemes of five or more dwellings.
- D. All Development proposals should be delivered as accessible and adaptable dwellings in accordance with Building Regulations M4(2), unless evidence can be provided to demonstrate that such provision would be impracticable or render the scheme unviable. The provision of homes constructed to Building Regulations Part M4(3) for wheelchair accessible homes will also be supported.

3.10 This policy refines the Local Plan objective of diversifying local housing supply and is intended to contribute to the core aspiration of the Neighbourhood Plan to diversity the demographic profile of the parish.

3.11 Census 2021 data shows that New Milton has a noticeably older population compared to both the New Forest and England as a whole. The 65-84 age group represents the single largest age group in New Milton, surpassing 30%. New Milton also has a higher proportion within the 85 and over group, whilst the younger age groups (0-14, 15-24 and 25-44) are underrepresented relative to the district and national averages. The 45-64 age group is well represented, reflecting a substantial middle-aged population.

3.12 The Census data also illustrates a marked increase of over 21% in the last decade of households where non-dependent children cite as their primary residence, (compared to a national increase averaging 3.5%) This indicates the relative unaffordability of entry-level homes, where young people are financially unable to move out and form their own households.

3.13 The Town Council views the Neighbourhood Plan as a potential way to reduce the aging population trend. Without intervention nearly half of the population of New Milton will be aged 65 and over within the next decade. Developers are therefore strongly urged to include housing size, type and tenures which will be attractive to younger buyers and renters.

3.14 In recent years there has been a shift in the composition of housing stock with increases in larger homes, with the share of one and two bed dwellings declining slightly. Just under 10% of homes are second homes (mostly smaller properties such as sea front flats) and there is a sizeable number of one and two bed dwellings in age restricted developments. Cumulatively, this means that whilst it would appear to be a reasonable stock of smaller dwellings, with the Housing Needs Assessment indicating that larger properties should be the priority, in reality, the smaller dwelling housing stock is not available to address the housing needs for younger residents and as such the policy seeks to redress this imbalance.

3.15 This policy does, however, recognise that with an ageing population, whilst encouraging all residential development to include a greater contribution of the types of homes that will support the needs of younger people and families, the policy should address the need to provide accessible and adaptable dwellings to reduce the need for age restricted housing. By encouraging developers to build to at least M4(2) standard this ensures new builds provide options for buyers to remain in

their home in later years, rather than moving out into care facilities, helping to maintain a balanced mix of demographics within any given neighbourhood. The Royal Institute of British Architects (RIBA) published the report 'A Home for the Ages: Planning for the Future with Age-Friendly Design' in July 2019 which makes the case for how policymakers focusing on increasingly age-friendly housing provision could play an important role in tackling the extensive issues in both housing and social care.

3.16 It is with this in mind that the Neighbourhood Plan includes this policy provision which will improve accessibility and assist in allowing people to remain in their own home throughout their life, adapting as necessary, a situation which also help maintain long term connections to a community. Whilst M4(2) and M4(3) are not mandatory as building regulations, it has been adopted through planning policy in a number of locations, including the London Plan, where M4(2) is a required standard. The government consulted on extending M4(2) to [all new homes in July 2022](#) and the impact assessment and other background documents for this consultation provide additional support for this policy.

3.17 Due to the lack of affordable housing options within New Milton, it is expected that the LPA and developers will enter into a legal agreement to secure any affordable housing on site as affordable in perpetuity to prevent any reduction in affordable housing options in the longer term.

Policy NM3: LAND EAST OF CAIRD AVENUE

The Neighbourhood Plan allocates land east of Caird Avenue, as shown on the Policies Map, for a mixed-use development comprising a business innovation centre and hub, and/or health care facilities and green infrastructure.

Development proposals should have full regard to the following principles and subject to an appropriate sequential test to prevent inappropriate class E development in this out of town centre location:

- a. The employment scheme shall comprise land to deliver 1,800 sqm GEA of Class E(c), E(e) or E(g) floorspace to be accessed from the southern access road only.
- b. Any class E(c) or E(g) Business Innovation Hub should comprise flexible, affordable office accommodation to serve start-up businesses, assist in the diversification of the local economy and should include access to ultra-fast broadband and providing a support hub for local businesses including training and seminar facilities.
- c. Any class E(e) Health and Wellbeing Hub development proposals will be supported for the co-location of health and wellbeing services and for an expanded facility to serve a larger and more diverse local community.
- d. The green infrastructure scheme shall comprise:
 - i. an effective landscape buffer to screen the adjoining minerals operations, the employment land from residential development and to screen Carrick Way Woodland a Site of Importance for Nature Conservation;
 - ii. the retention of existing trees on the southern boundary and retention of the existing shelter belt of mature trees / hedgerow and green verges on the western boundary to maintain the green setting of Caird Avenue; and,

- iii. any measures that are required to satisfy the Habitat Regulations and the adopted Mitigation Strategies or any future relevant requirements;
- e. The layout of the schemes allows for, and does not compromise, the continuing minerals operations adjoining the site boundary; and
- f. The site lies within the safeguarded buffer zone of the Caird Avenue operations and in close proximity to the Ashley Manor Farm site. At the request of the County Council, as Minerals and Waste Planning Authority, this site will be required to demonstrate that it has considered these safeguarded sites in any forthcoming proposal. This could be in the form of a Safeguarding Assessment or through discussions with the safeguarded site's operator.
- g. The infrastructure scheme shall comprise:
 - i. A comprehensive package of on and off-site transport and movement measures that link to the movement network defined in Policy NM12 to satisfactorily mitigate the effect of the comprehensive scheme on local roads and to encourage the use of sustainable modes of transport; and
 - ii. The delivery and maintenance of an effective sustainable drainage system including the protection of Danes Stream and the retention of at least an 8m buffer zone.
- h. The layout of the site is planned to ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.
- i. To minimise the risk of sewer flooding and protect water quality, surface water will not be permitted to discharge to the foul or combined sewer network

3.18 The policy has been modified to reflect the delivery of the retail scheme previously included within this policy and the potential for the site to deliver either a Business and Innovation Hub as part of the employment offer and/or a new co-located Health and Wellbeing facility.

3.19 The previously proposed location for the Business and Innovation Hub in the Town Centre is no longer available and NFDC (landowner) and the Coastal Medical Partnership (operator) of the medical centre in policy NM8 have confirmed there are no established plans to extend the current facilities to create a health and wellbeing hub, so its deliverability is uncertain. Caird Avenue is therefore considered an appropriate location, agreed with the landowner, for these facilities. In respect of the Health and Wellbeing facility, given the likely level of future growth of the town, there is no prioritisation; should proposals come forward on either or both sites, they will be supported.

3.20 The policy has also been modified to reflect the removal of Class B1 from the use Classes Order which was replaced with Class E, of which sub sections (c),(e) and (g) would be suitable in this location. These include professional or financial services or any other services which it is appropriate to provide in a commercial, business or service locality, the provision of medical or health services, offices, research and development of products or processes, or industrial processes.

3.21 This policy updates and carries forward policy NMT5 of the New Forest District (outside the National Park) Local Plan Part 2: Sites and Development Management (2014) by allocating land at Caird Avenue on the south-eastern edge of the town for business and employment development and associated pedestrian and cycle links. The site remains well suited to delivering new employment land in a competitive location for the town and the scheme will generate

approximately 100 new jobs in addition to retaining almost 150 jobs currently available on site (including the new retail supermarket)

3.22 NFDC has identified the high growth/low impact digital economy as strategically important. Conveniently located between the emerging digital powerhouses of Bournemouth and Southampton and the excellent connections by rail, New Milton is well placed to help drive this strategy. The Innovation/Business Centre has the potential to act as a catalyst for attracting and developing new digital businesses into New Milton and the wider area.

3.23 New Milton's unique combination of assets: excellent rail access between Bournemouth and London; ultra-fast broadband; a superb coastal/forest location—and a large opportunity site at the A&T print works in the Town Centre provide the strong potential to attract young digital entrepreneurs to New Milton, supporting a more balanced and flexible local economy which reflects not only the proposed changes to the demographic profile of the town but also the economic needs of the District.

Policy NM4: DESIGN QUALITY

All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed to reflect the distinctive character of the town, as described in the New Milton Local Distinctiveness Supplementary Planning Document, and of the settlements within the New Forest National Park. All applicants will be required to demonstrate that development has full regard to the New Milton Design Guidance and Codes including the following:

- i. is of high-quality design and layout and includes appropriate landscaping and well-connected greenspace integrated with existing landscape features;*
- ii. contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open space to provide natural surveillance;*
- iii. creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- iv. contributes to local distinctiveness and where possible should enhance local character and heritage including the special character of the New Forest National Park;*
- v. protects open spaces, trees and gardens that contribute to the character of the area;*
- vi. does not cause significant harm to the amenities, health and wellbeing of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight;*
- vii. creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;*
- viii. incorporates well integrated parking that does not dominate the street environment. Consideration should be given to availability of electric vehicle charging points in communal parking areas;*
- ix. positively addresses climate change through early consideration of layout and building design, and through passive design, energy and water efficiency, and renewable energy measures;*
- x. takes the opportunity to encourage community interaction by creating layouts with a focus on community;*
- xi. optimises the potential of the site to deliver housing typologies suited to younger people and families in accordance with other policies of the development plan; and of the development plan; and*
- xii. optimises the potential of the site to accommodate development.*

- xiii. *takes account of flood risk through their location and design, existing flow routes and drainage features within the site should be identified and preserved eg ditches, seasonally dry watercourses, historic ponds.*
- xiv. *integrates sustainable drainage systems, to minimise and control surface water run-off, provide flood storage capacity and improve habitats and species migration. SuDS measures should include source control components such as rainwater re-use/harvesting, green roofs, rain gardens, trees, permeable paving. Multi-functional SuDS features should be used to meet several planning policy requirements within the same area of the site eg biodiversity, amenity, green infrastructure, flood risk, drainage.*
- xv. *minimises the risk of sewer flooding and protects water quality, by not discharging surface water to the foul or combined sewer network.*

In addition to the above requirements, all development proposals must ensure the protection of local biodiversity assets and should seek to provide additional habitat resources for wildlife and green spaces for the community that result in a biodiversity 'net' gain for the town.

Larger developments of over 50 homes should include areas which will provide a community focus and amenities such as communal gardens.

New and improved utility infrastructure will be encouraged and supported in order to meet the identified needs of the community.

- 3.24 The purpose of design policy is to ensure that development creates pleasant, healthy and sustainable places to live. This is a shared ambition of the community of New Milton, the District Council and the National Park Authority.
- 3.25 The policy has been modified to reflect the introduction of the New Milton Design Guidance and Codes which reflects the policy wording and introduces a more visual explanation of the policy to aid in its understanding. There are distinctive features of New Milton that shapes its character. The Design Guidance and Codes is an integral part of the policy but is extensive and the document is therefore attached as an Appendix for representational purposes only. It therefore carries the full weight of the development plan in decision making and is not subordinate or supplementary guidance carrying lesser weight.
- 3.26 The Neighbourhood Plan requires high quality in design of all new development that contributes positively to the private and public realm (including streets and open spaces), protects and enhances heritage assets, valued townscape and landscapes and creates accessible and healthy environments rich in biodiversity. It also takes the opportunity to continue to encourage housing typologies suited to younger people and families and how new development should be as energy efficient as possible.

Policy NM5: NEW MILTON TOWN CENTRE REGENERATION AREA

The Neighbourhood Plan identifies the New Milton Town Centre sites 1 - 15 shown on the Policies Inset Map and listed below, for the purpose of supporting regeneration opportunities to deliver at least 250 homes and retail, cultural, health and business investment.

1. *Memorial Centre (.32ha)*
2. *Station Road (1.08ha)*
3. *Station Road East (.41ha)*
4. *Manor Road North (.18ha)*

5. Manor Road South (.34ha)
6. Osborne Road Car Park (.24ha)
7. Spencer Road (GP & Car Park) (.28ha)
8. Spencer Road (Morrisons Car Park) (.20ha)
9. Spencer Road (Tel Exchange) (.15ha)
10. Spencer Road Car Park (.70ha)
11. Shops East of Bradbeers Dept Store (.228ha)
12. Bradbeers Dept Store (.12ha)
13. Elm Avenue Car Park (.59ha)
14. Crossmead Avenue Car Park (.40ha)
15. Gore Road Library (.214ha)

- A. *Proposals for redevelopment will be supported provided they demonstrate how they will contribute to the Town Centre Masterplan and accord with relevant policies of the Development Plan.*
- B. *Development proposals, where adjoining a proposed route defined in Policy NM12, must ensure that the needs of pedestrians, cyclists and public transport users are fully taken into account and that commercial uses can continue to be serviced.*
- C. *Proposals to create livelier and more active street frontages and an improved public realm along Station Road and Old Milton Road, will be supported. Such proposals might include widened footpaths, attractive pedestrian and cycle crossings, the introduction of areas of shared space, street planting and junction improvements.*
- D. *In order to assess available network capacity, the wastewater and water infrastructure provider will be consulted on planning applications as early as possible to review the development proposals and work with the developer on the intended delivery programme. This will assist with identifying any potential network reinforcement requirements. Where there is a capacity constraint, the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.*

3.27 A site assessment report is included in Appendix B. In respect of site 1, only upper floor development to enable the new Cultural and Community Hub (Policy NM7) on the lower floors, is included and in relation to site 15, this site would only be released for redevelopment where the Library is relocated within the Cultural and Community Hub or accessibly located elsewhere within New Milton, or the service is provided in a different way if the site is considered to be redundant following a service review.

3.28 It is acknowledged that maintaining an appropriate level of public parking is required to support the commercial viability of the Town Centre but it should not be dominated by car parks nor be completely car dependent and should be balanced with the ambition of the Neighbourhood Plan to provide more active travel opportunities and reducing the use of the private car for short journeys. As such proposals for the redevelopment of existing public car parks should be accompanied by a parking survey to demonstrate that there is sufficient remaining alternative provision to service the requirements for the town centre in suitable locations. (eg through surveys to establish current occupancy rates) Where insufficient parking results, schemes should seek to retain an appropriate level of public parking on site as part of the proposals.

3.29 Attention is also drawn to the fact that Sites 2, 3, 5 & 6 are included within the proposed Area of Special Character and development on these sites will therefore need to illustrate how they have responded to policy NM25 (Area of Special Character) as follows:

Station (Site 2)

The Neighbourhood Plan and Town Centre Masterplan promote redeveloping the land around the westbound platform station building for residential uses with car parking for station users and new residents, of a scale, massing and layout that enhances the gateway function of this area along with enhancing the setting of existing heritage assets and landmark structures could be appropriate.

With the Area of Special Character in place, some modifications may be necessary to:

- specify the ‘heritage assets and landmark structures’
- identify key views
- be clearer about the relationship between building orientation, massing and height(s) and conserving an effective setting to the station buildings that enables them to continue to be enjoyed when arriving at the station by train and from within the town
- identify design cues from the prominent buildings in the ASC to inform the architectural detail in terms of features, materials and motifs, not to lead to a pastiche of the Domestic Revival period to but offer a subtle connection between the old and the new.

Station Road North (ex-‘Manor Road’) (Sites 3 and 5)

The Neighbourhood Plan promotes redeveloping two areas comprising parcels of industrial, storage and commercial land between the railway line, Manor Road and Station Road for a mixed use commercial/residential scheme. It identifies the opportunity to ‘improve the gateway (to the town centre) from the north’ and to create a ‘stronger visual connection across the railway line with the Water Tower using a ‘larger scale, built form’.

With the Area of Special Character in place, it will be necessary to:

- identify the importance of retaining the view south to the Water Tower from along Fernhill Lane
- maintaining a strong building line to the Station Road frontage for its continuation after the road bridge and to gradually reveal No.10 Station Road around the curved bend in that frontage
- retain the original Nos 25-27 building in the frontage but allowing for the redevelopment of its single storey showroom adjoining the railway line on the existing set back building line to show the gabled roof of Milton Hall

Osborne Road (Site 6)

The Neighbourhood Plan and Town Centre Masterplan promote redeveloping the public car park in Osborne Road for residential use. Taking account of the Area of Special Character the design principles should be:

- maintaining the building line formed by Nos 2-8 Osborne Road
- building heights no greater than the Station Road frontage or Osborne House opposite, so as not to compete with the adjoining Water Tower
- no obstruction of the glimpse view of the Water Tower from the station bridge
- using design cues from the prominent buildings in the ASC to inform the architectural detail in terms of features, materials and motifs, not to lead to a pastiche of the Domestic Revival period (to) but to offer a subtle connection between the old and the new.

3.30 Overall, this policy seeks to respond to the desire to enhance the Town Centre and broaden its appeal, particularly to younger households, through unlocking development potential to fund future investment in public realm, community, cultural and heritage facilities and to increase footfall in this highly sustainable location. An increase in the number of younger people living and working in New Milton over the plan period will increase their demand for goods and services, which, if met by new town centre businesses, may in turn increase the attractiveness of the town for such households. A Town Centre Masterplan has been prepared to support this policy and can be found in Appendix C.

3.31 This policy was originally intended to encourage NFDC to consider their inclusion onto Part 2 of the NFDC Brownfield Register to trigger a grant of Permission in Principle for the sites providing the statutory requirements set out in Town and Country Planning (Permission in Principle) Order 2017 (as amended) and the Town and Country Planning (Brownfield Land Register) Regulations 2017 are met. However, NFDC has confirmed that irrespective of any developer offering to enter into a unilateral undertaking to overcome the matter of the inability of Permission in Principle (PiP) to impose conditions to mitigate habitats constraints which apply in New Milton, these sites would still be considered Habitats development and therefore would not be considered for Part 2 of the register.

3.32 Notwithstanding that position, the identification of these sites may be beneficial for any future government initiatives which aim to reduce uncertainty, cost and the time associated within securing planning permission for brownfield sites, such as Brownfield Passport sites, recently consulted upon by government with the aim of “reducing uncertainty and risk to developers will help encourage and underpin better use of urban land”¹ As such the NMNP encourages NFDC to proactively seek to take any opportunities that arise to make the process of developing previously developed land as straightforward as possible.

Policy NM6: HERITAGE AND INFORMATION CENTRE

The Neighbourhood Plan identifies the old Station Building, as shown on the Policies Inset Map, as a Town Centre redevelopment scheme.

Development proposals will be supported for the conversion of the Station Master’s house to a heritage/information centre.

3.33 The Neighbourhood Plan has identified a number of specific opportunities that can contribute to the Town Centre Vision and this policy identifies the old Station Building at New Milton Station for this purpose.

¹ [Brownfield Passport: Making the Most of Urban Land](#)

- 3.34 New Milton Town Council and Milton Heritage Society were working together to provide a community-based project for residents and visitors of New Milton to learn and interact with local history. This project has now been taken over and restarted in 2024 by the Friends of New Milton Station group in conjunction with the Heritage Society. The 'No1 New Milton Project' focuses on converting the derelict Station Master's House into a new heritage centre and community facilities, providing a unique opportunity to build awareness and interest in the town, telling the story of how Milton parish has evolved from 1886 when the railway came, through to modern times. The centre will act as the starting point for visitors to the town to take the 'heritage trail' to the beach at Barton on Sea or to use the pedestrian and cycle links to explore the New Forest National Park.

Policy NM7: CULTURAL & COMMUNITY HUB AND WAR MEMORIAL RECREATION GROUND

The Neighbourhood Plan identifies the provision of a Cultural & Community Hub, as shown on the Policies Maps, as a Town Centre redevelopment scheme.

Development proposals will be supported for the redevelopment of the current community and ancillary buildings to create a new multi-purpose cultural facility for the town and the improvement of the War Memorial Recreation Ground as the main town park.

The proposals must include the provision of a footpath link within the site to improve connectivity between Old Milton Road and Gore Road to Station Road and Whitefield Road

- 3.35 To contribute to the Town Centre Vision this policy identifies the opportunity to secure a cultural /civic presence. The Town Centre is currently focused on Station Road which is a result of its historic pattern of development and the nature of more recent developments which have done little to redefine this structure or improve connectivity.
- 3.36 Although the Town Centre has a large green space at its centre - the War Memorial Recreation Ground - it is hidden behind the 'high street' and does not have the public realm functions that might be expected of a space of this scale in this location. Two sites have the potential to change this and make a significant improvement to the Town Centre. The Memorial Hall building and a single storey garage building (with the bowling club relocated to a suitable site elsewhere in the town) offer an opportunity to redevelop the whole site to provide a Cultural & Community Hub that might include a theatre, library and council offices, with the option for enabling residential development on the upper floors (see Policy NM5)
- 3.37 It will also be essential that an appropriate connection is made between Station Road, the hub and the recreation ground area if they are to play a full part in the life of the Town Centre. The connection should improve visibility between this area and Station Road, and will be a key element in delivering improvements in pedestrian connectivity across the town centre.
- 3.38 The War Memorial Recreation Ground space will play an important part in this plan if it is to form part of a new focus to the town. The redevelopment of the Memorial Centre site and its relationship to the Recreation Ground, along with the proposals for Old Milton Road will change the demands on this space, increasing the importance of its role in connecting the different parts of the regeneration area.

Policy NM8: HEALTH AND WELLBEING CENTRE

The Neighbourhood Plan identifies a Health & Wellbeing Centre, as shown on the Policies Maps, as a Town Centre redevelopment scheme.

Development proposals will be supported for the co-location of health and wellbeing services and for an expanded facility to serve a larger and more diverse local community.

- 3.39 The Town Council has the opportunity to work with partners to create a Health & Wellbeing Centre within the town centre at Spencer Road to provide an enhanced health and wellbeing centre with co-designed services that include health assessments and activity plans to protect, maintain and prolong good health.
- 3.40 Proposals for mixed use development or redevelopment to include a health facility at ground level with health and wellbeing uses at upper floors will be supported to provide a new, purpose-built health and wellbeing centre. The Town Council is currently leading a Steering Group with the West Hampshire Clinical Commissioning Group and local General Practices to deliver a hub that streamlines the three surgeries and provides additional health services. This policy therefore supports this project.
- 3.41 Given the likely challenges in funding the enhancements required to deliver the facility, one option which has been presented is to release this location for development (See Policy NM5) and create a new expanded Health and Wellbeing facility at Caird Avenue (See Policy NM3) The landowners of both sites are open to the consideration of either proposal.

~~Policy NM9: BUSINESS AND INNOVATION HUB~~

~~THIS POLICY HAS BEEN DELETED.~~

Policy NM10 BUILDINGS OF LOCAL HERITAGE AND TOWNSCAPE VALUE

The Neighbourhood Plan identifies the following buildings and structures, as shown on the policies map, as having local heritage and townscape value:

- i. Lloyds Bank building, 47 Station Road*
- ii. New Milton Station buildings, platforms and canopies – both sides*
- iii. The former Milton Hall*
- iv) Nos 25-27 Station Road*
- v) Post Office Sorting Office, Station Road*

Development proposals that will result in the loss or substantial harm to a Building of Local Heritage & Townscape Value will not be supported, unless it can be demonstrated that the benefits of the development outweigh the significant harm to the asset.

- 3.42 Aside from the Water Tower which was statutorily listed in 1974 and is a significant landmark building, the town centre has no other designated heritage assets. However, it does contain some locally important buildings of historic and/or architectural value that play an important part in defining the townscape character and legibility of the town centre. The policy therefore seeks to ensure that redevelopment schemes acknowledge and take into account that value in their design proposals.

3.43 The justification for inclusion of the additional buildings in this policy is provided by the New Milton Area of Special Character report (2024) in Appendix E and Appendix F. It is confirmed that landowners were contacted prior to the Regulation 14 to advise of the potential inclusion and to invite any comments. None were received. Buildings i – iii were included in the original Neighbourhood Plan and as such no new justification is required, as this element of the policy remains unaltered.

Policy NM11: MITIGATING EFFECTS OF EUROPEAN SITES

Residential schemes will be required to include proposals for mitigating their effects on European sites. This could be through on-site provision or off-site financial contributions in accordance with the requirements of the development plan, including compliance with the Mitigation for European Sites SPD as it applies to New Forest SPA, SAC and Ramsar site, Solent Maritime SAC, Solent and Southampton Water, SPA and Ramsar site, and where necessary financial, contributions for ongoing monitoring of the New Forest SAC.

In addition to the above requirements, all development proposals should have regard to:

- i. water quality and the mitigation of nutrient enrichment so as not to undermine Policy 13 of the South Hampshire Strategy October 2012; and*
- ii. treatment and infrastructure capacity to avoid water quality impacts on the integrity of European sites within the Solent*

3.44 The Habitat Regulations Assessment (HRA) has concluded that the New Milton Neighbourhood Plan will not affect the integrity of European sites in relation to recreational pressure or air quality matters. The provision of alternative recreational opportunities away from the European nature conservation sites is identified as a key objective within the Countryside Access Plan produced by Hampshire County Council for the New Forest and Southwest Hampshire. Its vision is “*To provide a network of access to the countryside where local people and visitors continue to gain pleasure and inspiration from the countryside within Southwest Hampshire, while understanding and respecting its landscape, wildlife and cultural heritage.*”

3.45 Residential development proposals are required to mitigate recreational impacts as set out in the development plan as follows:

- Schemes of 50 homes or fewer must make a financial contribution towards NFDC’s ‘Greenway’ mitigation projects.
- Schemes of more than 50 homes will be required to make provision of alternative natural recreational green space in accordance with NFDC policy DM3 and the emerging policy 10 or other appropriate arrangements demonstrated by a site-specific Appropriate Assessment to be sufficient and effective.

3.46 The HRA also concluded that water quality is not an issue that the New Milton Neighbourhood Plan can address on its own, however the Plan can provide support to the agencies that are developing strategic solutions to reduce nutrient input into the Solent.

3.47 The South Hampshire Strategy (October 2012) provides a framework for local plan preparations, and the Submission Local Plan recognises that there is a need to reduce nutrient inputs to the Solent designated sites. The Strategy commits to support other agencies and includes additional mitigation measures for development that directly or indirectly discharges wastewater into the Solent. The Neighbourhood Plan therefore requires development to have regard to Policy 13 (Infrastructure) of that Strategy and to take this matter into consideration in preparing development proposals.

Policy NM12: PROMOTING WALKING AND CYCLING

The Neighbourhood Plan identifies a walking and cycling network, as shown on the Policies Map with the purpose of supporting healthy and safe active travel opportunities.

Proposals which create opportunities to improve this network, including new walking, cycling and Public Rights of Way routes to connect the existing and new residential areas of the parish with the Town Centre will be supported.

Development proposals on land that lies within proximity of the 'Green Loop' will be supported where they:

- i. demonstrate how they sustain or enhance the collective function of the network;*
- ii. In proximity to Danes Stream and Becton Bunny opportunities are taken to open up culverts and create habitat enhancements while maintaining at least an 8m buffer from the top of the riverbanks and/or culvert location; and*
- iii. have regard to how their landscape schemes, layouts, access and public open space provision and other amenity requirements may contribute to the maintenance and improvement of the network, while avoiding having an urbanising effect on any existing Public Rights of Way*

Development proposals requiring the preparation and agreement of travel plans as planning conditions or obligations, are required to prioritise in their travel interventions the making of financial contributions to footpath and cycleway improvement projects connecting their schemes with the town centre, including strategic allocations in the NFDC Local Plan (2016 – 2036 or subsequent version)

Development proposals that will result in the unnecessary loss or obstruction of a section of cycleway, footway or Public Right of Way that cannot be satisfactorily mitigated, will be resisted.

3.48 New Milton is a conventional form of town, with its centre located broadly in the middle of the settlement, with the rail station close by and various suburbs surrounding it, connected by the main roads leading into the centre from all directions. The main patterns of movement generated from within the town are car-based, comprising mostly one of three types of trip; out- commuting from across the town to Southampton and Dorset, shopping trips from suburbs to the town centre, and the school run.

3.49 Significant growth on the edges of the town is likely to increase congestion in the town centre and on roads heading north and west. There is no prospect of creating additional road capacity in or around the town centre, so the challenge is to reduce dependence upon the private car for short journeys and to invest in infrastructure improvements on the active travel network. If the rail station is going to play a major role in attracting new commuting households, its connectivity from all parts of the parish by walking, cycling and bus services must be excellent.

3.50 Hampshire County Council (HCC), New Forest District Council (NFDC), New Forest National Park Authority (NFNPA) and Forestry England have worked together to develop an LCWIP to deliver improvements to walking and cycling facilities across the New Forest area including New Milton, which was subject to public consultation in later 2024. This has been used to assist in the mapping for this policy, alongside assistance provided by local walking and cycling groups including Transition Lymington, who prepared a “London Tube Style” Cycling Network Map of routes between New Milton and Lymington, which have been included where they fall within the Neighbourhood Plan boundary. It is noted that a number of the on-road opportunity routes would need to undergo a safety audit prior to be promoted as part of the active travel network.

3.51 An integral part of the walking and cycling network are the Public Rights of Way (PRoW), managed by Hampshire County Council, which play a vital role in enabling sustainable, off-road travel and recreation.

3.52 In respect of on-road schemes, the Town Council will work towards, and alongside other Councils at all levels as necessary, to designate and implement Local Cycle Routes, including a route connecting Ashley, Hordle, Everton and Pennington (4.25 miles). LTP4 states that HCC will ‘evaluate, when undertaking larger maintenance schemes, opportunities to bring existing infrastructure for walking and cycling up to current standards, rather than simply replacing like for like’. Prior to larger planned maintenance work (including carriageway resurfacing) affecting roads on this designated Local Cycle Route, the Town Council will work with HCC to evaluate signage and junction priority alterations, which can be undertaken as part of the planned maintenance work.

3.53 Developers and those involved in improving and enhancing active travel routes are directed to use the [Healthy Streets Indicators Assessment](#) tool to ensure that the whole community is able to access and enjoy the network. The tool includes planning safe routes which avoid severance including the removal of physical barriers wherever possible, making crossings easy and considering the appropriate placement of new street furniture as well as providing adequate spaces to rest or shelter. Proposals for new active travel routes should also seek to ensure they do not result in the loss of important biodiversity, including rare habitats and wildlife.



Figure 3 Healthy Street Indicators.

3.54 Design principles for the utility walking and cycling routes should include the following:

1. In 2022, the Highway Code was updated to make clear that pedestrians crossing side roads have priority over drivers, however without road markings this is often not adhered to. Where NMTC-designated walking routes cross _road junctions with no existing crossing point, 'Side Road Zebra Crossings' (ie just the markings, no lights) should be added at all junctions (as now being implemented in Sheffield). These are cheap and highly effective in encouraging Active Travel (83% of UK adults feel more confident crossing a road with a zebra crossing, and that 76% of parents would be more likely to walk their children to school if there were side road zebras in place along the route).
2. Where designated walking routes cross wide road junctions, consideration should be given to narrowing these junctions, in order to slow traffic and reduce the distance needed to cross the road (HCC Draft LCWIP also makes this point).
3. Signposts should be included for all sections of walking and cycle routes that are deemed already adequately safe, and further signage added as safety measures are introduced.
4. There should be a move towards 20mph zones where the designated walking and cycling routes are not separated from the road, or which cross a road.
5. There should be a stated aim for children to be able to safely walk or cycle to all schools in the town

3.55 The 'Green Loop' is both a utility and leisure scheme consisting of six individual projects that create a valuable and connected footpath network around the town. One section of the loop (between Ballard Woodland and Ballard Lake) has recently been implemented by NFDC as part of their 'Greenway' initiative. The remaining routes suffer from a lack of signage and thus public awareness of the potential of the network is low. Its use could be enhanced by improving the condition and signage and by interlinking these existing rights of way with green spaces. This provides an opportunity to enhance the network by improving the infrastructure associated with it, to include information/interpretation boards, benches, dog bins and dog exercise areas, replacing stiles with gates, and improving connections between parts of the footpath (PROW) network.

3.56 These improvements will make the use of these routes more attractive and encourage more frequent use by new (and existing) residents and may avoid visits to internationally designated sites. The Town Council has considered a range of routes that could be enhanced which may subsequently be considered suitable as candidate proposals to connect with existing proposals set out in the Mitigation Strategy for European Sites SPD. The network has been selected to ensure it is particularly accessible from the areas where residential development is planned, or to take advantage of a particular local recreation opportunity. This policy does not prevent development, rather it sets out to ensure that any development does not cause harm to these candidate projects.

Policy NM13: BARTON-ON-SEA

In line with the role for new development at Barton-on-Sea as set out in Policy NM1, development proposals will be supported, provided they have demonstrated regard to the New Milton Design Guidance and Codes as they relate to Barton-on-Sea design characteristics as follows:

Barton Seafront

- i. Openness of frontage, spaciousness, views and skyline*
- ii. Consistent building lines*
- iii. Consistent boundary heights*
- iv. Consistent eaves and ridge heights*
- v. Consistent forms of building mass, height and the building line*

- vi. Deep fronted garden margin*
- vii. Wide green verge, uninterrupted by cars*
- viii. Variety of architecture*
- ix. Open grassed cliff-top plateau and grass verge*
- x. Shoreline scrub and characteristic wind pruned trees*
- xi. Deep garden margin*
- xii Occasional landmark trees*

Barton Gardens

- xvi. Consistent set back creating a margin of garden to almost every street;*
- xvii. Well stocked and maintained front gardens*
- xv. Low frontage enclosure*
- xvi. Mown grass road verges*
- xvii. Occasional pine trees*
- xviii. Consistency of street rhythms, building lines, gaps between buildings, eaves heights and roof forms in bungalow area – predominantly uninterrupted hipped simple roofs and simple building forms*
- xix. Peaceful green internal spaces to the blocks*
- xx. Consistent urban grain of separate units of similar footprint laid out in a clear perimeter; block structure*
- xxi. Underlying retained lanes*
- xxii. Occasional special buildings*
- xxiii. Lane edges of trees, occasional field hedge remnants, banks and informal verges*
- xxiv. Avenues*
- xxv. Garden 'islands' where strips of trees and larger shrubs and hedges are created especially in longer garden areas*
- xxvi. Deep margins of front garden space*

Becton Bunny

All development proposals in proximity to Long Meadow should seek opportunities to enhance Becton Bunny and wherever possible provide additional flood capacity and habitat improvements.

- 3.57 This policy defines the essential characteristics of the character areas that together form Barton-on-Sea, which is distinctive from New Milton to its immediate north.
- 3.58 Its purpose is to ensure that developers acknowledge and understand these characteristics in determining their design proposals. It does not require a slavish adherence to every single characteristic in every design proposal, but it does require developers to explain why they have chosen not to follow a characteristic.
- 3.59 Views of the sea and to the Isle of Wight, and the wide open cliff-top green space in front of a varied line of residential buildings characterise this area. Wide road carriageway, verges and deep front gardens add to the sense of space which is dominated by the open green cliff-top plateau. The grassed plateau is public open space and mostly of benefit for walking, sitting and peaceful enjoyment although more active uses such as kite flying and hang-gliding link to typical use of the beach.
- 3.60 There is a central focus on the sea front with cafés/shops. Historically, development on the coast at Barton started in Victorian times with visitors being attracted to the coast to stay at Barton Court Hotel and by Edwardian times also enjoying the golf course. By 1909, Marine Drive was laid out and the land along it divided into a number of wide plots to accommodate speculative

development of further holiday accommodation. There is only one obvious architectural remnant of the Victorian hotel being the wall and gate pier. However, the layout of roads and division of plots (as is so often the case) still determines much of the character of this area. Further subdivision of plots brought not only flatted accommodation but some larger houses during the interwar period.

- 3.61 Barton Gardens does not have the strong underlying landscape that the Becton Bunny Valley area has to set its distinctiveness. Flat plain laid out as a loose grid network is sometimes difficult to orientate oneself. Much of the area is characterised by hip roofed bungalows, wide streets with verges and front gardens for every passer-by to admire across low walls or fences. However, bungalows are by no means the whole story - there are areas of large houses, purpose built flats, various chalet dwellings and even terraced streets and more rural cottages. For large areas, the consistency of bungalow forms is important.

Policy NM14: THE RURAL AREAS IN THE NATIONAL PARK

Development proposals in that part of the designated Neighbourhood Area that lies in the New Forest National Park will only be supported if they are consistent with the adopted development plan policies for that area.

Proposals for rural exception housing schemes that meet the development plan definition will be supported within or adjoining the rural settlement of Bashley, as indicated on the Policies map.

Proposals which would result in the visual coalescence of Bashley (New Forest National Park) with the New Milton will not be supported.

- 3.62 This policy restates for completeness the way in which development proposals will be considered in that part of the Parish that lies within the New Forest National Park, broadly land to the north of the Sway Road and Bashley Cross Road.
- 3.63 The only rural settlement within this area is Bashley, which contains a linear pattern of housing, sports and commercial uses along the B3058 Bashley Road/Bashley Common Road and the cluster of housing around its junction with St. Johns Road. There is also a significant caravan park to its east. Policy SP28 of the adopted New Forest National Park Local Plan Review allows for rural exception housing schemes in locations where there are appropriate facilities, and the Neighbourhood Plan would therefore support rural exception housing that is compliant with the tests set out in Policy SP19 and other relevant policies of the Local Plan.
- 3.64 The policy also supports and provides local context to Saved PolicyDW-E12(Protection of landscape features) from the NFDC Local Plan First Alteration 2005 which states that development will not be permitted which would cause the loss of, or irreparable damage to, open areas or other landscape features which: *contribute to the character or setting of a defined built-up area or defined New Forest village by reason of visual amenity; and/ or screen development which would otherwise have an unacceptable visual impact within and adjoining the defined built-up areas and defined New Forest*
- 3.65 There is a clear change in the landscape character between Bashley and New Milton, from pastoral to urban. The former is defined by the [NFDC Landscape Assessment \(2000\)](#) as Sway Pasture and Smallholdings, comprised of Health Associated Smallholdings and Historic Parkland typologies, with the latter being an urban typology within the Barton and Milton Coastal Plains Character Area.

- 3.66 The undeveloped areas and landscape features, including the golf course forming part of the Bashley Holiday Park and other fields located along the Sway Road and the B3058, help define the local character. Development between the two settlements would detract from the contribution that these undeveloped areas make to the quality and character of the local environment and diminish the visual appreciation of Bashley as a gateway into the New Forest. Bashley may also, as noted in the Landscape Assessment, be an important area for back-up grazing for the forest.

Policy NM15: EMPLOYMENT

The Neighbourhood Plan identifies land in established employment use as shown on the Policies Map at:

Gore Road Industrial Estate

Williams Industrial Park

Hamilton Business Park New Milton Business Centre

Wick One

Wick Two

Queensway / Stem Lane Industrial Estate

Double H Nurseries.

These sites are of strategic economic value to the town and fundamental to its spatial strategy.

- A. Proposals for the intensification of employment uses on, or to extend, a site for new Class E(g) and B2 uses, will be supported, provided they will not cause significant harm to the amenity of adjoining residential areas.*
- B. Proposals that require planning permission for the change of use of land or premises on a site to a non-Class E or -Class B use will not be supported.*
- C. Development proposals that will result in the loss of existing employment land elsewhere in the parish will only be supported if it can be satisfactorily demonstrated that the land is no longer in a competitive location to support a continuation of an employment use.*

- 3.67 The long-term future of New Milton as a modern, vibrant and sustainable town serving a larger economically active population depends on it sustaining and growing its economic base. Its proximity to larger centres of population and businesses in the Solent to the east and in the Bournemouth-Poole conurbation, and its high-quality coastal environment, make it an attractive location for business.

- 3.68 In developing a vibrant local economy it is important that we seek to retain (young) skilled workers in the town as opposed to them out commuting. In this respect the linking with education establishments, including local colleges and universities, is key to ensure people that people leaving full time education are sufficiently skilled to be able to take advantage of locally created skilled jobs within New Milton.

- 3.69 This policy identifies six established employment locations in the town to protect them from a change of use to non-employment uses and to support their intensification.

- 3.70 The New Forest Coastal Sub area, of which New Milton forms part, alongside Lymington, is the second largest contributor to economic output at over £1bn. (New Forest Economic Profile 2022)

- 3.71 Whilst the Town Council continues to engage with landowners such as Peterhouse College and New Milton Sand and Ballast, to look to bring forward land for STEM (Science, Technology, Engineering, and Mathematics) education and employment as well as a business hub, to attract a new generation through the provision of additional local opportunities, there is also significant pressure for new housing. To remain a sustainable community and major contributor to the New Forest in terms of economic output and to ensure the projected ageing population estimates are not accelerated, the Neighbourhood Plan seeks to ensure these identified sites, which represent the main employers within New Milton for manufacturing, construction, transportation, scientific and technical services. Queensway, Wick (one /two) and Gore Road (Hamilton Business Park and Williams Industrial Park are effectively extensions to Gore Road) are identified by NFDC as Key Commercial Estates in the economic profile study.
- 3.72 The six sites are located within a cluster to the west of the town centre and are mostly on the site of the Gore Brick Company which operated claypits and brickworks to the north and south of Gore Road by Stem Lane, in the late nineteenth century, with the last brickworks closing in the 1960s. They have good access to the road network and are still accessed from both roads and located less than 1m walk/cycle to the station. They each have potential for making better use of the land and some premises for infill, redevelopment and refurbishment to create new jobs in modern, flexible business units at higher job densities (i.e. FTE jobs per sq.m. floorspace) than a number of the current uses.
- 3.73 Double H Nursery, to the South of Gore Road, is a family run business, started in 1961 which continues to be a market leader in indoor plants, supplying UK supermarkets, garden centres and online retailers. They have modern plant production facilities and are leading the industry with innovative, sustainable and efficient manufacturing practices.
- 3.74 In support of the brownfield approach to development this policy shows how any loss of existing employment space on some of the NM5 and NM24 sites will be compensated for by protecting employment land in the right places for new investment.

Policy NM16: TOURISM

Proposals for the development of new visitor accommodation in New Milton and Barton-on-Sea, or for a change of use to such accommodation, will be supported provided it can be demonstrated there will be no adverse effect on European Sites.

- 3.75 The town, and especially the seafront at Barton-on-Sea, will continue to provide a popular attraction to visitors to the New Forest and the coast. This policy seeks to encourage more hotel and bed and breakfast accommodation in New Milton and Barton-on-Sea to enable the local economy to capture more of the spending power of visitors than it does at present. Together, the two areas have sufficient local infrastructure to support additional accommodation.

Policy NM17: EARLY YEARS FACILITIES

Proposals to develop new day nursery or similar forms of early years education, or to change the use of other buildings for this purpose, will be supported in New Milton, provided they will not cause harm to the amenities of adjoining residential areas that cannot be satisfactorily mitigated.

- 3.76 The town has fewer childcare places as a proportion of its adult population than is normal for this size of town. This is not surprising, given the long-term trend of its ageing population. But, if

the vision of shifting its demographic profile is to be successful, a younger population will place a greater demand on the current facilities in the town.

- 3.77 The policy therefore seeks to encourage proposals for new facilities, either as new builds or through the change of use and conversion of buildings currently in other uses. Not all locations are suited to such a use, as they can cause traffic congestion at peak periods through drop-off/collections and staff parking, and noise pollution in quiet neighbourhoods if operating a full day from 0700 – 1900 hours. The policy also requires satisfactory mitigation measures to be implemented in locations where these factors have the potential to lead to harm on the local amenities

Policy NM18: EDUCATION

Proposals to extend, improve and introduce new school place capacity will be supported provided:

- i. the scale of the buildings and structures minimise the effect of the scheme on local residential amenity by way of traffic, on-street car parking and outdoor noise and lighting pollution; and*
- ii. there is adequate provision to encourage walking and/or cycling to and from the school.*

- 3.78 Hampshire County Council (the Local Education Authority) has advised that having considered the housing proposals in the Neighbourhood Plan, no new school accommodation would be needed to serve the town and that growth in pupil numbers can be accommodated by expansion of the existing schools in the New Milton education planning area.

- 3.79 The purpose of this policy is to ensure, where school expansion takes place, that the impacts of this expansion on local traffic and on households in the vicinity are managed effectively.

Policy NM19: CONNECTING THE TOWN

Development proposals to provide access to an ultrafast broadband network and to improve the speed of existing services, will be supported, provided the location and design of any above-ground network installations reflect the character of the local area.

Proposals for housing and employment schemes must provide appropriate ducting suited to fibre communications technologies that is either connected to the public highway; through satellite broadband; a community led local access network; or to another location that can be justified.

Proposals should demonstrate how any development will contribute to and be compatible with local fibre or internet connectivity. This should be through a 'Connectivity Statement' provided with relevant planning applications. Such statements should include details of:

- i. The intended land use and the anticipated connectivity requirements of the development*
- ii. Known nearby data networks and their anticipated speed (fixed copper, 3G, 4G, 5G, fibre, satellite, microwave, etc.).*
- iii. Realistic viability and delivery assessments of connection potential or contribution to any such networks.*
- iv. Measures taken by the applicants to work with Telecom providers to ensure that Ultrafast Broadband is available at the point of occupation.*

- 3.80 Hampshire County Council completed its Hampshire Superfast Broadband Programme in December 2023. This extended superfast broadband coverage or ultrafast speeds (also known as gigabit-capable) to parts of New Milton for residential and business users.

- 3.81 Work is now underway to improve speeds for the remaining rural parts of the parish that are currently accessing speeds below 24Mbps. Project Gigabit, Managed by Building Digital UK (BDUK), an executive agency of the Department for Science, Innovation and Technology (DSIT), which aims to benefit mostly rural and remote communities across the UK. In June 2023 BDUK confirmed £14m funding for 10,500 properties in the New Forest, including Barton on Sea and the rural parts of New Milton, to install a full fibre network, delivered by [Wessex Internet](#). Work is currently underway and is scheduled to be completed during 2026.

Policy NM20: BIODIVERSITY

The Neighbourhood Plan identifies a Green and Blue Infrastructure Network, as shown on the Policies Map, for the purpose of increasing biodiversity, promoting ecological connectivity, providing outdoor recreation, sustainable movement through the town and into its surrounding countryside, and helping to mitigate and adapt to climate change.

A. Development proposals that lie "lthi" or adjoining the Network are required to have full regard to creating, maintaining and improving the functionality of the Network in the design of their layouts, landscaping schemes and public open space provisions. Proposals that will harm the functionality or connectivity of the Network, will not be supported.

B Proposals for new development requiring the provision of on-site open space will be supported where the design of open space is integral to the scheme and is effectively connected to any adjoining green infrastructure assets. Proposals for smaller infill schemes should also create opportunities to connect their landscape schemes with adjoining green infrastructure assets. Where appropriate, developers will be expected to enter into a planning obligation to secure satisfactory arrangements for the long-term management of this open space.

C New development will also be required to retain trees and hedgerows and to secure opportunities to create connected habitats suitable for species adaptation to climate change. Where they are unavoidably lost, replacement trees and hedgerows using indigenous species must be planted (two trees must be planted for every one lost). All proposals for development in the Plan area must ensure that any potential impacts upon rare and threatened species are fully assessed, and that, where necessary, mitigation measures are incorporated to safeguard and protect those species. The first step of mitigation is to avoid any significant harm to biodiversity.

D. Save for householder applications, development proposals on sites outside the Town Centre as defined on the Policies Map, and 0.5 ha or more, are required as a minimum to achieve a future canopy cover of 20% of the site area principally through the retention of existing trees and the planting of new trees. Where it can be demonstrated that this is impracticable, the use of other green infrastructure (e.g. green roofs and walls) can be used where they are capable of offering similar benefits to trees.

E. Development proposals in the Town Centre as defined on the Policies Map, and on sites below 0.5 Ha, are required to maximise the opportunities available for canopy cover, including tree retention and planting or the provision of other green infrastructure (e.g. green roofs, walls and rain gardens).

- 3.82 The network has been mapped using publicly available data, primarily that produced by Natural England and Hampshire Biodiversity Information Centre. With the [consultation](#) on the draft Hampshire Local Nature Recovery Strategy earlier this year, it is anticipated that publication of the

final document will be towards the end of the year. This policy will seek to work with and support the priorities of the LNRS, within the New Milton area, once published.

- 3.83 The Network comprises assets of high nature conservation value including rare and threatened heathland habitats, wildflower-rich meadows, ancient semi-natural and secondary woodland, trees, hedgerows and water bodies - all assets of high biodiversity value. Also included are those areas of recreation and amenity value including children's play areas, allotments, recreational playing fields, and off-street footways, cycleways, and bridleways in and around New Milton. In most cases assets have multi-functional, nature conservation, recreational and amenity value.
- 3.84 Mapping this rich ecological value, does not just illustrate where they are currently located, but also to point to where the network may be improved to be better connected if or when land is developed or redeveloped. It also requires new development to maximise the opportunities available for tree canopy cover including tree retention and planting or the provision of other Green Infrastructure (e.g. green roofs, walls, rain gardens, ponds, inter-connected wildflower strips and hedgerows).
- 3.85 Canopy cover is the layer of leaves, branches and tree stems that cover the ground. Trees help mitigate the environmental and social challenges our built-up areas, especially our Town Centre, face in a quantifiable way. This is supported by the Government's NetZero Strategy: Build Back Greener October 2021 which recognises the role of green and blue infrastructure, including trees, in providing an opportunity to benefit local economies and bring about long-term improvements in people's health and wellbeing.
- 3.86 The policy therefore draws inspiration from others, like Wycombe District Council and Cornwall Council who are operating planning policies which require new development (excluding householder applications) to achieve a quantifiable future canopy cover, with many others in the process of developing this type of policy. The London Plan operates a similar approach with its Urban Greening Factor.
- 3.87 In implementing the policy, a wide range of benefits are expected including storing carbon, reducing the urban heat island effect and improving air quality. The policy has been designed to be applied in a flexible way. In specific terms it acknowledges that issues such as commercial viability, site layouts and design may make the expectations of the policy impracticable on a site by-site basis.
- 3.88 This will be a matter for NFDC/NFNPA to consider based in the evidence provided with each development proposal. In addition, matters such as site layout and commercial viability may also be affected where development proposals would also need to provide open space and landscaping to meet other policies.
- 3.89 As NFDC/NFNPA does not currently have guidance for applicants to calculate canopy cover, the adopted Wycombe Tree Canopy Cover Supplementary Planning Document (SPD) provides a Canopy Cover calculator, developed in partnership with Treeconomics Forest Research and Wycombe District Council ([link](#)). This guidance will assist applicants in calculating how their proposed scheme should seek to meet the requirements of the policy, until such a time that NFDC/NFNPA adopts its own guidance.

Policy NM21: ENERGY EFFICIENCY

- A. All planning permissions granted for new and refurbished buildings should demonstrate that they have been tested to ensure the buildings will perform as predicted and will include a planning condition to require the provision of a Post Occupancy Evaluation Report to the Local Planning Authority within a specified period, for each building type, unless exempted by Clause B. Where the Report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.*
- B. All Buildings proposed to be certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m2/year will not be subject to the provisions of Clause A*
- C. All development should be 'zero carbon ready' by design to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping. Consideration should be given to resource efficiency at the outset and whether existing buildings can be re-used as part of the scheme to capture their embodied carbon.*
- D. All planning applications for major development are also required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.*
- E. A Climate Change Statement will be submitted to demonstrate compliance with the policy (except for householder applications). The statement will include a passive design capacity assessment to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy. Designers shall evaluate the operational energy use using realistic information on the intended use, occupancy and operation of the building to minimise any performance gap.*

3.90 The policy is in five parts, the combination of which is intended to deliver a step change in the energy performance of all new developments in New Milton and, in doing so, encourage and incentivise the use of the Passivhaus or equivalent standard of building design. The policy has been informed by the Ringwood Neighbourhood Plan Policy R11 which has recently been made and clarification has been given by The Court of Appeal (25 July 2025) *R (Rights: Community: Action Ltd) v Secretary of State for Housing, Communities and Local Government* [2025] EWCA Civ 990 which held the 2023 Written Ministerial Statement doesn't prevent LPAs from setting higher standards than National policy which is only guidance and can be departed from in local circumstances. Whilst this policy does not set a higher standard, it is intended to incentivise, not require, higher standards, by releasing such schemes from a post-occupancy evaluation. The post-occupancy clause of the policy is intended to try to deal with the performance gap, not set a particular standard. Schemes can continue to choose whichever energy efficiency standard they see fit. Post-occupancy evaluation simply provides a procedure for schemes to demonstrate that their schemes are performing the way in which they anticipated at the design stage. The purpose of the policy is to incentivise developers to choose higher standards which are guaranteed will not fail in this way.

3.91 There is a growing evidence base to suggest that buildings do not perform as well as anticipated at design stage. Findings demonstrate that actual energy consumption in buildings will usually be twice as much as predicted. This passes on expensive running and retrofitting costs to future occupants. Clause A of the policy therefore requires that every building design type in a consented development scheme of any size is subject to Post-Occupancy Evaluation (POE) including actual metered energy use, and to submit the report to the local planning authority. It will be implemented by attaching a planning condition, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer.

3.92 Please note building design type refers to each of the different designs of terrace, apartment, semi, detached or bungalow within a scheme and the size and layout of the property. This is intended to reduce any resourcing constraints, enabling the developer to undertake a POE on a single property within each category, i.e 2 bed detached, 3 bed semi etc..

3.93 There is no current adopted development plan policy which seeks to deal with the performance gap. In the absence of supplementary guidance from NFDC on POE, guidance has been included in Appendix D. Passivhaus certified schemes will not fail in this way and they are therefore exempted from this policy requirement. PassivHaus is the most common and rigorous design approach, although the build cost is slightly higher than normal, the ongoing energy cost to occupiers is a fraction of the cost now (so avoiding fuel poverty).

3.94 A condition requiring the submission of a Post Occupancy Evaluation (POE) report satisfies all six tests in the NPPF, provided it is clearly worded, proportionate, and aligned with local planning objectives. It is a justified and effective mechanism for supporting sustainable development and ensuring continuous improvement in housing quality, matters which are sought as part of NFDC's corporate responsibilities and within the adopted development plan. The tests are addressed as follows:

1. Necessary

The condition is necessary to support planning objectives for sustainable development. POE reporting provides evidence of actual building performance in terms of energy efficiency, resident satisfaction, and building usability. This is particularly pertinent where the development has been justified on the basis of achieving high environmental standards or social outcomes, such as zero carbon targets or health and well-being commitments. POE is a critical feedback mechanism for ensuring long-term objectives are being met.

Furthermore, the Climate Change Committee and RIBA guidance, highlight the importance of closing the "performance gap" between design and real-world operation. In this context, the POE condition is not only necessary but constitutes good practice in sustainable design assurance.

2. Relevant to Planning

The condition is relevant to planning as it addresses material planning considerations including energy performance, environmental sustainability, housing quality, and liveability. Policies STR1 and ENV3 of the adopted NFDC Local Plan Part One, further supported by the Planning for Climate Change SPD adopted in April 2024, seeks such objectives to be achieved.

3. Relevant to the Development to be Permitted

The requirement for a POE report is directly related to development, as it evaluates the performance of that specific development in use. This ensures a tailored approach rather than an arbitrary or generic obligation. It is especially relevant where the approved scheme includes

innovative or untested technologies, new layouts, or novel construction methods which require post-occupancy scrutiny.

4. Enforceable

Provided the condition is worded clearly with defined submission deadlines and content requirements (as set out in Appendix D), it is capable of enforcement. In addition, enforcement mechanisms can be aligned with post-occupation monitoring processes already familiar to planning authorities under other regulatory regimes (e.g. s106 monitoring), ensuring that the burden of enforcement is minimal and manageable.

5. Precise

The use of standardised reporting tools, as set out in Appendix D, can allow such a condition to be expressed with clarity. Appendix D requires the POE to be submitted within a defined timeframe (twelve months post-occupation) and to cover relevant parameters guided by existing and established procedural guidance.

6. Reasonable in All Other Respects

The requirement to submit a POE report is reasonable because it ensures that planning decisions grounded in assumptions about performance and quality are followed through with objective post-completion evidence. POE conditions do not inhibit development or occupation; rather, they promote a culture of accountability and continuous improvement by verifying whether the outcomes promised during the application stage—such as energy efficiency, liveability, and design usability—have materialised. Moreover, the data collection processes involved in a POE are well-established, time-limited, and non-intrusive, meaning the condition does not introduce novel or unreasonable burdens.

3.95 The POE condition also has strategic public benefits that justify its imposition: it contributes to better decision-making in future planning applications, informs planning policy updates, and improves public confidence in the planning system. These benefits are particularly pertinent in the context of environmental responsibility, housing quality assurance, and post-occupancy health and wellbeing—matters that are squarely within the remit of planning authorities. In addition, the condition helps close the performance gap between design-stage modelling and real-world outcomes. This ensures that the development fulfils planning objectives beyond compliance at the point of approval, extending accountability across the development lifecycle. This continuing link between planning decision and in-use performance is entirely in keeping with the principle of sustainable development at the heart of the NPPF. Therefore, the requirement is reasonable as it is directly supportive of the planning system's public purpose, places no undue burden on the applicant in principle, and delivers material benefits in the public interest.

3.96 Clause C of the policy requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of design. 'Zero Carbon Ready' by design means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits ('free heat') of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost. Applicants are directed to the Net-Zero Carbon Toolkit created by Cotswold District Council and two partner councils, WODC and Forest of Dean District Council. The [toolkit](#) is available as a resource for private and public sector organisations to use and adopt

3.97 Proposals seeking to apply the Passivhaus Planning Package (PHPP) must be able to demonstrate that the Passivhaus standard can be achieved. Prior to commencement a 'pre-construction compliance check' completed by a Passivhaus Designer accredited by

the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality Approved Passivhaus certificate for each building will be required prior to occupation, again secured by condition

3.98 Clause D requires all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment, RICS methodology is preferred ([link](#)). The assessment will enable the design team to understand and respond to the lifetime consequences of their design decisions and to design for adaptability, longevity and disassembly; contributing to resource efficiency and contributing to the 'circular economy'. This requirement will be added to the NFDC/NFNPA Council Validation Checklist for outline and full planning applications applying to proposals in the Neighbourhood Plan area until such a time that there is a district-wide requirement.

3.99 Clause E requires the Climate Change Statement for applications already required to be submitted, to cover the following:

- an assessment of the proposal to minimise regulated and unregulated emissions, the embodied emissions and the emissions associated with maintenance, repair and replacement of the new building(s), as well as its dismantling, demolition and eventual material disposal.
- a calculation of the energy and carbon emissions covered by the Future Homes Standard and Building Regulations and, separately, the energy demand and carbon emissions from any other part of the development that are not covered by the Future Homes Standard or Building Regulations.
- the proposal to reduce carbon emissions beyond the Future Homes Standard and Building Regulations through the energy efficient design of the site, buildings and services
- the proposal to further reduce carbon emissions through the use of zero or low emission decentralised energy where feasible.
- the proposal to further reduce carbon emissions by maximising opportunities to produce and use renewable energy on-site, utilising storage technologies where appropriate.
- the proposal for a demand-side response, specifically through installation of smart meters, minimising peak energy demand and promoting short-term energy storage.
- an analysis of the expected cost to occupants associated with the proposed energy strategy.

3.100 Every new build or redevelopment project in the Neighbourhood Plan area provides an opportunity to make a difference and a contribution towards meeting our climate change targets for 2050 and supports the various commitment made by NMTC through its Corporate Plan 2024 – 2028 and Climate Change and Nature Emergency Report and Action Plan, to addressing the climate emergency. This new information requirement need not be an unreasonable expectation of even the smallest schemes for new buildings.

Cabinet 2 October 2024 Climate Change and Nature Emergency Annual Update 2023/24, where the cabinet noted that:

“...as local leaders of place, NFDC, through its corporate plan, transformation programme and ongoing approaches to service delivery has made a clear commitment to the climate and nature emergency agenda, recognising UK Government’s legally binding net zero targets...”

Policy NM22: MAINTAINING AND ENHANCING THE CONSERVATION AREA

- A. Proposals within the Conservation Area or its setting which demonstrate that they preserve or enhance the special architectural and historic interest of the Area, complying with the New Milton Design Guidance and Codes and the Old Milton Green Character Statement, will be supported.*
- B. Proposals which would result in considerable improvements to energy efficiency, carbon emissions and/or general suitability, condition and longevity of existing buildings in the Conservation Area (as shown in the Policies map) will be supported, with significant weight attributed to those benefits. These benefits will be balanced against the NPPF, with weight accorded to the significance of heritage assets.*

3.101 The Neighbourhood Plan recognises that there has been some erosion of the character of the conservation area from certain buildings, either due to their design or their current appearance and therefore wish to encourage the re-development of such buildings which currently make a negative contribution to its character and appearance. The Travis Perkins/Bathroom Showroom site has been identified as one such area of concern which could be improved through re-development.

3.102 The historic environment should be reconciled with the environmental needs and aspirations of the community. The Neighbourhood Plan therefore supports the sensitive retrofitting of buildings in conservation areas to improve energy performance, reduce carbon emissions, and enhance sustainability, provided that the special architectural or historic character of the area is preserved or enhanced in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990 and National Planning Policy Framework (NPPF, 2024, para. 205). The policy therefore supports appropriate redevelopment where it would enhance the conservation area and also directs the reader to the Design Guidance and Codes, as well as to the [Historic England Guidance](#) and the Climate Emergency Conservation Area ([ACAN](#)) tool kit which address retrofitting opportunities in heritage settings.

Policy NM23: LOCAL SHOPS

The Neighbourhood Plan identifies the following local shopping frontages and dispersed local shops as shown on the Policies Map as follows:

*Ashley Parade
Bashley (post office, shop and garage)
Bashley Local shop (Holiday Park)
Beechwood Avenue (local shop)
Ferndale Road.
Lymington Road Supermarket
Marine Drive Local Shops & Cafes
Naish Local Shop (Holiday Park)
Old Milton Parade
Station Road (local supermarket)
Winston Parade
Sea Road (local supermarket)*

- A. In each location, proposals comprising of Class E, or any other everyday community need, will be supported in principle where it complies with §97 of the NPPF.*
- B. Proposals defined in Clause A may be delivered as ground floor units in a scheme with housing on upper floors if designed to manage any potential for conflicts in amenity between those uses.*
- C. Proposals that will result in the loss of a local shopping frontage or dispersed local shop will be resisted unless it can be clearly demonstrated that:*
 - i. all reasonable efforts have been made to market the premises for its existing use (and/ or other permitted uses within Class E or other everyday uses) for at least 12 months and no other potential occupier can be found; and*
 - ii. all reasonable efforts have been made to improve the operation and management of the business or facility; and*
 - iii. the land is no longer a suitable location for a retail uses and suitable alternative shops exist to meet the needs of the local community*

3.103 Everyday community need is a non-exhaustive list but typically uses which meet the day-to-day needs of the community, which could include use class F2(a), a shop mostly selling essential goods, or F2(b) a meeting place for the principal use of the local community, or appropriate sui generis uses such as hot food takeaway or laundrettes. This policy is intended to protect the essential local shopping and service facilities outside of the town centre, across the parish. The NMNP has identified that there are a number of existing local shops around the parish which play a vital role in providing the local communities with convenience and local services that reduce their dependence on travelling further afield, being within walking distance for many of the outlying parts of the parish. As such, this policy will seek to safeguard these local shops from change of use where planning permission is required by identifying the importance of their existing use (Class E and/or community uses) to prevent their loss to other uses.

3.104 Whilst the Local Plan Policy ECON6 designates three areas of Local Shopping Frontages, two along the A337 Lymington Road (Winston Parade) and the parade at Ashley, this policy replaces the provisions of this ECON6 following the implementation of the new Use Class Order which consolidated a number of uses into a new Class E (commercial, business and service) uses and the impact from shops changing into ground floor residential uses in these locations. It also provides further local definition to ECON6 by increasing the number of local shopping frontages and dispersed local shops identified.

3.105 It is recognised that some changes of use do not now require planning permission and new permitted development rights has enabled changes of use from what are now Class E uses to residential uses. The Town Council will monitor the loss of such uses to residential uses in partnership with NFDC. Should monitoring indicate that such uses are being lost to residential uses at a rate that harms the ability of the local communities' day-to-day needs being met the Town Council will discuss the opportunity of NFDC initiating an Article 4 Direction application with the Secretary of State. An Article 4 Direction can remove permitted development rights, enabling such changes to remain in planning control.

3.106 In relation to Clause A, in accordance with §97 of the National Planning Policy Framework Local planning authorities should refuse applications for hot food takeaways and fast food outlets within walking distance of schools and other places where children and young people congregate or in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social-behaviour.

3.107 In Clause C a "dispersed local shop" refers to an individual retail facility which is not part of a local centre or parade of shops e.g those located at the holiday parks. Clause C i), ii) and iii)

should be evidenced by a statement prepared by the applicant demonstrating how and where the premises have been marketed and illustrating that best efforts have been made to make a retail use work in the location. Should the unit no longer be viable, evidencing that there is no detriment to the community illustrating the location of alternative provision within walking distance (up to 800m). In referencing a suitable location, it may be that changes to the surrounding area may have impacted the suitability of the location for retail: e.g a new supermarket close by, changes to road layouts or new developments which make the location less accessible.

Policy NM24: BROWNFIELD SITES (OUTSIDE THE TOWN CENTRE)

The Neighbourhood Plan identifies 9 previously developed ('brownfield') locations, listed below and identified as sites 16 – 24 on the Policies Map that are considered suitable in principle to a change of use to residential or residential-led development, for up to 200 homes.

A. Redevelopment proposals on the land will be supported provided they can show that their social and environmental benefits will outweigh any economic cost.

- 16 Garages at Davis Field*
- 17 Travis Perkins West of Church Lane*
- 18 Bathroom Tile West of Church Lane*
- 19 Motor Repairs North of Ashley Lane*
- 20 Open Spaces/Garages Off Thornham Road*
- 21 Garages near Andrew Lane*
- 22 Tesco car park West of Caird Avenue*
- 23 S&B Offices West of Caird Avenue*
- 24 Arts Centre East of Old Milton Road*

B. In order to assess available network capacity, the wastewater and water infrastructure provider will be consulted on planning applications as early as possible to review the development proposals and work with the developer on the intended delivery programme, this will assist with identifying any potential network reinforcement requirements. Where there is a capacity constraint, the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.

3.108 As with Policy NM5, this policy seeks to demonstrate a brownfield first approach to development in New Milton.

3.109 The Neighbourhood Plan acknowledges that given the scale of the increase in the standard method figure from December 2024 for the New Forest District, (which using the new formula for New Milton is calculated indicatively at over 200 per annum), green belt release will be required through the new Local Plan process. However, the purpose of the NMNP undertaking a review now, is to evidence that the Town Council has sought to maximise the opportunities for brownfield sites to be identified and brought forward to help the community and NFDC demonstrate that a brownfield first approach has been taken before resorting to greenfield sites through release from the greenbelt.

3.110 These sites are all located within the defined town of New Milton (Policy NM1) but outside of the Town Centre (Policy NM5). Landowners were contacted in advance of informal engagement to ascertain if they wished to opt out or had any other comments to make. Further comments were received from some landowners and members of the public during the Regulation

14 consultation. As a result, the open space at Davis Field has been removed from the policy (retaining just the garage blocks)

- 3.111 In respect of the Arts Centre community use site (owned by Hampshire County Council) this site would only be supported for redevelopment if the Centre is relocated within the Cultural and Community Hub or accessibly located elsewhere within New Milton, unless the facility is redundant for any reason (the facility is currently very popular and well occupied)
- 3.112 Hampshire County Council has also identified that the Sand & Ballast office site is within the safeguarded buffer zone of the Caird Avenue operations and in close proximity to the Ashley Manor Farm site. At the request of the County Council, as Minerals and Waste planning authority, this site will be required to demonstrate that it has considered these safeguarded sites in any forthcoming proposal. This could be in the form of a Safeguarding Assessment or through discussions with the safeguarded site's operator.
- 3.113 A site assessment report can be found in Appendix B.

Policy NM25: AREA OF SPECIAL CHARACTER.

The New Milton Neighbourhood Plan designates an Area of Special Character, at Station Road, as shown on the Policies Map. Development proposals located within the Area of Special Character should demonstrate that they have had full regard to the characteristics that contribute to the significance of its local architectural and historic interest as evident as set out in the Area of Special Character Study (Appendix E) in:

- A) The survival of the road layout and buildings of the new early 20C settlement*
- B) The presence of the original late 19C railway buildings that founded the settlement around it and the role it plays in bolstering the sense of arrival.*
- C) The survival and prominence of Milton Hall together with Nos 29, 31 and 35 Station Road alongside it in terminating the view from the Station, both arriving from across the bridge around the slight bend in the road and from the westbound platform up the incline to Station Road.*
- D) The survival of Nos 25-27 Station Road, which as the home to the first post office which gave the town its name has important local historical value, and its prominence in the streetscene in views into the town centre from the north.*
- E) The prominence of the Water Tower in views from the station and in glimpse views along Osborne Road and between buildings in other locations inside and into the ASC*
- F) The prominence of the tall, octagonal turrets at Nos 12 and 47 Station Road to enhance the entrance to the ASC from along Station Road to the south and in punctuating views into the ASC along Whitefield Road and Osborne Road, with the slight offset in the arrangement of buildings around the Station Road, Osborne Road and Whitefield Road junction that makes the Lloyds building and Nos 14-16 Station Road more prominent in punctuating views into the space.*
- G) The strong building lines on Station Road and on Whitefield Road.*
- H) The regular rhythm of the roofscape from Lloyds to Milton Hall and of Nos 4-10 and Nos 14-20 Station Road formed by the full gabled dormers as well as the large gabled roofs of the Hall and No.35*

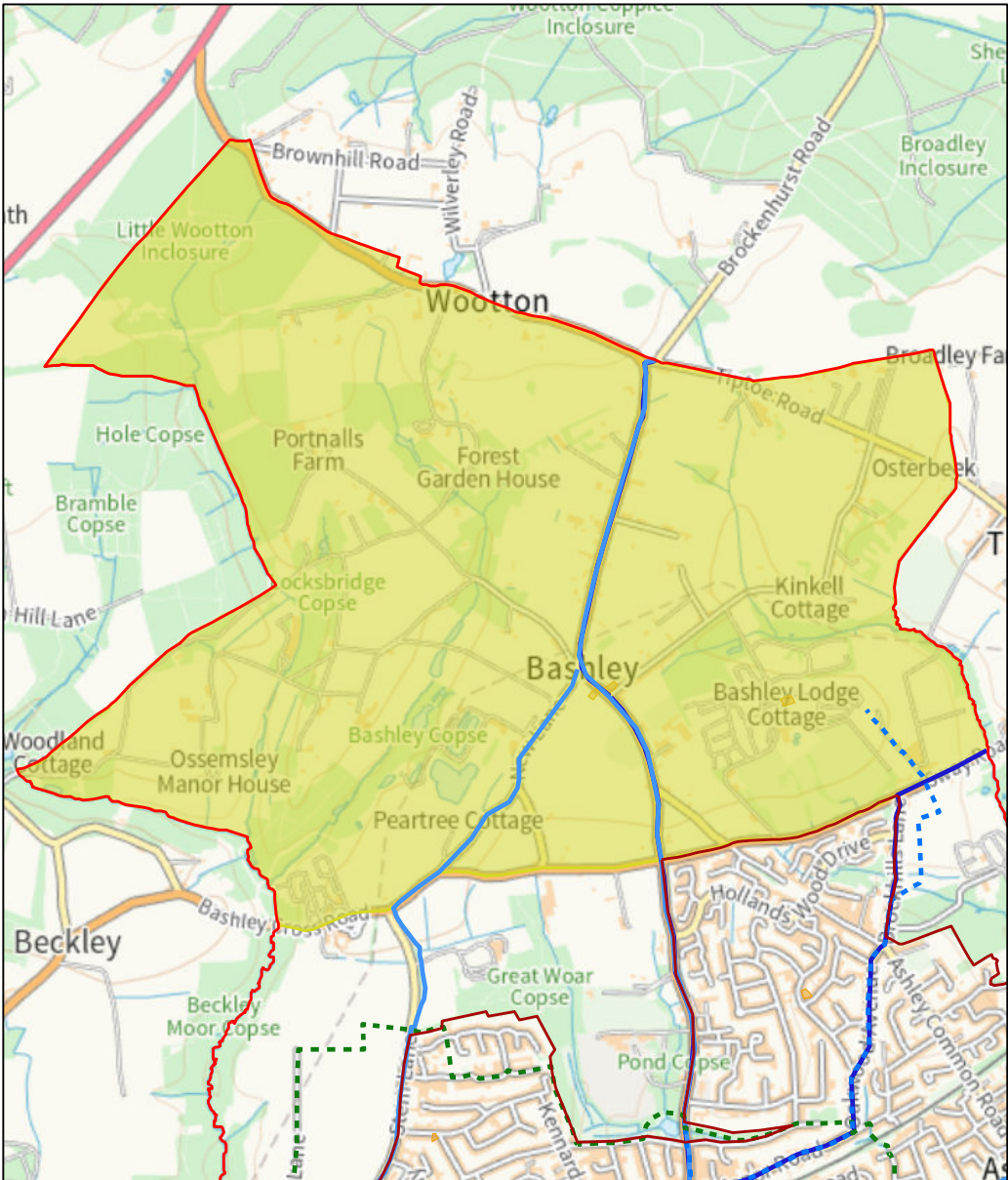
- 3.114 This policy seeks to designate an Area of Special Character at Station Road, recognising the study commissioned by the Town Council for this area with a view to NFDC designating it as a Conservation Area in 2014.

3.115 An updated report has been prepared which details the architectural and historic local significance of the area and makes the case for its designation as an ASC (Appendix E). Whilst a Neighbourhood Plan cannot designate a Conservation Area, it can recognise this location and provide supporting evidence with a view to NFDC considering its designation as part of its review of the Local Plan.

NEW MILTON NEIGHBOURHOOD PLAN POLICIES MAP

An interactive on-line version is available at: <https://newmiltonplan.org.uk/policy-map/>

Policies Map N



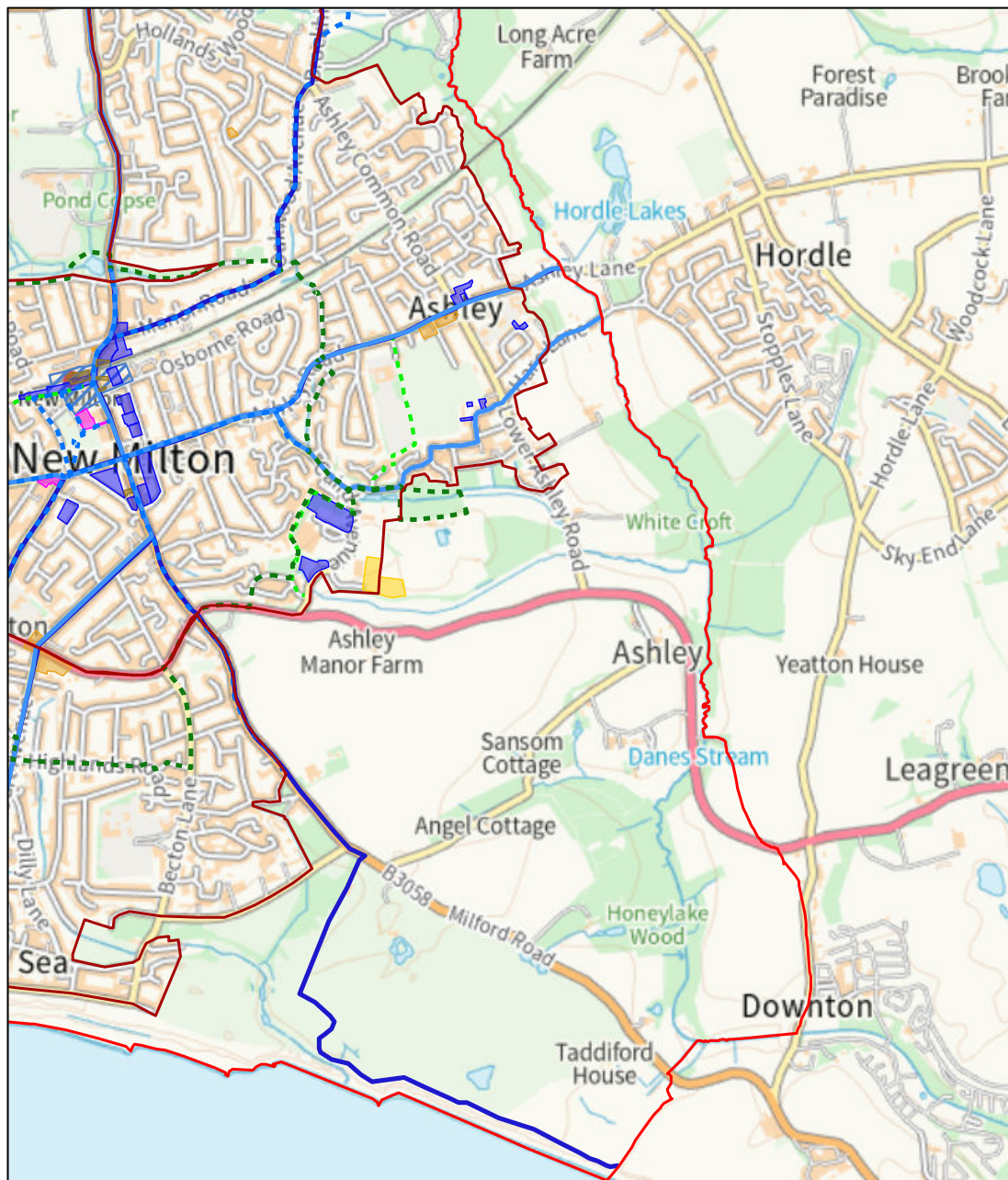
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- New Milton Parish Boundary
- NM1 A Spatial Plan for New Milton
- NM12 Walking and Cycling Existing
- NM12 Green Loop
- NM12 Tube Map Cycling Routes
- NM12 Cycling Routes
- NM14 The Rural Area of the National Park
- NM23 Local Shops



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Policies Map SE



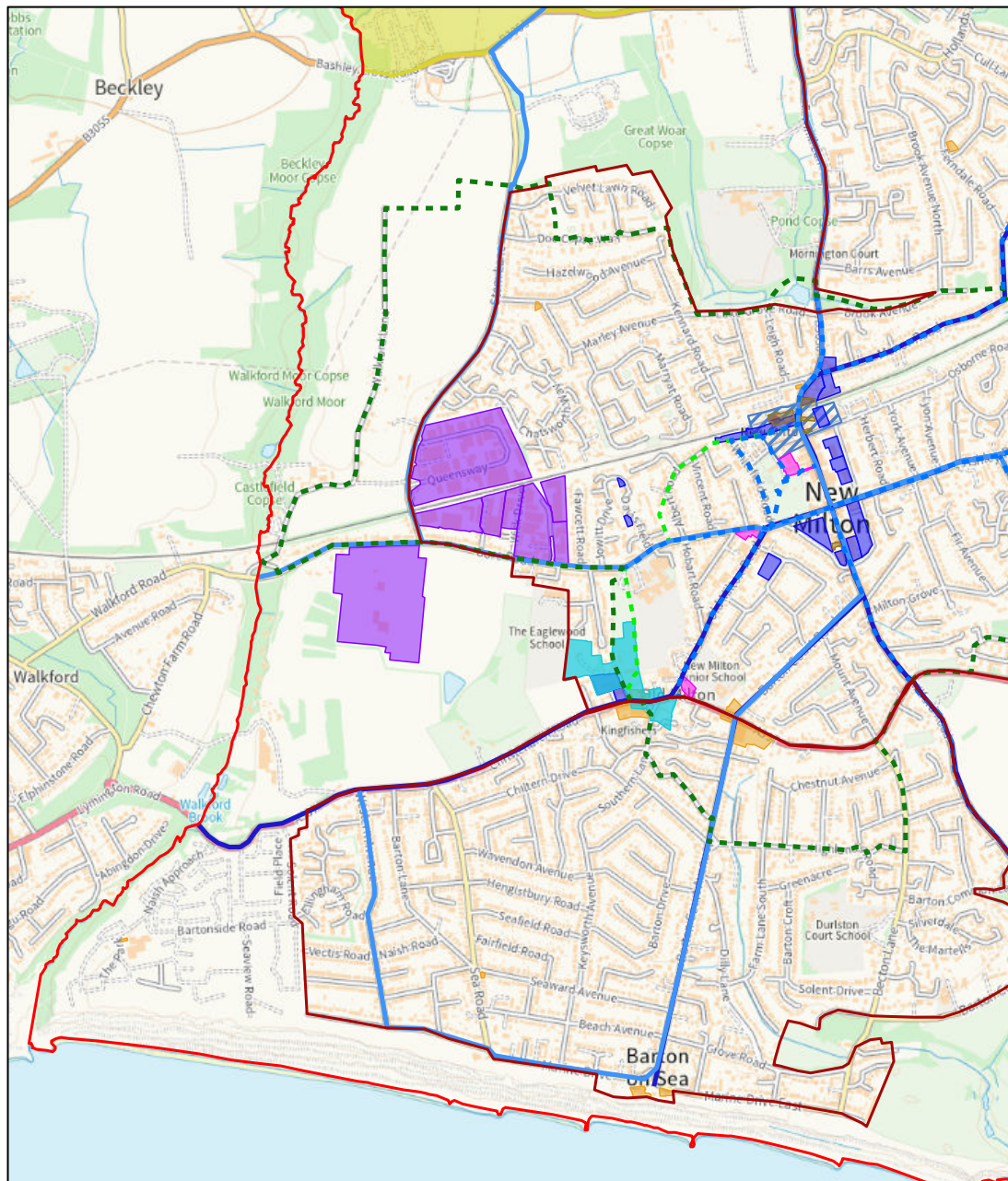
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- | | |
|---|--|
| ▬ New Milton Parish Boundary | ▬ NM12 Cycling Routes |
| ▬ NM1 A Spatial Plan for New Milton | ▬ NM12 GR1, GR2, GR5, GR6 |
| ▬ NM3 Land at Caird Avenue | ▬ NM14 The Rural Area of the National Park |
| ▬ NM10 Buildings of Local Heritage and Townscape Value | ▬ NM23 Local Shops |
| ▬ NM12 Walking and Cycling Existing | ▬ NM5/NM24 Brownfield Sites |
| ▬ NM12 Green Loop | ▬ NM5/24 Community Use Brownfield Land |
| ▬ NM12 Tube Map Cycling Routes | ▬ NM25 - Special Character Area |



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Policies Map SW



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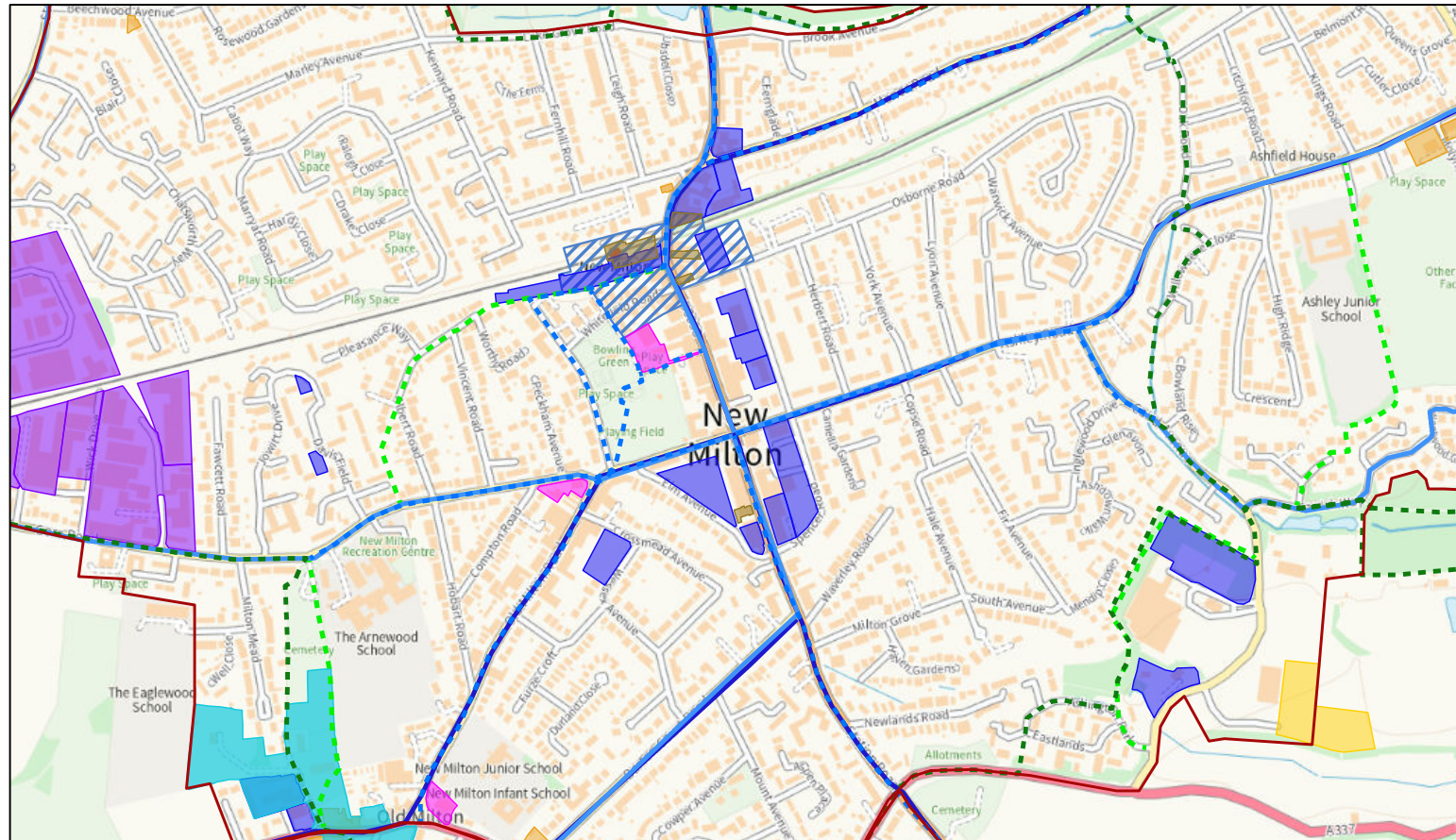
- | | |
|---|--|
| New Milton Parish Boundary | NM14 The Rural Area of the National Park |
| NM1 A Spatial Plan for New Milton | NM15 Employment Sites |
| NM10 Buildings of Local Heritage and Townscape Value | NM22 Conservation Area |
| - - - NM12 Walking and Cycling Existing | NM23 Local Shops |
| — NM12 Tube Map Cycling Routes | NM5/NM24 Brownfield Sites |
| — NM12 Cycling Routes | NM5/24 Community Use Brownfield Land |
| - - - NM12 GR1, GR2, GR5, GR6 | NM25 - Special Character Area |



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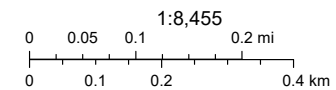
Policies Map Town Centre



9/19/2025

- New Milton Parish Boundary
- NM1 A Spatial Plan for New Milton
- NM3 Land at Caird Avenue
- NM10 Buildings of Local Heritage and Townscape Value
- NM12 Walking and Cycling Existing

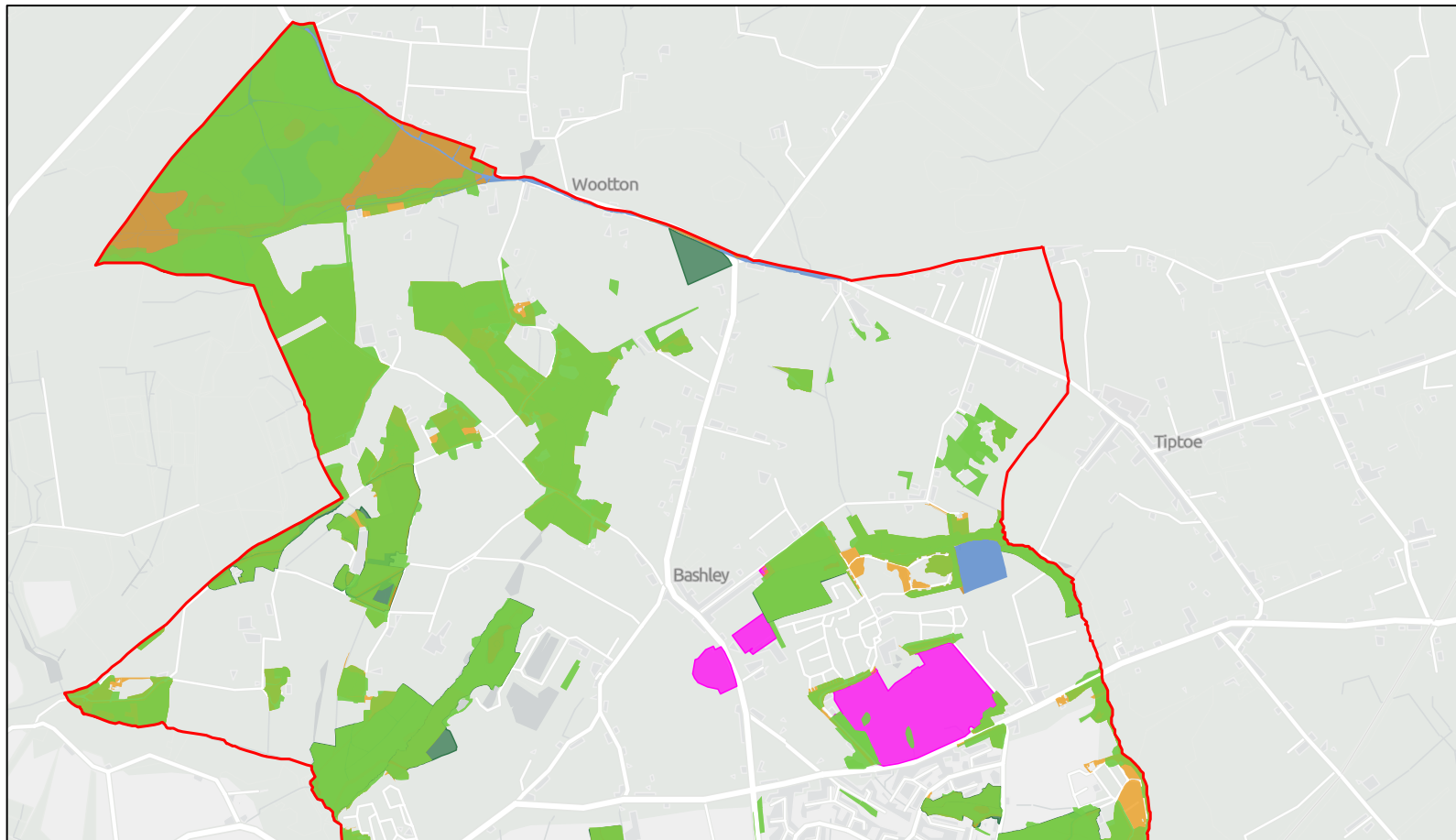
- NM12 Green Loop
- NM12 Tube Map Cycling Routes
- NM12 Cycling Routes
- NM12 GR1, GR2, GR5, GR6
- NM15 Employment Sites
- NM22 Conservation Area
- NM23 Local Shops
- NM5/NM24 Brownfield Sites
- NM5/NM24 Community Use Brownfield Land
- NM25 - Special Character Area



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Green Infrastructure Map N



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- | | | |
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| New Milton Parish Boundary | SSSI | Amenity and Recreation Space |
| Woodland | SINCs | |
| Priority Habitats | Woodland | |

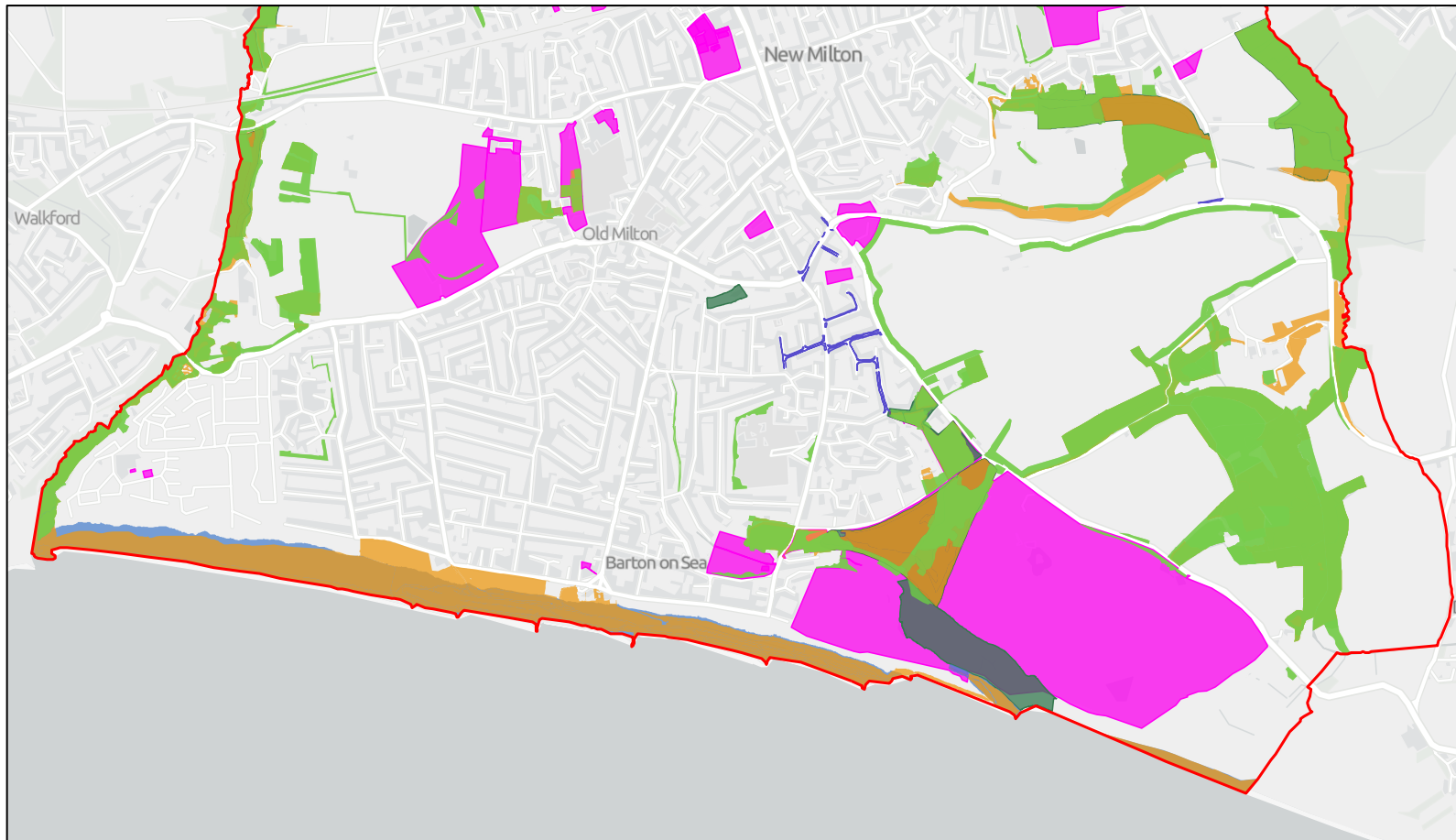


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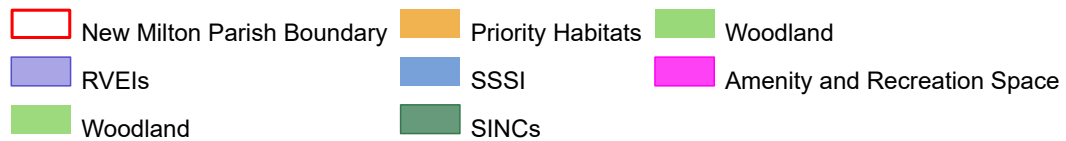
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Green Infrastructure Map S



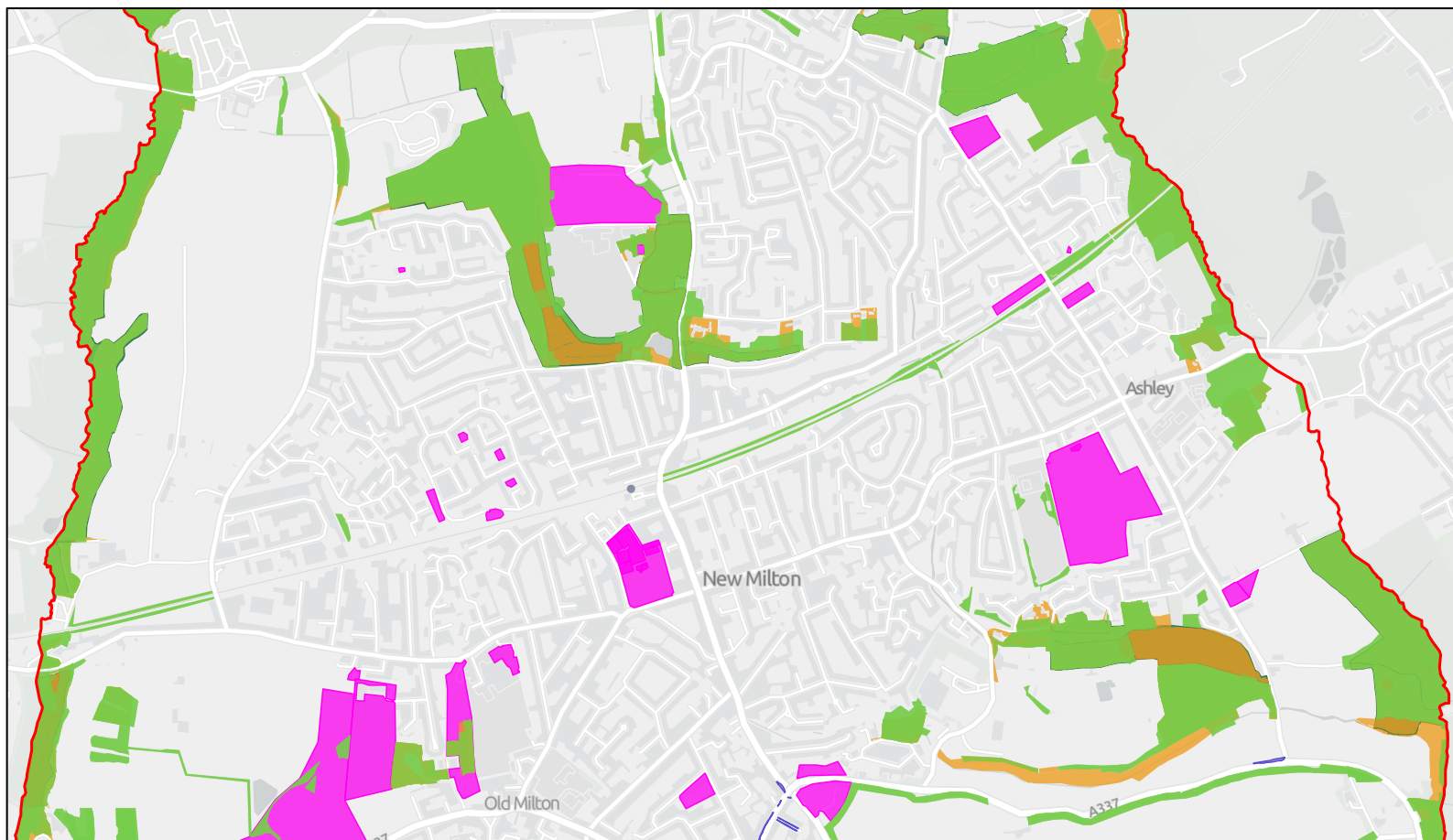
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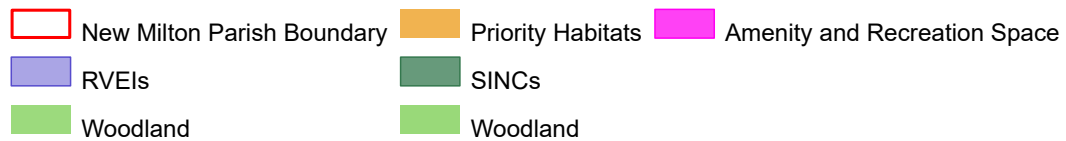
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Green Infrastructure Map Centre



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4. INFORMATION

- 4.1 The Neighbourhood Plan will be implemented through New Forest District Council and New Forest National Park Authority consideration and determination of planning applications for development in the parish. The Town Council will monitor the effectiveness of the policies through the development management process and through steering public and private investment into a series of infrastructure proposals contained in the Plan. In addition, New Forest District Council and New Forest National Park Authority monitor the implementation of Neighbourhood Plan policies, once adopted, through the Authority Monitoring Report which is published annually. This report is prepared in consultation with relevant Town council each year.
- 4.2 The Town Council will use a combination of the Local Plan and New Milton Neighbourhood Plan policies to inform and determine its planning application decisions. The Town Council is a statutory consultee on planning applications made in the parish and it will be made aware of any future planning applications or alterations to those applications by the planning authorities. It will seek to ensure that the Neighbourhood Plan policies have been identified and applied correctly by applicants and by officers in their decision reports.
- 4.3 Opportunities may arise through S106 agreements or through the Community Infrastructure Levy (CIL) to secure financial contributions to invest in improving local infrastructure. With a made Neighbourhood Plan in place the Town Council is already able to determine how and where 25% of the CIL collected from schemes in the Town is spent in accordance with the CIL Regulations.

The Town will prioritise the following in spending CIL funds:

Town Centre Regeneration

Connectivity - To create a choice of pedestrian routes and flexibility in navigating around the Town Centre. To include attractive, easy and prominent access between the Memorial Centre, and other key facilities, and the High Street.

Attractiveness - To improve the attractiveness of the Town Centre with use of planting, street furniture, paving, shop signage, etc

Information display – To improve display of useful public information and advice with relevant signposting and through use of technology.

Public realm improvements - To provide greater community space for social interaction; and for holding events, festivals and speciality markets to create seasonal interest and bring more people into the town centre.

Promotion – A website promoting the wealth of shops, services and attractions the town has to offer – to bring a wider demographic of shoppers and visitors into New Milton. To promote, in particular, the independent businesses - to show the individuality of New Milton.

Electric Vehicle Charging Points. NMTC is working with Hampshire County Council and New Forest District Council on an integrated framework of charging points.

Transport & Parking – A town centre Transport Study is to be undertaken to identify opportunities for traffic improvements in the town centre with the aim of identifying parking requirements and opportunities to protect the interests of pedestrians and cyclists.

Wellbeing

The ‘Green Loop’ – This proposal will support and encourage walking along a circular route around New Milton including radial routes that connect strategic sites to the Town Centre, rail station and key facilities. This project will include the promotion and signage of the ‘Green Loop’ which may in the future be considered as candidate ‘Greenway’ projects by NFDC.

Cultural & Community Hub – To support the redevelopment of the Memorial Centre to broaden the range of leisure facilities for the local and wider community.

Youth Facility—To support the replacement of the lost Phoenix Youth Centre.

Health & Wellbeing Centre—To support the development of an expanded facility at Caird Avenue to serve a larger and more diverse community with health and wellbeing services.

Heritage

Old Milton Conservation Area – the conservation area covers the village centre of Milton (now Old Milton) around the Green and the Parish Church. The Green is the focus of the area, but its historic character is marred by traffic, the clutter of signposts and dominated by the presence of the Old Milton shopping parade and car park. The Town Council will work with the District Council and land interests to prepare a Conservation Area Appraisal and to identify opportunities to improve the shopping area and to enhance the setting of the Green, which forms the historic focus of the area.

4.4 NMTC kindly acknowledges the help of the following in the production of the modified NMNP:

- New Milton Neighbourhood Plan Steering Group
- New Forest District Council
- New Forest National Park Authority
- [Locality](#)
- [ONH Planning for Good](#)

5. APPENDICES

5.1 NMTC has referred to the following documents as its evidence to support the policies of the Neighbourhood Plan:

- Appendix A – New Milton Design Code (provided separately due to size)
- Appendix B – Site Assessment Report (provided separately due to size)
- Appendix C – New Milton Town Centre Masterplan (provided separately due to size)
- Appendix D – Post Occupancy Evaluation

- Appendix E - Area of Special Character Report (provided separately due to size)
- Appendix F – Justification for Policy NM10 Old Post Office (Sorting Office.)

APPENDIX D – POST OCCUPANCY EVALUATION GUIDANCE

This guidance note sets out how Post-Occupancy Evaluation (POE) should be undertaken and is derived from published guidance and best practice.

1. Post-Occupancy Evaluation (POE) is the method of obtaining feedback on a building's energy performance 'in use', to ensure it measures up to the commitments made by the team that designed and built it. It offers significant potential to address the performance gap and occupant satisfaction.
2. Where a monitoring regime to ensure the 'as designed' building performance targets are achieved in practice for all new and refurbished buildings is required, it is important that data is collected robustly, following good practice POE principles. It is therefore recommended that for residential development the POE methodology in section 11.4 of the Home Quality Mark ONE: Technical Manual: England, Scotland & Wales SD239 (2018)⁵⁸, or as updated, is used as a guide for meeting this requirement. For non-residential buildings the BSRIA Soft Landings and Design for Performance framework (BG 76/2019), or as updated, may be used.
3. Applicants are required to set out in their Energy Statement how their monitoring regime, based on the HQM, BSRIA or similar methodology, will work in practice and be independently verified by a third party. The Energy Statement to be submitted with the planning application.
4. As each new or refurbished building comes into use, the developer must ensure performance monitoring and data collection for all relevant parameters for one whole year is carried out once the building is substantially occupied, in line with good POE practice for residential or non-residential uses. This verification process should entail, after appropriate commissioning has taken place, comparison of the 'as designed' parameters (energy, carbon, air quality and overheating risk) to monitoring data under the same categories, to assess and compare actual performance.
5. In order to account for seasonality, a minimum of 12 months monitoring data is required. On the other hand, to account for actual weather, the modelling results can be adjusted with degree days for the relevant year. A 'performance gap metric', which will compare designed and actual performance (e.g. a percentage difference) for each of the 4 required parameters (energy, carbon, air quality and overheating risk) should be issued at POE stage. This needs to be issued for both the 'central' scenario and the 'lowest acceptable performance /reasonable worst-case scenario' as a minimum, with multiple scenarios considered if at all possible. The process and reporting methodology used for the POE will need to be repeatable, so that performance can be monitored for at least 2 annual space heating cycles.
6. A report will then be required to be submitted to both building owners/occupiers and to Council, which states the performance gap metric and identifies any reasons for deviation from predicted energy usage, carbon emissions, indoor air quality and overheating performance, as well as recommendations for reasonable corrective action that will be taken to reduce or eliminate the performance gap.

7. The submission of the monitoring report to owners/occupiers and the council must be secured by a planning condition, to be determined at the time of application based on case-specific factors. The applicant must demonstrate that the reasonable corrective actions committed to in the monitoring report, and subsequently agreed by New Forest District Council or New Forest National Park Authority, have been implemented through another annual heat cycle before the condition will be discharged.

APPENDIX F – POLICY NM10 THE OLD POST OFFICE (SORTING OFFICE)

The Old Post Office, Station Road New Milton.

The building in Station Road now used by the Royal Mail as a sorting office and delivery centre was opened in 1933 and was for many years the main Post Office in New Milton.

Previous Post Offices and link to the heritage of New Milton.

The building is the third Post Office in New Milton. The first was located opposite the railway station. In 1896 it was run by a Mrs Emma Newhook who started to call her sub post office the New Milton post office to differentiate it from the first post office (called Milton post office) beside the Wheatsheaf Inn at the nearby Milton village. In 1896 The London and South Western Railway noted the name in use by the Post Office and used it to name their new railway station. That is how the town of New Milton was named.

The second Post Office was on the corner of Station Road and Whitefield Road. From 1899 it was run by Mr and Mrs Novelle until 1933 when it became too small for the growing population of the town.

Background history.

To put 1933 into historical context, when the Station Road building was opened it was the fourth year of the global great depression which had started with the 'Wall Street Crash' in 1929 and was to last until 1939. Money was short, many people were unemployed and there was great financial hardship throughout the country. It was significant that in those hard times, the Post Office invested in a brand-new building for a small but growing town.



Image 1 Date Stone located under the letter box of the Old Post Office

When it was opened on Monday 2nd of October 1933 it was hailed as a landmark in the development of New Milton. *The New Milton Advertiser and Lymington Times* headline read 'Another Step in New Milton's March of Progress.'² Alderman E.A.G. Stone, the Mayor of Lymington Borough, of which New Milton was a part of at that time, stated that the new building was symbolic of the march of progress in that the town now required a three-storey Post Office with a telephone exchange and a staff of twenty-three. He went onto say 'the architect is to be congratulated on his work, as this building is not only an asset to the borough in its appearance etc., but a service to the public in in every possible way.'

The architect was Mr David Nicholas Dyke, O.B.E. He was born in 1881 and was a fellow of the Royal Institute of British Architects. He was employed by H.M. Office of Works and created over 100 Post Offices, telephone exchanges and other government buildings.³

The newspaper article describes some of the features in the new building. There were three floors with the public office and sorting office on the ground floor along with clerical offices and what was described as 'men's welfare accommodation.' The first-floor housed telephone apparatus and engineering accommodation. On the second floor there was the telephone exchange and 'women's welfare accommodation.' The total floor space was 6,000 feet.

Mr E.J. Gayes the Post Office surveyor for South Western England was quoted as saying in his vote of thanks to the Mayor and Mayoress that although the new Post Office was a distance away from the railway station 'I hope our prophetic vision will prove to be true and that in the not too distant future this Post Office will be the centre of a prosperous and flourishing neighbourhood.' He went onto say that the new building was 'really up to date' with every latest device used by the Post Office incorporated into the building. Mr. Gayes said that the welfare accommodation for staff was a new departure as far as general post offices were concerned but was something that other large employers were doing.

Mr Gayes drew attention to the bronze letter box outside and in terms of its uniqueness commented 'I do not think that I have seen anything even in London offices to compare with it.' The letterbox is unusual in the UK in that it does not have a royal cypher on it.⁴ He went on to extoll the beautiful panelling in the vestibule and in the public hall.

² New Milton Advertiser and Lymington Times. October 7th 1933. p.1

³ New Milton Advertiser and Lymington Times. October 7th 1933. p.1

⁴ New Milton Advertiser and Lymington Times. October 7th 1933. p.1



Bronze letter box outside the Old Post Office. Note stamp book dispenser on the right.

The architect, Mr D.N. Dyke O.B.E. in his speech at the opening of the Post Office commented that the building was constructed using the most modern methods. The structure was a steel framework encased in concrete with the main walls and floors carried by steel stanchions. In the event of a fire the structure would remain sound. Special bricks had been used because of the closeness to the sea. The walls were hollow or cavity wall type.⁵

Importance to the town.

The Post Office not only dealt with letters and parcels but it also was the main place to send telegrams, then an important source of quick and inexpensive communication throughout the UK and abroad. Telegram messenger boys on bicycles were dispatched from the Post Office to deliver telegram messages. The telephone exchange on the second floor was another important service for New Milton.

An indication of the vital service provided by the Post Office to the town was revealed in an interview with Mrs Rose Humphries who, in 1940 was a telephonist in the exchange.⁶ She recalled that on the 23rd of August 1940 she was on duty with a colleague. Telephone calls were received warning of a possible enemy aircraft in the area. Rose put the call through to the A.R.P. office in the Town Hall in Station Road. Another call was received stating that the aircraft was getting closer to New Milton. Rose described this as an 'Orange Alert.' Rose decided that 'before anything unpleasant happened' she would make tea for the telephone exchange workers. She went to the rest room and looked out across the roof tops of New Milton. She saw an aeroplane coming towards the town. As it approached it appeared to be dropping leaflets. When the first explosion occurred, it became apparent that this was an enemy aircraft.

⁵ New Milton Advertiser and Lymington Times. October 7th 1933. p.4

⁶ Interviewed by Nick Saunders MA at her home 5th July 2010.

Rose and her colleagues ran down to the basement of the Post Office and took cover. After the explosion had stopped Rose said that they must return to the exchange as everyone would want their phone calls put through. On their return to the telephone exchange she recalled that almost every light on the switch board was illuminated. They triaged the calls, putting through all emergency messages and cutting off the non-urgent calls.

Rose remembered that one of the GPO messenger boys based in the Post Office was a fifteen-year-old lad called Archie Bursey. Archie was in Old Milton Road delivering a telegram when he was killed in the bombing.

Closure of the Post Office.

In 1994 it was announced that the Post Office counter services in the building would become franchised and move to Martin's newsagents on the opposite side of Station Road.⁷ The Royal Mail told the newspaper that it was probable that they would take over the entire building as a sorting office and collection point for the public.

By January 1995 the new Post Office counter service was operational in Martin's newsagent. They offered the same services as had been previously available and were open for longer hours including Saturdays.⁸

Reasons for inclusion in a local heritage list.

The document published by Historic England giving advice on Local Heritage Listing offers criteria for supporting the inclusion of assets on a local heritage list.⁹ Several of the criteria are relevant to the Old Post Office building.

Asset Type.

A building in the centre of New Milton.

Age.

Constructed in 1933 the building is ninety-two years old. The 1930s style of the building gives a distinctive character to the west side of Station Road.

Rarity.

The architect David Nicholas Dyke created over 100 different post offices during his career. As an example of his work this building is not that rare. However, some aspects of the design such as the bronze letter box are unusual if not unique. In terms of grass roots rarity in New Milton, and Station Road in particular, it is one of the few buildings with a date stone and classical architectural features of merit.

Architectural and Artistic Interest.

The brickwork is of Flemish bond with headers and stretchers alternating to give the building an aesthetic appeal. This is enhanced using different brick tones.

⁷ New Milton Advertiser and Lymington Times. 24th September 1994.

⁸ New Milton Advertiser and Lymington Times. 21st January 1995. p.4.

⁹ Local Heritage Listing: Identifying and Conserving Local Heritage. Historic England Advice Note 7 (Second Edition) Published 2016.



Image shows details on the exterior including key stones and mouldings. Architectural features such as the use of white key stones above the windows, mouldings, and a pediment above the doorway add decoration and visual interest at a ground floor and first floor level.



The pediment over the main doorway to the Old Post Office building. Further up the façade between the first and second floor two ornamental urns can be seen which offer a nod to neoclassical Victorian-era styles.



Ornamental Urn located between the first and second floor.

This is the most architecturally pleasing building in Station Road. The row of shops alongside the Post Office run northwards to the cross roads and were built in the mid to late 1920s.



Image taken in 2009.

The shops and Post Office building combine to give a special character to this area of Station Road and is in complete contrast to the featureless 1970s built shops opposite.

Historic Interest.

The former Post Office building has significant local history interest. When it was first opened in 1933 it was heralded as an important milestone in the development of New Milton. It has played a significant part in the history of the town, particularly in the war

years when it served a vital function in keeping lines of communication open for the emergency services and local residents. It provided a reassuring presence to the public. For many long-term residents in New Milton this building will be a place of shared memories, an important asset for the town, a place of employment for many over the years and a distinctive part of the local identity of the town.

Landmark Status.

With its distinctive 1930s classical architecture and its long history of communal use it is an important part of the town's heritage and has become a landmark in Station Road.

Conclusion.

The 2018 edition of Sir Nikolaus Pevsner's book on the buildings of Hampshire south, makes mention that much of New Milton's late Victorian architecture has been lost.¹⁰ Although the former Post Office is much too late to be considered Victorian it has great architectural merit when contrasted with the bland, flat-roof, shoe box style, commercial buildings opposite which were mainly constructed in the 1960s and 1970. This building is an important part of the history of New Milton, a milestone in the development of the town. It should be included on a local heritage list.

Report written by Nick Saunders MA - local historian and chairman of the Milton Heritage Society. He is a trustee of the New Forest Heritage Centre in Lyndhurst.

¹⁰ Charles O`Brien, Bruce Bailey, et al. Hampshire – South. (Pevsner Architectural Guides: Buildings of England) 2018.