New Forest District Council Local Development Framework

Sites and Development Management Development Plan Document
New Forest District outside the National Park

Public Consultation Document
January 2011

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Section 3: Site-specific Proposals – Totton and the Waterside

3.1 This section of the consultation document sets out site-specific proposals. Following the consultation these proposals will be reconsidered. For those that are to be included in the proposed submission Development Plan Document, site-specific policies will be written having regard to the considerations set out and to points made in the consultation responses.

3.2 The policies in this section are set out settlement by settlement – broadly following the structure of Section 9 of the Core Strategy: Local implications of the Spatial Strategy.

3.3 The background to the proposals is given in the following Background Papers, in particular:
   - BP: 38b
   - BP: 40
   - BP: 44

3.4 The general policies set out in:
   - the Core Strategy,
   - National Planning Policy Statements and
   - Development Management policies set out in Section 2 of this document all apply where relevant to the sites referred to. The criteria set outs the specific additional key matters related to the development of each site.

3.5 Supplementary planning documents (SPDs) will be prepared where appropriate to provide detailed guidance on particular policies and proposals. In particular, Development Briefs will be prepared to provide detailed guidance on the implementation of the main site allocations.

3.6 The local implications of the Core Strategy for Totton and the Waterside are set out on pages 83 to 87 of the Core Strategy. This consultation document sets out for each individual settlement the site-specific proposals and transport proposals to help achieve the policies set out in the Core Strategy. The proposals are set out in the following order:
   - Improving access to the Waterside
   - Totton and Eling
   - Marchwood
   - Hythe and Dibden
   - Hardley, Holbury, Blackfield, Langley and Fawley

Improving access to the Waterside

3.7 The transport section (7.9) of the Core Strategy notes that access to Totton and the Waterside is “not so good”, particularly as the A326 is often congested. Core Strategy Policy CS23 states support for improvements that reduce congestion, improve accessibility and improve road safety. Core Strategy Policy CS23 also details some specific transport proposals in Totton and the Waterside that can help achieve this. The transport schemes detailed are those that are not specific to a
particular settlement within the Totton and Waterside areas but have wider implications for this area as a whole.

Re-opening the Waterside railway to passengers

3.8 Policy CS23(f) of the Core Strategy seeks reinstatement of passenger services on the Waterside branch railway, including safeguarding land for the provision of new passenger stations and associated works and facilities. Hampshire County Council has prepared a consultants’ brief for a feasibility study on the re-introduction of the passenger train service on the Waterside line. The feasibility study will cover demand forecasts, business case preparation and cost/benefit analysis including the socio-economic benefits which would flow from implementation of the proposal.

3.9 The specific locations proposed for the stations and the associated proposed pedestrian and cycle links are set out in the individual proposals for Totton, Marchwood and Hythe in Section 3.

Improvements to the A326

3.10 Core Strategy Policy CS23(c) places improvements to the A326 as a high priority, proposing capacity improvements including bus priorities on the A326 between Dibden and Totton Western Bypass. This is a significant scheme that could involve the widening of the A326. The aim of the improvements is to relieve congestion on the A326 through provision of priority for bus and multi occupancy vehicles, encouraging the use of public transport and car sharing. The Proposals Map shows the area safeguarded for the scheme.

Improvements to footpath/cycleways

3.11 Numerous cycle routes are proposed for the Totton and Waterside area, detailed in the transport proposals for each settlement. Proposal Eastern 2 set out is of wider importance than just one settlement. It will add to an extensive strategic cycle route connecting Marchwood and Totton. This scheme requires non-highway land to implement adjacent to Bury Road, Marchwood Road and Jacob’s Gutter Lane. This route will provide a safe pedestrian/cycle connection between Marchwood and Totton encouraging walking and cycling, as a viable alternative to car travel between the settlements. This scheme will therefore help alleviate traffic congestion in this area. While the principles of the improvement schemes have been appraised for their environmental and highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts, particularly those that involve the removal of extensive existing hedgerows.
Eastern2: Bury Road to Totton cycle route

A cycle route adjacent to the road is proposed along Bury Road (from the Tavell’s Lane junction) to link to the Totton cycleway network at Jacob’s Gutter Lane, as shown on Map Eastern2 (see TOT24.11 and MAR8.4).

Map Eastern2: Bury Road to Totton cycle route
Totton and Eling
Totton overview map
<table>
<thead>
<tr>
<th>No. on overview map</th>
<th>Plan Ref.</th>
<th>Site</th>
<th>Proposal</th>
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<td>Land at Loperwood, north of Loperwood Lane</td>
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<td>TOT6</td>
<td>Land at Hanger Farm, Totton</td>
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<td>TOT7</td>
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<td>Existing housing allocation carried forward, but part deleted due to flood vulnerability</td>
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<td>Local Shopping Frontage</td>
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Totton and Eling

3.12 The strategy for Totton and Eling is summarised on page 84 of the Core Strategy.

3.13 Within the framework set in the Core Strategy, the site-specific policies for Totton and Eling which the Council is considering including in the Plan are set out.

Housing at Totton

3.14 The Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified for around 100 dwellings at Totton (Policy CS11) and Core Strategy Policy CS12 allows for sites for a further 50 dwellings to be identified specifically to address local needs for affordable housing.

3.15 This plan seeks to identify the most appropriate locations for that development to take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified four sites for consideration in this public consultation document. The Council does not consider that other sites suggested merit further consideration (see Sustainability Appraisal Report – Background Paper 40).

3.16 Given that Policy CS11 (requirement for 100 dwellings) has a 50% affordable housing requirement, and Policy CS12 (up to 50 dwellings) has a 70% affordable housing requirement, it is proposed that each allocation made - to reflect the combined requirements of Policies CS11 and CS12 – should provide for 60% affordable housing (40% social rented and 20% intermediate housing).

3.17 The sites being considered as possible housing allocations are:
   - TOT1: Land at Durley Farm, Hounsdown
   - TOT2: Land at Loperwood, north of Loperwood Lane
   - TOT3: Land at Loperwood Farm
   - TOT4: Land to the south of Jacob’s Gutter Lane, Hounsdown

3.18 These sites could accommodate slightly more than the 150 dwellings required, so there is some choice to be made about which sites, or parts of sites, should be allocated for development. At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development and does not have a preferred option regarding which of these sites should be allocated in the final plan. The Council will come to a firm view following consideration of comments made in response to this public consultation document.

Possible housing sites adjoining Totton and Eling

3.19 The adopted Local Plan already identifies as a “reserve” site for housing land at Durley Farm. Under previous policy, reserve sites were to be released for development if they were needed to meet housing land supply requirements, for example if other housing sites were not coming forward for development as anticipated. There has been an expectation therefore that reserve sites would be developed at some future date. This Plan could make Durley Farm into a firm allocation as set out in TOT1.
TOT1: Land at Durley Farm, Hounsdown

Land at Durley Farm, as shown on Map TOT1, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy, and public open space. The site could accommodate up to around 100 dwellings within the site. The remainder of the site should be used for public open space and allotments.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site would be subject to:

- satisfactory resolution of concerns regarding impacts on the local road network, particularly on Jacob’s Gutter Lane;
- vehicular access to the site via Jacobs Walk and pedestrian and cycleway links to the A35;
- provision of a cycle route through the site between Jacobs Gutter Lane (west) and Hounsdown Business Park;
- the retention of existing woodland, mature trees and hedgerows within the site;
- provision of a landscape buffer to the Totton western bypass and with land to the west, in order to screen the development from the New Forest and protect new dwellings within the site from excessive traffic noise;
- protection, or appropriate compensation for, the nature conservation value of the Site of Importance for Nature Conservation designated within the site;
- provision of land for a minimum of 10 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community;
- no built development taking place beneath power lines on the site (open space/allotments may be appropriate); and
- the development should include a significant new area of formal public open space which should be accessible from Hounsdown School.

Map TOT1: Land at Durley Farm
3.20 Two possible housing sites, Land at Loperwood and Loperwood Farm (see TOT2 and TOT3), adjoin each other. If development of the larger site TOT2 is considered appropriate, the Council’s view is that it would make most sense to allocate both sites together. The smaller site at Loperwood Farm (TOT3) could be allocated independently.

**TOT2: Land at Loperwood, north of Loperwood Lane**

Land at Loperwood, as shown on Map TOT2/3, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy, and public open space. The site could accommodate up to around 75 dwellings. The provision of a community centre for the blind and childrens nursery (as proposed by the site’s owners) could also be acceptable. The remainder of the site should be used to provide a significant area of new public open space, in excess of the development’s own immediate requirements, and allotments.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site would be subject to:

- provision of vehicular access from Loperwood Lane;
- provision of footpath/cycleway connections through the development site to link it to the cycle route running along the western boundary of the site and the recreation ground to the east;
- retention of important boundary and feature trees and hedgerows. In particular, the central pond and woodland should be retained;
- landscaping of the south-eastern boundary of the site in order to screen development from existing residential properties. Enhanced landscaping of the northern, western and south-western boundaries in order to screen development from road and cycle routes and provide a high quality setting for the development;
- informal open space and natural play for younger children should be provided within the new residential development. Additional formal public open space should be provided to link in with King George Recreation Ground;
- recreational facilities for young people should be provided either on site or on King George Recreation Ground; and
- provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

**TOT3: Land at Loperwood Farm**

Land at Loperwood Farm, as shown on Map TOT2/3, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy. The site could accommodate up to 20 dwellings.

In addition to policy requirements in the Core Strategy and Development Management policies outlined in an earlier section of this document, development on this site will be subject to:
Provision of vehicular access from Loperwood;
Provision of a pedestrian access to King George’s Recreation Ground;
Landscaping the northern boundary to Loperwood; and
Public open space provision including natural play space.

Map TOT2 /3: Land at Loperwood and Land at Loperwood Farm

3.21 A further possibility, as set out in TOT4, is that a relatively small housing allocation could be made by land south of Jacob’s Gutter Lane. Development of the site would be restricted due to the presence of electricity pylons and woodland.

TOT4: Land south of Jacob’s Gutter Lane

Land south of Jacob’s Gutter Lane, as shown on Map TOT4, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy. The site could accommodate around 10 dwellings.

In addition to policy requirements in the Core Strategy and Development Management policies outlined in an earlier section of this document, development on this site would be subject to:
- provision of vehicular, pedestrian and cycle access from Jacob’s Gutter Lane;
- retention of the area of woodland and important trees and hedgerows within the site;
- a 25 metre buffer between development and the Newmans Copse Site of Importance for Nature Conservation, which can also function as informal open space;
- public open space including provision of natural play space;
- land for the provision of allotments plots within the site; and
- no built development taking place beneath power lines on the site (open space/allotments maybe appropriate).
Possible housing sites within Totton and Eling

3.22 In addition to possible new greenfield sites, the Core Strategy also allows for housing development within the town and assumes that some 150 dwellings will be provided on larger sites within the settlement over 2006-2026. A number of sites within Totton are proposed for housing development. Depending on the consultation responses, detailed policies for the development of these sites could be included in this Plan when submitted to the Secretary of State. Some of the sites are already allocated in the Local Plan and are proposed to be carried forward. Where this is the case, development requirements previously set out will be updated to ensure that the development is in accordance with policies in this Plan and the adopted Core Strategy.

3.23 One site that could be allocated for housing development is an area of undeveloped land that was part of the Hazel Farm development area: land north of Michigan Way, east of Garland Way. It was retained by the Department of Health for possible future health service requirements, but it is now surplus to requirements.

**TOT5: Land north of Michigan Way, east of Garland Way**

Land north of Michigan Way, east of Garland Way, as shown on Map TOT5, is proposed to be allocated for residential development. Development of the site should incorporate a green buffer on the southern boundary, continuing the existing green infrastructure which is established along Michigan Way.
3.24 Hanger Farm, Totton is a long-standing allocation with planning permission for the development of around 330 dwellings. As an existing committed site, its development has already been taken into account in the overall provision of new housing during the plan period. The West Totton Development Brief No 2, adopted in July 1982 and revised in 1987 gives supplementary guidance for the development of this site.

**TOT6: Land at Hanger Farm, Totton**

Land at Hanger Farm, as shown on Map TOT6 is proposed to continue to be allocated for residential development (see also TOT24.6).

![Map TOT6: Land at Hanger Farm](image)

3.25 Land at Brokenford Lane, currently in commercial use, was identified in the Local Plan for redevelopment. Planning permission has already been granted for part of the site to the north of Jackie Wigg Gardens, east of Brokenford Lane, to be redeveloped for housing.

3.26 Brokenford Lane has a substandard access for commercial vehicles and it is considered that redevelopment of these industrial areas would benefit highway safety and improve the environment in this area. However, the part of the allocated site which lies to the west of Brokenford Lane is subject to a high level of flood risk where national policy requires that only “water-compatible uses”, or “essential infrastructure” should be allowed. Therefore, it is proposed to delete the allocation for residential redevelopment on land west of Brokenford Lane, whilst maintaining the allocation on land to the east which is not subject to the same flooding constraints.
TOT7: Land at Brokenford Lane, Totton

Land east of Brokenford Lane, as shown on Map TOT7, is proposed as a site for residential redevelopment. It is proposed to delete the previous residential allocation on the land to the west as shown on Map TOT7.

Map TOT7: Land at Brokenford Lane, Totton

3.27 Stocklands, Calmore Drive is currently occupied by a redundant Hampshire County Council care home.

TOT 8: Stocklands, Calmore Drive

Stocklands, Calmore Drive, as shown on Map TOT8, is proposed as a possible site for residential development.

Map TOT8: Stocklands, Calmore Drive

3.28 Salterns School is currently in educational use, but it could become redundant during the plan period. In the event that the site becomes redundant, it is considered a possibility for residential development.
**TOT9: Salterns School, Commercial Road, Totton**

Land at Salterns School, as shown on Map TOT9, is identified as a possible site for residential development.

**Map TOT9: Salterns School**

3.29 Land off Blackwater Drive, Calmore is currently occupied by a NFDC sheltered housing scheme which is being decommissioned as it is no longer required for its current use.

**TOT10: Land off Blackwater Drive, Calmore**

Land off Blackwater Drive, Calmore, as shown on Map TOT10, is identified as a possible site for residential development. Proposals should make provision for the enhancement of existing public open space to the north of the site to compensate for the loss of open space within the site.

**Map TOT10: Land off Blackwater Drive, Calmore**

3.30 The bus depot site on Salisbury Road was identified in the Employment Land Review as being suitable for redevelopment for alternative use. Should the site become available, redevelopment for housing would provide environmental benefits.
The bus depot on Salisbury Road, as shown on Map TOT11, is identified as a possible site for residential development.

Land off Oleander Drive is safeguarded for highway purposes in the Local Plan. In the event of this land no longer being required for improvements to the A326/Michigan Way junction, the site could be considered for residential development.

Land off Oleander Drive, north of Michigan Way, as shown on Map TOT12, is identified as a possible site for residential development. The paddock adjoining Michigan Way should be retained as a green buffer between the development and Michigan Way. Footpath and cycleway routes should be provided to link the Oleander Drive to the A326 underpass (see scheme TOT24.14).

TOT14 deals with Eling Wharf. It is proposed primarily as an employment allocation. In order to help achieve Core Strategy Objectives it is proposed that the major part of Eling Wharf be redeveloped for higher intensity employment uses (see TOT14). The adopted Local Plan allocated 1.5 hectares at the southern end of the
site, adjoining Eling Quay, for residential or mixed residential/office/business development. It was envisaged that this could provide for up to about 30 dwellings. This consultation document is asking for responses to the proposition to significantly increase the housing provision at Eling Wharf. An increase in housing provision could help to achieve a viable development on the site as a whole which could make a major contribution to Core Strategy employment objectives, could help achieve environmental improvements to the site and the general area, and could also make a significant contribution towards Totton’s affordable housing needs. A draft site brief, prepared by agents acting for the site owners, is expected to be put forward for public consultation. The Council will make a firm decision about the amount of housing that is acceptable on the site in the light of consultation responses to this document and to the site owners draft site brief. Regard will be had to evidence on the financial viability of development (see also para 3.37 – 3.39).

Small scale residential developments in Totton

3.33 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Meeting the need for a additional residential pitches for gypsies

3.34 Section 2 (paragraphs 2.69-2.74) of this document, sets out the assessed need for additional pitches for gypsies and travellers and states that in the Council’s view the best way of meeting this need would be by a small extension of the existing site at Little Testwood Farm. TOT13 sets out how this could be achieved.

<table>
<thead>
<tr>
<th>TOT13: Land at Little Testwood Farm caravan site</th>
</tr>
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<tbody>
<tr>
<td>Land currently used as a transit caravan site for gypsies at Little Testwood Farm, as shown on Map TOT13, is safeguarded for that purpose.</td>
</tr>
</tbody>
</table>

A small extension, sufficient to increase the capacity of the site by about 5 permanent residential pitches for gypsies, is proposed to be made by extending the site south-eastwards to include additional land beyond the bounds of the transit caravan site, but within the curtilage of the site. This would be subject to:

- provision of adequate vehicular/pedestrian/cycle access to the site;
- appropriate landscape boundary treatment; and
- provision for essential amenities including ablution facilities and children’s play space on the site.
Employment at Totton

3.35 The Core Strategy proposes up to 5 hectares of additional employment land at Totton (Policy CS18). Given the constraints surrounding Totton (in particular the National Park to the west and the River Test to the east), the Council considers that the most appropriate way of providing for additional employment land in the Totton area is through maximising the use and employment potential of existing employment sites. Various sites have been suggested to the Council for consideration, and having appraised those suggestions (see the Sustainability Appraisal Report – Background Paper 40) the Council has identified three sites for consideration in this public consultation document. The Council wishes to avoid major new employment allocations to the north, between Totton and the M27 because of the impact that this development would have on this attractive Forest-fringe landscape.

3.36 Three sites which already have some sort of employment use/designation are considered in particular to have potential for contributing towards meeting Totton’s employment needs, as set out in proposed Policies TOT14, TOT15 and TOT16.

Eling Wharf

3.37 Eling Wharf (see Map TOT14) is a large key site. It covers about 15 hectares on the edge of Totton town centre and next to Southampton Water, with good transport links. At present it offers a poor quality environment and suffers from serious contamination. It is currently used mainly for storage and some low intensity employment uses. In the Council’s view this site has the potential for very major improvement. The Council wishes to see higher intensity development of this site, primarily for employment uses, but with a limited amount of housing and community/recreational uses, and with significant associated environmental improvements (see also para 3.32).

3.38 It is expected that a development brief for the Eling Wharf site will be prepared and consulted on by the site owners. In considering the future of Eling Wharf, the Council will take into account the results of such a consultation alongside responses to this document. The Council will work with the site owners to agree a development brief for the site.

3.39 The Council’s proposed principles for development at Eling Wharf are set out in TOT14.
TOT14: Eling Wharf

Within the total site area of 15 hectares at Eling Wharf, as shown on Map TOT14:

- the primary use of the site should be employment development and high-intensity employment uses will be encouraged (especially B1 and higher density B2 uses);
- some housing development may be permitted on the western part of the site in order to achieve a financially viable development on the site as a whole that will significantly contribute towards achieving Core Strategy employment objectives and significant environmental improvements. This should include affordable housing as required by Core Strategy Policy CS15, unless the local planning authority accepts a lower contribution having regard to overall financial viability;
- the southern part of the site, adjoining Eling Quay should be used for community and recreational uses;
- there should be public access to the waterfront;
- the existing contamination issues will need to be satisfactorily dealt with before development takes place, or in association with the development;
- given the key position of the site, significant environmental improvements should be made and new development should aim to create a high quality environment across the whole site;
- access to the employment areas should be from the A35, and access to the housing areas should be from Eling Lane with all accesses being to the satisfaction of the highway authority;
- development will need to avoid creating unacceptable impacts on the nearby areas of national and international importance for nature conservation;
- a Flood Risk Assessment will be required for development proposals on this site; and
- a cycle/footpath route through the site should connect to the existing cycle routes adjacent to the A35 to the north of the site and the on road route along Eling Lane to the west of the site. This route would improve links for pedestrians and cyclists and would encourage cycling and walking to and from the site.
Land at Little Testwood Farm, Totton

3.40 Land at Little Testwood Farm between the new football stadium and the caravan site is currently assigned as potential public open space, related to the development of the stadium. However, as the site is not well related to residential areas, the Council considers that a better use of the site could be for employment uses as set out in TOT15. This could help towards meeting the additional employment land requirements for Totton as set out in the Core Strategy, and could result in significant environmental improvements to the area. Alternative areas of public open space will need to be provided in association with residential land allocations (see in particular TOT1 and TOT2). It is proposed to change the defined built-up area boundary in this area (see Policy DM8 in Section 2).

### TOT15: Land at Little Testwood Farm

About 1.8 hectares, as shown on Map TOT15, is identified as a possible site for employment development in accordance with Policy CS18 of the Core Strategy. In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- provision of satisfactory vehicular access from Salisbury Road;
- provision of pedestrian/cycle access to the site which links in well with existing footpaths and cycleways;
- retention of important trees and hedgerows on the site and its boundaries; and
- landscaping of the site boundaries adjoining the caravan site to the north and east in order to screen the development, adjoining the new stadium to the south, and provision of a landscape buffer along Salisbury Road in order to improve visual amenity and provide a high quality setting for the development.

![Map TOT15: Land at Little Testwood Farm - possible employment allocation](image)

Land at Sunnyfields Farm, Totton

3.41 The intention of TOT16 would be to bring within the planning policy framework the rural enterprise which has developed over the years at Sunnyfields Farm. Development of the existing business has the potential to provide a wide variety of local employment opportunities. However, in doing so it is important that the environmental impact of such development is minimised and controlled. In particular the landscape and traffic impacts of proposals in this location need to be
appropriate for the site’s location in the countryside. The proposed cycle route would provide a connection to the site for cyclists, encouraging cycling to and from the site by linking to routes proposed connecting to Totton and Marchwood.

3.42 Subject to the consultation response to TOT16, the Local Planning Authority will work with the site owners and operators to agree a Development Brief to guide future development in the area.

**TOT16: Land at Sunnyfields Farm, Jacob’s Gutter Lane**

It is proposed that the development of food production and processing activities and ancillary training facilities at Sunnyfields Farm, south of Jacobs Gutter Lane could be considered, subject to:

(i) built development being contained within the area identified on Map TOT16;

(ii) retail floorspace being restricted to that appropriate as ancillary to the food production and processing uses on the site;

(iii) local environmental improvements to minimise the impact of development on the countryside, including appropriate landscaping to screen buildings;

(iv) provision of an off-road cycleway along the frontage to Jacob’s Gutter Lane (see TOT24.11); and

(v) retention of woodland on the western boundary and other important trees on site.

Within this framework, it would be particularly important that any future development on the site should be in accordance with a Site Development Brief agreed by the Local Planning Authority.

**Map TOT16: Land at Sunnyfields Farm**

**Totton town centre**

3.43 Totton town centre is one of the main shopping and commercial centres in the district. The Core Strategy sets the strategy for town centres in Policy CS20.

**TOT17: Town centre boundaries**

The town centre boundary, the primary shopping area and secondary shopping frontages in Totton Town Centre, are as shown on Map TOT-TC1.

3.45 The town centre boundary, the primary shopping area and secondary shopping frontages are all as defined in the adopted Local Plan. Monitoring the implementation of Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map TOT-TC1 shows the boundaries, together with the Town Centre Opportunity Sites identified in TOT18.

Map TOT-TC1 – Totton Town Centre

3.46 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12/12d), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

3.47 In Totton town centre a major extension to the Asda store has been given planning permission. TOT18 identifies further possible development opportunities within Totton town centre. Development proposals on these sites should be primarily for the uses indicated in TOT18, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (see Appendix 2) and with other policies in this Plan and the Core Strategy.
<table>
<thead>
<tr>
<th>Ref.</th>
<th>Site address</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Totton Conservative Club, Salisbury Road</td>
<td>Retail</td>
</tr>
<tr>
<td>2</td>
<td>Library Road Car Park</td>
<td>Retail</td>
</tr>
<tr>
<td>3</td>
<td>Former Petrol Station, north of Ringwood Road</td>
<td>Retail</td>
</tr>
<tr>
<td>4</td>
<td>Totton Retail Park Servicing Area</td>
<td>Retail/office/entertainment</td>
</tr>
<tr>
<td>5</td>
<td>Land north of Commercial Road (Nos.81-97, including Red Lion PH)</td>
<td>Retail/entertainment/office</td>
</tr>
<tr>
<td>6</td>
<td>Railway Sidings, Junction Road</td>
<td>Retail/office/residential</td>
</tr>
<tr>
<td>7</td>
<td>Totton Timber</td>
<td>Retail/office</td>
</tr>
<tr>
<td>8</td>
<td>Land between Asda and Junction Road</td>
<td>Retail/office/community</td>
</tr>
<tr>
<td>9</td>
<td>Land at Junction Road and Rumbridge Street</td>
<td>Retail/office</td>
</tr>
<tr>
<td>10</td>
<td>12-16 Eling Lane</td>
<td>Offices</td>
</tr>
<tr>
<td>11</td>
<td>Land south of High Street</td>
<td>Offices</td>
</tr>
<tr>
<td>12</td>
<td>Car sales site north of Totton by-pass</td>
<td>Offices</td>
</tr>
<tr>
<td>13</td>
<td>37-39 Salisbury Road</td>
<td>Offices/community</td>
</tr>
<tr>
<td>14</td>
<td>26 Rumbridge Street</td>
<td>Offices</td>
</tr>
</tbody>
</table>

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

3.48 TOT19 proposes to continue the previous Local Plan policy to maintain the cluster of civic and community uses in the northern part of the town centre.

**TOT19: The Civic Building complex**

It is proposed to carry forward the existing Local Plan Policy that only civic and community uses will be permitted in the area of the Civic Centre, library, medical...
centres, fire and police stations, and associated car parks, as defined on the
Proposals Map.

3.49 The Council considers that there is scope to improve accessibility to the town and reduce the impact of physical severance caused by traffic along the A336 Ringwood Road and A36 Salisbury Road, passing through Totton Town Centre. The proposals in TOT20 could help improve accessibility for non-car modes of transport, could encourage walking and cycling as viable alternative modes of transport, and could help improve the physical urban environment of Totton town centre.

**TOT20: Environmental and transport improvements in Totton Town Centre**

Improvements are proposed to reduce the impact of through traffic and the dominance of the car on the environment in Totton Town Centre, as well as improving accessibility for non-motorised and more vulnerable road users. The transportation improvements proposed to help alleviate the impact of traffic, in the vicinity of the central roundabout (transport scheme ref TE/T/39), are as follows:

- reducing the scale of the central roundabout;
- widening footways;
- improvements to pedestrian crossings at the junction of Salisbury Road and the roundabout, and the central pedestrian reservation in Commercial Road;
- reducing Commercial Road to a single carriageway except on the final approach to central roundabout;
- improved bus stops with shelters;
- replace pelican crossing on Commercial Road with raised flat top zebra crossing; and
- provision of a flat top table at Beaumont Road junction to help create a gateway to the town centre and slow traffic speeds.

**Rumbridge Street**

3. 50 Rumbridge Street has a distinctive character and makes an important contribution to the economy of the town centre, providing a range of specialist shops, food and drink establishments, services and other business uses. While TOT21 seeks to retain a significant level of retail activity in the area, it recognises that other commercial and business activities in the area also make a positive contribution to the vitality of the area and will provide local jobs. The previous Local Plan Policy had sought to keep non-retail uses to below 40% of the frontage. However, non-retail uses now occupy some 55% of the street frontage. TOT21 recognises the existing situation, but seeks to prevent the further decline in retail activity in the area.

**TOT21: Rumbridge Street Local Shopping Area**

Within the Rumbridge Street Local Shopping Area, as defined on the Proposals Map, development proposals which enhance the commercial vitality of the area will be permitted. A minimum of 45% of the total street frontage should be retained in retail use. No residential uses will be permitted within the ground floor street frontages.
Totton Local Shopping Frontage

3.51 In addition to the Local Shopping frontages in Totton, as defined on the Local Plan Proposals Map, the local centre at Calmore merits recognition. Policy DM18 will apply to the defined local shopping frontages.

<table>
<thead>
<tr>
<th>TOT22: Nutshalling Close, Calmore Local Shopping Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Local Shopping Frontage, as shown on Map TOT22, is defined in Nutshalling Close, Calmore.</td>
</tr>
</tbody>
</table>

Map TOT22: Nutshalling Close, Calmore - Local Shopping Frontage

Green Infrastructure and Open Space at Totton

3.52 The Green Infrastructure Strategy for Totton is set out in Map GI-TOT and Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features. Proposals TOT23 are shown on this map.

3.53 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a). Transport proposals that will also play an important part in the Green Infrastructure Strategy are:

a) TOT24.8: Bartley Park to Brokenford Lane (via Bartley Water) cycle route; and
b) TOT24.13: Footpath provision at Goatee Shore, Eling to Marchwood Road.
Map GI-TOT: Green Infrastructure Strategy for Totton
Open Space

3.54 Since the previous Local Plan was adopted, the following proposals for additional public open spaces have been implemented:
   a) 2.2 hectares of formal open space at Hanger Farm (Local Plan Policy TE-18);
   b) 4.4 hectares of informal open space at Hazel Farm (Local Plan Policy TE-19);
   c) 4 hectares of the land which was allocated in the previous Local Plan (Local Plan Policy TE-21) for formal open space at Little Testwood Farm has been developed as a private sports facility. This will be shown as private open space on the proposals map; and
   d) 8 hectares of open space has been provided at Testwoodhouse Farm (Local Plan Policy TE-20). The intention is that some of the site should be laid out as formal open space (playing pitches).

3.55 These areas, and others provided as part of a development scheme will now be shown as existing public open space on the Proposals Map and protected by Policy DM7.

3.56 The following proposals are suggested for inclusion in the Plan.

<table>
<thead>
<tr>
<th>TOT23: Public Open Space Proposals</th>
</tr>
</thead>
<tbody>
<tr>
<td>The following sites (as shown on Map TOT23a and TOT23b) are proposed to be allocated for public open space:</td>
</tr>
<tr>
<td>a) 4.44 hectares of informal open space at Bartley Park (carried forward from Local Plan Policy TE-17); and</td>
</tr>
<tr>
<td>b) 4.5 hectares of informal open space at Cockleydown Copse.</td>
</tr>
</tbody>
</table>

Map TOT23a: Open space at Bartley Park
3.57 The land at Bartley Park and Cockleydown Copse is in Council ownership but is not currently accessible. The proposals will make better use of publically owned assets. The provision of accessible informal open space on these sites and the increased public open space requirements associated with possible residential development allocations at Durley Farm (TOT1) and Loperwood/Loperwood Farm (TOT2 and TOT3) provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.

3.58 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

Transport proposals in Totton

3.59 The transport improvements set out in TOT24 are proposed to be included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

3.60 A full list of proposed transport schemes for Totton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44). A Totton Town Access Plan Supplementary Planning Document is due to be prepared in 2011/12.

<table>
<thead>
<tr>
<th>TOT24: Transport Schemes</th>
</tr>
</thead>
<tbody>
<tr>
<td>The following transport schemes in Totton are proposed, primarily to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking:</td>
</tr>
</tbody>
</table>
Strategic transport improvements

TOT 24.1 (TE/T/69): Totton A35 east of A326 – highway improvements, including bus priorities, to tackle congestion.

This is a significant proposal identified in Core Strategy Policy CS23(b). It is anticipated that most or all of the works will be within the highway boundary. This proposal will help ease congestion and reduce the negative impact of traffic in the area.

TOT 24.2 (TE/T/42): Totton Western Bypass: A35 - Michigan Way Junction to Cocklydown Lane junction, dualing and junction improvements.

This is a significant scheme, identified in Core Strategy Policy CS23(c), involving widening of the carriageway requiring non-highway land to implement. This scheme will provide improved efficiency and capacity of the bypass relieving the town centre of through traffic and easing congestion (this scheme is under review by HCC, and following that review the proposals in this Plan may need to be changed).

TOT 24.3 (TE/T44): Hounsdown - new railway station.

This significant proposal is identified in Core Strategy Policy CS23(f). It requires the use of non-highway land to implement. The station forms part of the proposed reinstatement of the waterside railway for passenger use (referred to in Core Strategy Policy CS23(f)) which will provide a viable alternative to car travel in the east of the district helping reduce traffic and congestion in the Totton and Waterside area.


This significant proposal is identified in Core Strategy Policy CS23(g). It requires the use of non-highway land to implement. The station forms part of the proposed reinstatement of the waterside railway for passenger use (referred to in Core Strategy Policy CS23(f)) which will provide a viable alternative to car travel in the east of the district helping reduce traffic and congestion in the Totton and Waterside area.

Cycle route proposals

TOT 24.5 (TE/T/2): Rumbridge Street to A336/Ringwood Road (via Brokenford Lane) cycle route.

This proposed cycle route comprises of on and adjacent to road sections including an upgrade to Brokenford Lane railway footbridge to assist cyclists crossing. The upgrade to the bridge involves the introduction of a ramp on the bridge to accommodate cyclists carrying their bikes over the bridge. This scheme will provide a
cycle link connection across Totton, from either side of the railway line, helping reduce severance caused by the rail line crossing the town and encouraging cycling to/from the town centre.

**TOT 24.6 (TE/T/4): Dales Way to Stonechat Drive cycle route.**

This scheme is an off-road cycle route and therefore requires non-highway land to implement. The proposal provides a missing link for the off-road cycle routes already implemented in west Totton, providing greater connectivity and permeability of the cycle routes in this area encouraging walking and cycling in the town.

**TOT 24.7 (TE/T/11): Testwood Lane to Salisbury Road (via Library Road) cycle/pedestrian route.**

This cycle route consists of both on and off-road sections connecting Testwood Lane to Salisbury Road via a car park and the library site in Totton town centre. This route requires the use of non-highway land for the section that links through the car park and adjacent to the library; this section will be a shared pedestrian/cycleway. The proposed route helps provide better links through the town centre encouraging both cycling and walking as a viable transport mode to and through the town centre.

**TOT 24.8 (TE/T/12): Bartley Park to Brokenford Lane (via Bartley Water) cycle route.**

This is an extensive off-road cycle route connecting through a large area of open space and small areas of woodland. The route also crosses a water course and under the railway line. This scheme will help provide better links to the town centre from the west of the town, particularly utilising the existing off-road cycle network. This will encourage cycling to and from the town centre helping reduce the number of cars travelling in and around the town.

**TOT 24.9 (TE/T/14): Hamtun Gardens to Testwood Lane (via Greenfields Avenue) cycle route.**

This is a predominately on road cycle route connecting an existing route on Salisbury Road to a proposed route on Testwood Lane. This proposal includes an off-road section along the footpath linking Hamtun Gardens and Greenfields Avenue, requiring the use of non-highway land. This proposed route provides safer links in the Testwood College area of the town encouraging cycling to and from the college.

**TOT 24.10 (TE/T/16): Jacob’s Gutter Lane to Downs Park Crescent (Hounsdown to Eling) cycle route.**

The proposal is for an off carriageway route adjacent to the A326 Marchwood Bypass and off-road section through the open space linking to Downs Park Crescent in Eling.
This route requires the use of non-highway land to implement the section passing across an area of open space (designated as a Site of Importance for Nature Conservation) between the A326 and Eling and also use of the land adjacent to the A326 connecting to Jacob’s Gutter Lane. This proposal will improve links for cyclists and pedestrians between the southern area of Totton and the town centre as well as providing greater connectivity between Totton and Marchwood. The off-road sections will provide safer routes encouraging cycling through the town, providing a viable alternative to car travel.

**TOT 24.11 (TE/T/19): Jacobs Gutter Lane (east of A326 spur) cycle route.**

This scheme is a proposed adjacent to road cycle route which requires non-highway land to implement. The route will connect existing and proposed cycle routes improving connection around the southern area of Totton as well as to routes connecting Totton and Marchwood.

**Footpath improvements**

**TOT 24.12 (TE/T/45): Water Lane/Westfield Car Park: Pedestrian link between car park/rear service area and eastern end of Water Lane.**

This scheme involves the use of non-highway land to implement the link through the car park connecting to Water Lane. This route helps provide better links within the town centre encouraging walking to and through the town centre.

**TOT 24.13 (TE/T/47): Footpath provision (rural 0.65km) at Goatee Shore, Eling to Marchwood Road.**

This proposal is to encourage walking in the area, providing a walking route to Totton away from the highway. Non-highway land is required to implement this footpath.

**TOT 24.14 (TE/T/51): Footpath improvements/cycle route linking to existing cycle routes and paths in West Totton, Greenroute (extended) to Tatchbury Lane**

This proposal would be a development requirement of site TOT12: Land off Oleander Drive, north of Michigan Way, if it was allocated for development. This route is a green infrastructure proposal providing a leisure route linking towards the National Park.
MapTOT24: Transport schemes
Marchwood
Marchwood overview map
<table>
<thead>
<tr>
<th>No. on overview map</th>
<th>Plan Ref.</th>
<th>Site</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MAR1</td>
<td>Land between Cracknore Hard Lane and Normandy Way</td>
<td>Possible development of up to 12 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>MAR2</td>
<td>Land at Park’s Farm</td>
<td>Possible development of up to 100 dwellings</td>
</tr>
<tr>
<td>3</td>
<td>MAR3</td>
<td>Land south of Hythe Road</td>
<td>Possible development of up to 15 dwellings</td>
</tr>
<tr>
<td>4</td>
<td>MAR4</td>
<td>Land off Mulberry Road</td>
<td>Proposed residential development</td>
</tr>
<tr>
<td>5</td>
<td>MAR5</td>
<td>Marchwood Industrial Park</td>
<td>Employment development</td>
</tr>
<tr>
<td>6</td>
<td>MAR6</td>
<td>Cracknore Industrial Park</td>
<td>Employment development</td>
</tr>
<tr>
<td>7</td>
<td>MAR7</td>
<td>Marchwood Military Port</td>
<td>Employment development</td>
</tr>
<tr>
<td></td>
<td>MAR8</td>
<td>Various</td>
<td>Transport schemes (see Map MAR8)</td>
</tr>
</tbody>
</table>
Marchwood

3.61 The strategy for Marchwood is summarised on pages 85-86 of the Core Strategy.

3.62 Within the framework set in the Core Strategy, site-specific policies for Marchwood which the Council is considering including in the Plan are set out.

Housing at Marchwood

3.63 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 150 dwellings at Marchwood specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Core Strategy Policy CS15(b).

3.64 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified three sites for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites for development (as set out in the Sustainability Appraisal Report – Background Paper 40). Although the greenfield sites identified will accommodate less than the upper limit of 150 dwelling set in the Core Strategy, they will between them make a significant contribution to addressing local housing needs.

3.65 The sites being considered as possible housing land allocations are:
   - MAR1: Land between Cracknore Hard Lane and Normandy Way
   - MAR2: Land at Park’s Farm
   - MAR3: Land south of Hythe Road

3.66 At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development or about which of these sites should be allocated in the final plan. The Council will come to a firm view following consideration of comments made in response to this public consultation document.

Possible housing sites adjoining Marchwood

3.67 The adopted Local Plan identified a site between Cracknore Hard Lane and Normandy Way as a “reserve site” (see Map MAR1). It is now proposed to make this an allocation as set out in MAR1.

<table>
<thead>
<tr>
<th>MAR1: Land between Cracknore Hard Lane and Normandy Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land between Cracknore Hard Lane and Normandy Way as shown on Map MAR1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of</td>
</tr>
</tbody>
</table>
0.5 hectares could accommodate around 10-12 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Cracknore Hard Lane;
- retention of important trees and hedgerows on boundaries of the site. Verges on Cracknore Hard Lane should be retained as far as possible whilst allowing for the creation of a safe access into the site; and
- public open space, including provision of informal open space and natural children’s play space located within the development.

Map MAR1: Land between Cracknore Hard Lane and Normandy Way

3.68 The Council considers that land at Park’s Farm, between Hythe Road and Marchwood bypass, could contribute significantly towards meeting housing needs in Marchwood as well as provide community benefits.

MAR2: Land at Park’s Farm

Land at Park’s Farm, as shown on Map MAR2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. It is estimated that this site could provide for about 100 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of pedestrian/cycle access to the site which link with footpaths and cycleways. In particular, a link between Long Lane, Hythe Road and Twiggs Lane as part of a green infrastructure corridor to create a permeable site for pedestrians and cyclists and to connect the new development with the infant school;
- provision of a safe pick-up and drop-off area for the school, perhaps in
connection with junction improvements at Twiggs Lane and the Marchwood bypass (see MAR8.1);

- retention and enhancement of the Site of Importance for Nature Conservation in the southern corner of the site, or alternative compensatory nature conservation provision;
- retention of the tree lined character of Long Lane as far as possible, allowing for the creation of a safe access;
- provision of a landscape buffer adjacent to the A326 in order to screen the development and attenuate traffic noise;
- retention of field boundaries within the site as far as possible which should be integrated into the design of the site;
- provision of additional planting to strengthen existing hedgerows and green corridors in order to improve visual amenities within the development and enhance their contribution to biodiversity;
- additional landscape planting particularly on the north-eastern and north-western boundaries of the site to help screen the new development from existing housing on Hythe Road and to improve the biodiversity potential of green corridors;
- public open space, including provision informal open space and young people’s and children’s play space(s) located within the residential development; and
- provision of land for allotment gardens for a minimum of 10 full size allotments plots either within the site or on an alternative appropriate site adjoining the village, in order to provide for local needs arising from the development and in the wider community.

Map MAR2: Land at Park’s Farm

3.69 Land south of Hythe Road could also be allocated. The site is currently designated as a Site of Importance for Nature Conservation although recent changes to the management of the site may have affected its ecological value.
MAR3: Land south of Hythe Road

Land south of Hythe Road as shown on Map MAR3 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The site could accommodate around 15 dwellings. The site is currently identified as a Site of Importance for Nature Conservation (SINC). Its development will be conditional on replacement compensatory habitat being provided elsewhere.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from St. Contest Way adjoining the west of the site;
- provision of pedestrian/cycle access to the site which link with footpaths and cycleways. In particular, a direct pedestrian link through the development to the Hythe Road footway should be provided;
- retention of important trees and hedgerows around the perimeter of the site;
- provision of a landscape buffer between the development and the A326 in order to screen the development, attenuate traffic noise and enhance biodiversity, paying special regard to the adjoining Site of Importance for Nature Conservation; and
- public open space, including provision of children’s play space located within the residential development.

Map MAR3: Land south of Hythe Road

Possible housing sites within Marchwood

3.70 In addition to the allocation of sites adjoining Marchwood, a site within the existing defined built-up area is also identified as a possible new housing development. The land at Mulberry Road, now cleared, was previously developed, and is put forward as a possible housing allocation.
MAR4: Land off Mulberry Road

Land off Mulberry Road, as shown on Map MAR4, is identified as a possible site for residential development. Affordable housing will need to be provided in accordance with Policy CS15(d) of the Core Strategy. The site could accommodate around 12-15 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Arakan Crescent;
- provision of pedestrian/cycle access to the site which links in well with footpaths and cycleways. In particular, direct pedestrian access through the development to the Main Road footway should be provided;
- retention of important trees and hedgerows on the site including those on the Main Road frontage. Provision of landscaping on the northern boundary of the site in order to enhance the existing hedge and green frontage to Main Road; and
- provision of children’s play space located within the residential development.

Small scale residential developments in Marchwood

3.71 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Employment at Marchwood

3.72 The Core Strategy makes no provision for new employment land allocations at Marchwood. However, existing Local Plan policies for existing major employment sites are proposed to be carried forward. The contents of these policies are updated
to take account of new site names and the provisions of Core Strategy Policies CS17 and CS18.

3.73 Marchwood Industrial Park (formerly known as Marchwood Power Station site) contains an energy from waste plant, a gas turbine power station and various industrial uses. There are also extensive areas of open storage. There is scope for further employment development and intensification of uses on the site which is encouraged by Core Strategy Policy CS17(c). There is also scope for this site to contribute additional warehouse floorspace to meet the requirements of Core Strategy Policy CS18(b)(iii).

### MAR5: Marchwood Industrial Park

The development of industrial/office/storage and distribution uses at Marchwood Industrial Park will be subject to the following considerations:

- The wharf will be retained and associated areas to the south of it (west of the incinerator and power station) should be reserved for uses which require access to deep water (see also Policy DM12: Sites safeguarded for marine uses);
- redevelopment and intensification will be encouraged. In particular, more efficient use of areas currently used for open storage will be encouraged, including their replacement with built warehouse floorspace to meet the requirements of Core Strategy Policy CS18; and
- existing landscape features associated with the lakes and boundaries of the site should be retained and enhanced in order to screen development and enhance biodiversity.

3.74 Cracknore Industrial Park (formerly known as Husbands Shipyard) contains some industrial units and an area of open storage. There are various permissions on the site including for a hotel and marina. A large part of the site currently remains undeveloped.

### MAR6: Cracknore Industrial Park

The development of industrial/office/storage and distribution uses at Cracknore Industrial Park will be subject to the following considerations:

- Areas adjoining the waterfront should be reserved for marine-related employment uses which require direct access to the water (see also Policy DM12: Sites safeguarded for marine uses);
- public access to Cracknore Hard for the launching and landing of boats should be retained; and
- improvements to the parking, mooring and launching facilities should be secured through development of the site.
Map MAR5 and MAR6: Marchwood Industrial Park and Cracknore Industrial Park

3.75 MAR7 updates and carries forward Local Plan Policy MA-4 regarding Marchwood Military Port as a basis for responding to consultations from the Ministry of Defence or dealing with development proposals on any land disposed of.

**MAR7: Marchwood Military Port**

Development proposals at Marchwood Military Port should comply with Core Strategy Policy CS17 and Policy DM12: Sites safeguarded for marine uses.

Map MAR7: Marchwood Industrial Military Port
Marchwood Local Shopping Frontage

3.76 The Marchwood Local Shopping Frontage, as defined in the previous Local Plan, is proposed to be carried forward unchanged. Policy DM19 applies.

Green Infrastructure and Open Space at Marchwood

3.77 The Green Infrastructure Strategy for Marchwood is illustrated on Map GI-MAR. Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

3.78 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

3.79 The footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane (MAR8.4) is an important component of the Green Infrastructure Strategy. This footpath will provide a leisure route that will encourage and promote walking in the area.

Open Space

3.80 The adopted Local Plan Policy MA-9 to safeguard land adjacent to Marchwood Junior School for a new school is not proposed to be carried forward into this Plan. The land is now proposed to be subject to Policy DM7: Protection of existing public open space, private playing fields and sports grounds and school playing fields, ensuring it remains as open space.

3.81 A number of small areas of public open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.

3.82 The increased public open space requirements and the specific open space proposals included in MAR1 to MAR4 will provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.

3.83 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.
Map GI-MAR: Green Infrastructure Marchwood
Transport Proposals in Marchwood

3.84 The transport improvements set out in MAR8 are proposed to be included in the Sites and Development Plan DPD because they will require the use of non-highway land and/or because they are considered to be of particular significance. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

3.85 A full list of proposed transport schemes for Marchwood is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44).

<table>
<thead>
<tr>
<th>MAR8: Transport Schemes</th>
</tr>
</thead>
<tbody>
<tr>
<td>The following transport schemes to improve safety, reduce the adverse impact of traffic, and promote the use of public transport, walking and cycling in Marchwood are proposed:</td>
</tr>
</tbody>
</table>

### Strategic transport improvements:

MAR8.1 (MA/T/19): Junction Improvement and crossing at the junction with A326 and Twiggs Lane.

The proposed junction improvement and signalised crossing at this location requires non-highway land to implement. This scheme will improve access between Marchwood and the adjacent strategic road network and provide a safer crossing point for pedestrians in this area (it would be required in association with development of land at Park’s Farm (see MAR2)).

MAR8.2 (MA/T/20): New railway station at Plantation Drive.

This proposal is identified in Core Strategy Policy CS23(f). The scheme forms part of the reinstatement of the passenger service on the waterside railway line (see paragraphs 3.8-3.9). The reintroduction of the passenger service on the waterside railway line will encourage travel by train helping reduce congestion on the highway network in the Waterside area.

### Cycle route proposal

MAR8.3 (MA/T/6) Bury Road to Main Road (via Reed Drive and Cranberry Close) on- and off-road cycle route through the village centre.
This route requires the use of non-highway land to implement providing a direct route through the village and near to the Junior School encouraging cycling in Marchwood.

MAR8.4 (MA/T/7) Marchwood Road/Bury Road (from Tavell's Lane junction) - adjacent to road cycle route link to Totton cycle network.

This scheme is a proposed adjacent to road cycle route which requires non-highway land to implement. The route will connect to other proposed cycle routes improving connection around Marchwood as well as to routes connecting Totton and Marchwood. The route will provide a safe pedestrian/cycle connection between Marchwood and Totton encouraging walking and cycling, as a viable alternative to car travel between the settlements.

Footpath improvement

MAR8.5 (MA/T/21): Footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane.

This footpath scheme is significant as it involves crossing an area of open space passing through a section of an SSSI. The scheme is a leisure route that can encourage and promote walking in the area.
Map MAR8: Transport Schemes
Hythe and Dibden
Hythe and Dibden overview map
<table>
<thead>
<tr>
<th>No. on overview map</th>
<th>Plan Ref.</th>
<th>Site</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HYD1</td>
<td>Land at Forest Lodge Farm</td>
<td>Possible development of 40-50 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>HYD2</td>
<td>Land adjoining Frost Lane</td>
<td>Possible development of around 12 dwellings</td>
</tr>
<tr>
<td>3</td>
<td>HYD3</td>
<td>Land off Cabot Drive, Dibden</td>
<td>Possible site for residential development</td>
</tr>
<tr>
<td>4</td>
<td>HYD4</td>
<td>Land between Jones Lane and Southampton Road</td>
<td>Possible site for employment uses</td>
</tr>
<tr>
<td>5</td>
<td>HYD5</td>
<td>Town centre</td>
<td>Definition of town centre boundary and shopping areas</td>
</tr>
<tr>
<td>6</td>
<td>HYD6</td>
<td>Town Centre Opportunity Sites</td>
<td>Town centre development opportunity sites</td>
</tr>
<tr>
<td>7</td>
<td>HYD7</td>
<td>Land adjoining St. John’s Street car park</td>
<td>Land safeguardings for car park extensions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Land adjoining New Road car park</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>HYD8</td>
<td>Land south of Cedar Road</td>
<td>Public open space</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Land off Mullins Lane</td>
<td></td>
</tr>
<tr>
<td>HYD9</td>
<td></td>
<td>Various</td>
<td>Transport schemes (see Map HYD10)</td>
</tr>
</tbody>
</table>
Hythe and Dibden

3.86 The strategy for Hythe and Dibden is summarised on page 86 of the Core Strategy.

3.87 Within the framework set in the Core Strategy, the site-specific policies for Hythe and Dibden which the Council is considering including in the Plan are set out.

Housing at Hythe and Dibden

3.88 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to around 50 dwellings at Hythe specifically to address the local need for affordable housing. This housing development will be subject to the requirement that 70% of the housing provided should be affordable housing as set out in Core Strategy Policy CS15(b).

3.89 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration, and having appraised those suggestions the Council has identified two sites beyond the current defined built-up area for consideration in this public consultation document. The Council does not consider that other sites suggested for consideration are acceptable sites to be considered for development (as set out in the Sustainability Appraisal Report – Background Paper 40). If both greenfield sites identified were developed they could accommodate in excess of the 50 dwellings of greenfield provision referred to in the Core Strategy.

3.90 The sites being considered as possible housing land allocations are:
- HYD1: Land at Forest Lodge Farm
- HYD2: Land adjoining Frost Lane

3.91 In addition, a site within the existing built-up area off Cabot Drive, Dibden (HYD3) is identified for possible new housing development.

3.92 At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development and does not have a preferred option regarding which of these sites should be allocated in the final plan. The Council will come to a firm view following consideration of comments made in response to this public consultation document.

Possible housing sites adjoining Hythe and Dibden

3.93 Land at Forest Lodge Farm adjoining Seadown Veterinary Surgery is a possibility for development and could accommodate most, if not all, of the Core Strategy requirement for Hythe and Dibden as set out in HYD1.
HYD1: Land at Forest Lodge Farm

Land at Forest Lodge Farm, as shown on Map HYD1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for 40-50 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of appropriate vehicular, pedestrian and cycle access to the site from Frost Lane or Fawley Road with suitable links to cycle routes;
- pedestrian access from the site to Frost Lane in order to access public transport routes;
- the retention of existing trees and hedgerows on the boundaries of the site and within the site as far as possible, allowing for safe access;
- appropriate landscape treatment to the Frost Lane and Fawley Road boundaries of the site in order to screen development from the highway and provide a high quality setting for the development;
- public open space, including provision of children’s play space and provision for young people, located within the residential development; and
- land for the provision of a minimum of 5 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community.

Map HYD1: Land at Forest Lodge Farm

3.94 As an alternative, but with much smaller capacity and not capable of providing for all of the need identified in Core Strategy Policy CS12, land adjoining Frost Lane could be considered as set out in HYD2. The Council’s Strategic Flood Risk Assessment suggests that part of this site could be vulnerable to flood risk. Consequently, a site-specific Flood Risk Assessment will be required to determine the extent and nature of risk on the site.
HYD2: Land adjoining Frost Lane

Land adjoining Frost Lane, as shown on Map HYD2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. Subject to the outcome of a site-specific Flood Risk Assessment, it is estimated that the site could provide around 12 dwellings.

In addition to policy requirements in the Core Strategy and Development Management policies in Section 2 of this document, development on this site would be subject to:

- a site-specific Flood Risk Assessment to determine the developable area of the site;
- the retention of important trees and hedgerows on the boundaries of the site;
- public open space, including provision of natural play space for children located within the residential development; and
- provision of a pedestrian link from the development connecting with existing routes to Tate’s Copse and the recreation ground.

Map HYD 2: Land adjoining Frost Lane

Possible housing sites within Hythe and Dibden

3.95 Land off Cabot Drive, Dibden was allocated for a new school in the Local Plan. However, it is understood that this is now unlikely to take place. While some of the site will be retained for Education Authority development, any surplus land on this site could be appropriate for residential development.
HYD 3: Land off Cabot Drive, Dibden

Land off Cabot Drive as shown on Map HYD3 is identified as a possible site for residential development.

In addition to policy requirements in the Core Strategy and Development Management policies in Section 2 of this document, development on this site would be subject to:

- provision of appropriate vehicular, pedestrian and cycle access from Cabot Drive; and
- landscaping of the boundaries of the site in order to screen development from existing housing.

Small scale residential developments in Hythe and Dibden

3.96 Small scale residential developments will continue to be permitted on appropriate sites within the existing built-up area. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Employment at Hythe and Dibden

3.97 The Core Strategy does not require any new employment allocations at Hythe and Dibden and no new sites are proposed. However, it is proposed to extend the area covered by an existing employment allocation in the Local Plan (Local Plan Policy HD-15) which has not yet been implemented. The proposed allocation is extended to cover land fronting Southampton Road. Should the existing uses become redundant (petrol filing station and car sales), land in this area offers a good opportunity for new employment development in the town.
HYD4: Land between Jones Lane and Southampton Road, Hythe

Land between Jones Lane and Southampton Road, Hythe as shown on Map HYD4 is identified as a possible industrial/office/business allocation.

Map HYD4: Land between Jones Lane and Southampton Road

Hythe Centre and Dibden Local Centre

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

HYD5: Town centre boundaries

The town centre boundary, the primary shopping area and secondary shopping frontages in Hythe Town Centre, are proposed to be carried forward from the adopted Local Plan, and are as shown on Map HYD–TC1.


3.100 Monitoring the implementation of previous Local Plan policies has not revealed a need to reconsider where these boundaries should be drawn. Map HYD–TC1 shows the boundaries, together with the Town Centre Opportunity Sites proposed in HYD6.
Map HYD-TC1 – Hythe Town Centre

3.101 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), has in the main confirmed the findings of the original study (Core Strategy Background Paper 12), although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the plan period.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Land in vicinity of St. John’s Street car park</td>
<td>Retail</td>
</tr>
<tr>
<td>2</td>
<td>Pier Head buildings</td>
<td>Retail/office/community/entertainment</td>
</tr>
</tbody>
</table>
Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.

3.102 Development proposals on these sites should be primarily for the uses indicated in HYD6, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. Development proposals will have to comply with national planning policy (see Appendix 2) and with other policies in this Plan and the Core Strategy.

**HYD7: Car park extensions**

| Land identified in the Local Plan will continue to be safeguarded for possible car park extensions: |
| a) adjoining St John’s Street car park; and |
| b) adjoining New Road car park. |

3.103 ProD7 carry forward policies from the adopted Local Plan (Policies HD-6 and HD-11), and may be needed to replace the public car parking likely to be lost at the New Road car park in the event of the proposed rail station being developed (HYD10.1). Proposals would also offer an opportunity to rationalise the car park boundaries and layout.

**Hythe and Dibden Local Shopping Frontages**

3.104 In addition to the Local Shopping frontages in Hythe, as defined on the Local Plan Proposals Map, the local centre at Hollybank Crescent merits recognition. Policy DM18 will apply to the defined local shopping frontages.

**HYD8: Hollybank Crescent Local Shopping Frontage**

| A Local Shopping Frontage, as shown on Map HYD8, is defined in Hollybank Crescent, Hythe. |

Map HYD8: Hollybank Crescent, Hythe – Local shopping frontage
Green Infrastructure and Open Space at Hythe and Dibden

Green Infrastructure Strategy for Hythe

3.105 The Green Infrastructure Strategy for Hythe is set out in Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

3.106 Two of the transport proposals: the proposed pedestrian link between the Pier Head and Promenade (HYD10.2); and the reconstruction of the footway connecting Hythe to Marchwood (HYD10.7) are important components of the Green Infrastructure Strategy.

3.107 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open space

3.108 Since the previous Local Plan was adopted, 0.67 hectares of public open space for children at Challenger Way has been implemented. This area and other small areas of public open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.
Map GI-HYD: Green Infrastructure Hythe and Dibden
3.109 The following proposals are suggested for inclusion in the Plan.

<table>
<thead>
<tr>
<th>HYD9: Public Open Space Proposals</th>
</tr>
</thead>
<tbody>
<tr>
<td>The following sites are proposed to be allocated for public open space:</td>
</tr>
<tr>
<td>a) 6.2 hectares of formal open space south of Cedar Road; and</td>
</tr>
<tr>
<td>b) 2.3 hectares of informal open space off Mullins Lane.</td>
</tr>
</tbody>
</table>

Map HYD9a: Public open space, south of Cedar Road

3.110 Land south of Cedar Road falls within Fawley Parish but is adjacent to Hythe. This is carried forward from Policy HD-16 in the adopted Local Plan but the proposal is increased in size to include the adjacent field. This allocation will assist in addressing the deficiency in formal open space in Hythe.

Map HYD9b: Public open space, off Mullins Lane

3.111 The proposal off Mullins Lane is also carried forward from the adopted Local Plan. Part of this land is already in Council ownership. It is proposed that the site should be laid out as informal open space. This will provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.
3.112 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.

**Transport Proposals in Hythe and Dibden**

3.113 The transport improvements set out HY10 are proposed to be included in the Sites and Development Plan DPD because they will require the use of non-highway land and/or because they are considered to be of particular significance. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

3.114 A full list of proposed transport schemes for Hythe is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44).

<table>
<thead>
<tr>
<th>HYD10: Transport Schemes</th>
</tr>
</thead>
<tbody>
<tr>
<td>The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hythe and Dibden are proposed:</td>
</tr>
</tbody>
</table>

**Public transport infrastructure**

| HYD10.1 (HY/T/49): New railway station - adjacent to New Road car park including pedestrian/cycle link to School Road. |

This scheme will require non-highway land to implement and is linked to the reintroduction of the Waterside passenger rail line referred to earlier in this section. Provision of adequate parking is required to encourage use of the rail service, helping reduce congestion in the Waterside area (see paragraphs 3.8 and 3.9).

| HYD10.2 (HY/T/47 and 48): Pier Head bus/ferry interchange improvements |

This transportation scheme involves improvements to the ferry/bus interchange area which can promote the use of these modes of transport. The improvements include resurfacing, provision of a new bus shelter, ferry ticket office improvements/replacement, and a footpath link through to the Promenade (requiring the construction of a boardwalk). Improved and greater access to the interchange and information such as timetables and routings can promote use through greater awareness and knowledge of the services provided.
Cycle route proposals

| HYD10.3 (HY/T/2): Cycle route linking Applemore to National Cycle Network 2 |
| This cycle route near Hythe town centre is considered to be spatially significant as it will involve extensive construction using the highway verge (possibly requiring the use of non-highway land). The provision of this shared pedestrian/cyclist route will improve connectivity for cyclists and pedestrians to/from the Applemore area and the town centre. This will encourage cycling and walking to and from these areas, in particular improving accessibility to the schools. |

| HYD10.4 (HY/T/3): North Road to Dibden Local Centre Cycle route. |
| This on- and off-road cycle route connects sections of the existing cycle network to proposed routes improving permeability of the area and connectivity for cyclists and pedestrians. This will encourage walking and cycling as viable alternatives to car travel. This cycle route is considered to be spatially significant as it involves using the highways verge adjacent to Challenger Way. |

| HYD10.5 (HY/T/5): Cycle route connecting New Road to South Street. |
| This route requires non-highway land to implement as it passes through a private car park. The scheme will provide links to existing and proposed cycle routes to improve connectivity for cyclists in the town encouraging cycling for local trips. |

| HYD10.6 (HY/T/6): Cycle route connecting South Street to Wild Ground Schools. |
| The majority of this cycle route is proposed to be on road, within the highway boundary, however there are sections that require non-highway land to implement. This route provides connections to/from the Buttsash/Dibden Purlieu area of Hythe and the town centre linking to Wild Ground Infant and Junior Schools as well as Waterside Primary School. This route can therefore encourage cycling to the schools as well as the town centre. |

Footpath Improvements

| HYD10.7 (HY, MA, TE/T/C): Public Right of Way Footpath 10 - reconstruct footway connecting Hythe to Marchwood. |
| This scheme requires formally reconstructing 240m of footway of the Public Right of Way Footpath No 10, which links Hythe and Marchwood. This scheme requires the use of non-highway land behind West Street in Hythe, which is currently a verge path with no formal construction leading to footpath No. 9. This scheme will provide a useful link for local users in this area of Hythe and improvements will encourage walking, as a viable alternative to car travel, between the two settlements. The proposed improvement should also help to increase its use as a recreational route. |
Map HYD10: Transport Schemes
Hardley, Holbury, Blackfield, Langley and Fawley
Hardley, Holbury, Blackfield, Langley and Fawley overview map
<table>
<thead>
<tr>
<th>No. on overview map</th>
<th>Plan Ref.</th>
<th>Site</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BLA1</td>
<td>Land adjacent to Blackfield Primary School</td>
<td>Possible residential allocation for up to 30 dwellings and public open space</td>
</tr>
<tr>
<td>2</td>
<td>BLA2</td>
<td>Land at Kings Copse Road</td>
<td>Possible residential allocation for up to 30 dwellings and public open space</td>
</tr>
<tr>
<td>3</td>
<td>BLA3</td>
<td>Land at Chapel Lane</td>
<td>Possible residential allocation for 12-15 dwellings and public open space</td>
</tr>
<tr>
<td>4</td>
<td>BLA4</td>
<td>Blackfield local shopping frontage</td>
<td>Proposed changes to Blackfield local shopping frontage</td>
</tr>
<tr>
<td>5</td>
<td>HAR1</td>
<td>Land at Hardley Industrial Estate</td>
<td>Carry forward existing allocation for employment development</td>
</tr>
<tr>
<td>6</td>
<td>HOL1</td>
<td>Holbury Drove local shopping frontage</td>
<td>Proposed changes to local shopping frontage</td>
</tr>
<tr>
<td>7</td>
<td>HOL2</td>
<td>Long Lane local shopping frontage</td>
<td>Proposed changes to local shopping frontage</td>
</tr>
<tr>
<td>8</td>
<td>FAW1</td>
<td>Fawley Oil Refinery</td>
<td>Carry forward existing allocation for petro-chemical uses</td>
</tr>
<tr>
<td>9</td>
<td>FAW2</td>
<td>Fawley Village local shopping frontage</td>
<td>Proposed changes to local shopping frontage</td>
</tr>
</tbody>
</table>
Hardley, Holbury, Blackfield, Langley and Fawley

3.115 The strategy for Hardley, Holbury, Blackfield, Langley and Fawley is summarised on pages 87-88 of the Core Strategy:

3.116 Within the framework set in the Core Strategy, site-specific policies for Hardley, Holbury, Blackfield, Langley and Fawley which the Council is considering including in the Plan are set out.

Housing at Hardley, Holbury, Blackfield, Langley and Fawley

3.117 The Core Strategy (Policy CS12) provides for new greenfield sites to be identified for up to about 30 dwellings at each of Blackfield and Langley, Hardley and Holbury, and Fawley, specifically to address the local need for affordable housing. This residential development would be subject to the requirement that 70% of the housing provided should be affordable housing, as set out in Core Strategy Policy CS15(b).

3.118 This plan seeks to identify the most appropriate locations where that development could take place. Various sites have been suggested to the Council for consideration. In practice it has proved to be very difficult to find acceptable sites to consider for allocations in this part of the plan area, even to meet these very low needs. The area is subject to various constraints including the proximity of the National Park and Fawley Refinery. Having appraised suggested sites (see the Sustainability Appraisal Report – Background Paper 40) the Council has concluded that the only area where there are sites which merit further consideration in this public consultation document are three sites adjoining Blackfield and Langley. Hence the Council is only putting forward for consideration sites for up to about 30 dwellings in the Blackfield and Langley area, and is not proposing further possible sites in Hardley and Holbury, or in Fawley.

3.119 At this stage in the preparation of the Plan the Council has made no decision about the allocation of further sites for development. However, the Council’s view at this stage is that the site listed as BLA1 would on balance be the best site to allocate in order to provide for local housing need. The Council will come to a firm view following consideration of comments made in response to this public consultation document.

Possible housing sites adjoining Blackfield

<table>
<thead>
<tr>
<th>BLA1: Land adjacent to Blackfield Primary School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land adjacent to Blackfield Primary School, as shown Map BLA1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for up to 30 dwellings.</td>
</tr>
</tbody>
</table>
In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Hampton Lane;
- retention of boundary hedgerows, while allowing for the creation of a safe access;
- retention of important groups of trees on the site;
- landscaping the boundary of the site to the north and west in order to screen development from the open countryside;
- public open space provision, including informal open space and an equipped or mixed natural and equipped play area should be provided on the site; and
- land for the provision of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

Map BLA1: Land adjacent to Blackfield Primary School

BLA2: Land at Kings Copse Road

Land at Kings Copse Road, as shown on Map BLA2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for up to 30 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- provision of satisfactory vehicular access from Kings Copse Road;
- retention of important trees and hedgerows along the eastern boundary of the site;
- landscape treatment to the boundary of the site in order to screen development from existing housing to the east and south, and to the north and west to screen development from the open countryside and the'
National Park;
- public open space provision, including provision of an equipped or mixed natural and equipped play area on the site. The majority of the informal open space should be provided to the south of the site, so that development is as far away from the New Forest SAC/SPA as possible. A higher level of open space than the standard set out in Core Strategy Policy CS7 is likely to be required in order to mitigate the impacts of development on the New Forest SAC/SPA; and
- land for the provision of 5 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community.

Map BLA2: Land at Kings Copse Road

BLA3: Land at Chapel Lane

Land at Chapel Lane, as shown on Map BLA3, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide 12-15 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:
- provision of satisfactory vehicular access from Chapel Lane;
- retention of important trees and hedgerows on the site; and
- public open space provision, including provision of natural children’s play space located within the residential development.
Small scale residential developments in Hardley, Holbury, Blackfield, Langley and Fawley

3.120 Small scale residential developments will continue to be permitted on appropriate sites within the existing defined villages. When considering such developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Employment in Hardley, Holbury, Blackfield, Langley and Fawley

3.121 The Core Strategy makes no provision for new employment land allocations in Fawley parish. However, FAW1 and HAR1 are proposed to be carried forward from the adopted Local Plan.

<table>
<thead>
<tr>
<th>FAW1: Fawley Oil Refinery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within the Fawley Oil Refinery and petrochemicals complex, land may be developed for uses directly related to the petrochemical industry, provided development does not conflict with any policies in the Core Strategy or the Development Management policies within this document.</td>
</tr>
</tbody>
</table>

3.122 FAW1 carries forward Local Plan Policy FA-1.

<table>
<thead>
<tr>
<th>HAR1: Land adjoining Hardley Industrial Estate</th>
</tr>
</thead>
<tbody>
<tr>
<td>The existing allocation of land adjoining Hardley Industrial Estate, as shown on the Map HAR1, for industrial/office/business development is proposed to be carried forward. Development will be subject to:</td>
</tr>
<tr>
<td>• the existing trees along the northern and eastern boundaries being retained and protected;</td>
</tr>
<tr>
<td>• a landscape buffer being provided between the housing and office/business allocations;</td>
</tr>
</tbody>
</table>
the existing footpath along the northern boundary of the site being retained;
direct foot/cycle access being secured between the site and Long Lane via Falconer Court;
vehicular access to the industrial area being provided from Lime Kiln Lane;
the junction being designed to allow lorries to use it for turning so as to enable them to leave the Hardley Industrial Estate via the direct link onto the A326 Hardley roundabout.

3.123 HAR1 updates Local Plan Policy HH-1.

Map HAR1: Land adjoining Hardley Industrial Estate

Local Shopping Frontages at Blackfield, Holbury Drove, Long Lane Holbury and Fawley Village

3.124 The Local Shopping Frontages at Blackfield, Holbury Drove, Long Lane Holbury and Fawley Village, as defined on the Proposals Map, are proposed to be carried forward subject to the changes set out. Policy DM19 applies to these local frontages.

Proposed changes to defined Local Shopping Frontages

3.125 It is proposed to make some revisions to the frontages which are defined as the Local Shopping Frontages. The changes proposed are set out and shown on Maps BLA 4, HOL1, HOL2 and FAW2:

<table>
<thead>
<tr>
<th>BLA4: Proposed changes to Blackfield local shopping frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Delete small area of Local Shopping Frontage on Walkers Lane North solely covering an office use (it is considered unnecessary to designate this area a Local Shopping Frontage as it is in an A2 use).</td>
</tr>
<tr>
<td>- Move area of Local Shopping Frontage east of Hampton Lane to cover</td>
</tr>
</tbody>
</table>
the front of the retail units as opposed to the Car Park (this change will appropriately reflect the actual shopping frontage.)

- Delete area of Local Shopping Frontage east of Hampton Lane which currently covers a mixture of residential uses and a B8 use on New Road (this Local Shopping Frontage is unnecessary as it covers residential properties and a B8 use).

Map BLA 4: Blackfield – Local shopping frontage

HOL1: Holbury Drove Local Shopping Frontage proposed changes

- Minor change to frontage to correctly reflect the existing Local Shopping Frontage.

Map HOL1: Holbury Drove – Local shopping frontage
HOL2: Long Lane, Holbury Local Shopping Frontage proposed changes

- Extend the Local Shopping Frontage to include further units, Boots, Holbury Hardware Stores, Cobra Motor Components, Solent House, the Co-op, Holbury Service Station and Expert Domestics.

Map HOL2: Long Lane Holbury – Local shopping frontage

FAW2: Fawley Village local shopping frontage proposed changes

- Add: 9 The Square, Ashlett Court and Solent House to Local Shopping Frontage.

Map FAW2: Fawley Village – Local shopping frontage
Green Infrastructure and Open Space at Hardley, Holbury, Blackfield, Langley and Fawley

3.126 The Green Infrastructure Strategy for Fawley Parish is set out in Policy DM6: Green Infrastructure applies to the identified Green Infrastructure features.

3.127 Projects relating to the improvement of existing green infrastructure are set out in the Green Infrastructure Strategy (Background Paper 38a).

Open Space

3.128 Since the previous Local Plan was adopted, 1.5 hectares of informal open space has been provided at Church Lane (FA-2). This area and other small areas of public open space which have been provided as part of development schemes will be identified on the Proposals Maps as existing Public Open Space and protected by Policy DM7. Any further areas provided as part of a development scheme will similarly be protected by Policy DM7.

3.129 The increased public open space requirements associated with possible residential development allocations at land north of Kings Copse Road and land south of Chapel Lane, provide part of the mitigation strategy to address the recreational impact of new housing development on designated sites, as required by the Habitats Regulations Assessment.

3.130 Projects relating to the improvement of existing open spaces will be set out in the Open Space SPD.
Map GI-FAW: Green Infrastructure Hardley, Holbury, Blackfield, Langley and Fawley
Transport Proposals in Hardley, Holbury, Blackfield, Langley and Fawley

3.131 There are no transport improvements proposed for this area in the Sites and Development Plan DPD, however a full list of proposed transport schemes for Hardley, Holbury, Blackfield, Langley and Fawley has been agreed to assist the implementation of Policies CS24 and CS25 of the Core Strategy (see Background Paper 44). These schemes are not included within this DPD as they are not of particular significance and/or do not require extensive use of non-highway land.