New Forest District Council Local Development Framework

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

Proposed Submission Document
January 2012
(with Proposed Changes and Errata)

Section 1: Introduction
Section 2: Development Management Policies

Section 3: Site Specific Proposals – Totton and the Waterside

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

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

3.2 The general policies set out in:
- the Core Strategy,
- National Planning Policy and
- Development Management policies set out in Section 2 of this document all apply where relevant.

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

Improving access to the Waterside

3.4 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 below are those that are not specific to a particular settlement within the Totton and Waterside area, but have wider implications for this area as a whole.

Re-opening the Waterside railway to passengers

3.5 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. The previous proposal for a station in West Totton, at Bartley Park has been abandoned. The specific locations proposed for the remaining new station proposals and the associated proposed pedestrian and cycle links are set out in the sections for Totton, Marchwood and Hythe.

Improvements to the A326

3.6 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. This scheme can be provided within highway land and so no land is safeguarded for its implementation.
Improvements to footpath/cycleways

3.7 Numerous cycle routes are proposed for the Totton and Waterside area, detailed in the transport proposals for each settlement. 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.

3.8 A cycle route proposed in policies TOT22.11 and MAR8.4 is of wider importance than just one settlement. As illustrated on the map below, 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.

Map: Bury Road to Totton cycle route
Totton and Eling
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Totton and Eling

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

3.10 The site-specific policies for Totton and Eling, as set out below, aim to help achieve the aims and objectives of the Core Strategy.

Housing at Totton

3.11 Housing development will continue on acceptable sites within the defined built-up area of Totton and Eling. In addition, the Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified for around 100 dwellings at Totton (Policy CS11). Policies TOT1 and TOT2 below identify sites to achieve this. When considering new 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.

3.12 Core Strategy Policy CS12 also allows for possible sites for up to a further 50 dwellings to be identified specifically to address local needs for affordable housing. It has not been possible to identify any further acceptable sites to provide for this possible development.

New housing allocations adjoining Totton

<table>
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<th>TOT1: Land at Durley Farm, Hounsdown</th>
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<tr>
<td>Land at Durley Farm, Hounsdown is allocated for residential development including affordable housing in accordance with Policy CS15(a) of the Core Strategy, public open space and allotments. The overall amount of development will be limited by transport considerations and site constraints as set out below.</td>
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</table>

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

- provision of vehicular access to the site via Jacob’s Walk, or a suitable alternative, and pedestrian and cycle links to Main Road (A35);
- implementation of appropriate measures to reduce the traffic impacts of the development on adjoining residential roads;
- provision of a cycle route through the site from Jacob’s Gutter Lane to Hounsdown Business Park (See Policy TOT 22.9);
- provision of a landscape buffer alongside the A326 Totton western bypass and Main Road in order to screen the National Park and reduce the impacts of traffic noise on the development;
- retention of existing woodland, mature trees and, wherever possible, hedgerows within the site;
- protection and enhancement of the Site of Importance for Nature Conservation designated within the site. Where encroachment on the SINC is unavoidable appropriate compensation measures will be required, involving the creation of compensatory habitats of equivalent biological value;
- provision of suitable land for a minimum of 10 full size allotment plots within the site;
- on site provision of 3.2ha of public open space to include an equipped play-space for children within the development and formal public open space.
accessible to Hounsdown School;

- appropriate provision for the future management of green infrastructure within the site including public open spaces, allotment land and areas designated Sites of Importance for Nature Conservation;
- no built development beneath power lines crossing the site.

Map TOT1: Land at Durley Farm

3.13 Land at Durley Farm has been allocated for housing development in the past and was most recently identified as a ‘reserve’ site in the last Local Plan to be released if needed to meet housing requirements. There has been an expectation that this land would be developed at some point in the future.

3.14 The development will be limited to about 80 dwellings in order to limit impacts upon local highways and the existing character of the area, to enable the provision of significant areas of public open space, and to protect and enhance the Site of Importance for Nature Conservation (SINC) on the site. Enhanced provision of public open space, to be provided on the site, will provide wider community benefits and mitigate the recreational impact of residential development on international nature conservation designations. The provision of allotments will also provide benefits to the wider community.
TOT2: Land at Loperwood Farm

Land at Loperwood Farm, is allocated for residential development including affordable homes in accordance with Policy CS15(a) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of safe vehicular, pedestrian and cycle access to the site from Calmore Road;
- appropriate landscape treatment to the boundaries of the site, in particular to enhance the Loperwood and Calmore Road frontages and the setting of St. Anne’s Church; and
- provision of public open space in accordance with Policy CS7, to include natural play space for young children on the site.

Map TOT2: Land at Loperwood Farm

3.15 The site occupied by the now derelict Loperwood Farmhouse will accommodate up to around 20 dwellings.

Housing sites within Totton and Eling

3.16 In addition to new greenfield sites on the edge of Totton, sites which were already allocated for development in the previous Local Plan, together with some new site allocations, are also identified in this Plan for new residential development within the existing built-up area of Totton and Eling.

3.17 In addition to specific site allocations, small scale residential developments will continue to be permitted on appropriate sites within the existing defined built-up area (as defined on the Proposals Map). When considering development within the existing built-up area, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

TOT3: Land at Hanger Farm, Totton

Land at Hanger Farm, is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

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

- provision of public open space in accordance with Policy CS7, to include equipped play-space for children within the development;
provision of a landscape buffer alongside the A326 Totton western bypass in order to screen the National Park and reduce the impacts of traffic noise on the development;
provision of green infrastructure links through the site, including completion of the west Totton greenroute on land west of Dales Way to Stonechat Drive and the continuation of the west Totton greenroute from the Hanger Farm Arts Centre to the roundabout serving Morrisons supermarket; (See TOT22. 14);
provision of a wildlife corridor between the Hanger Farm Arts Centre and the landscape buffer on the western edge of the site.

Map TOT3: Land at Hanger Farm

3.18 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. Any revised development scheme for the site will be considered under the policies of this Plan and the Core Strategy. This may result in a reduced number of dwellings that can be developed in this area compared with the earlier planning permission.

3.19 Development of this site offers the opportunity to complete the west Totton greenroute. Proposals for greenroutes outlined in the policy will be expected to include a footpath and a cycleway.

TOT4: Land off Oleander Drive, north of Michigan Way

Land off Oleander Drive, north of Michigan Way is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:
provision of vehicular, pedestrian and cycle access to the site from Oleander Drive;
retention of important trees and hedgerows on the site;
retention and enhancement of the paddock along the Michigan Way frontage as part of the Green Infrastructure Strategy green buffer along Michigan Way;
retention and enhancement of the route of the existing public right of way along the northern boundary of the site linking to the A326 underpass, to provide pedestrian and recreational cycling links to the countryside west of the bypass (See TOT.13);
provision of public open space in accordance with Core Strategy Policy CS7 to
include natural play space for young children on the site.

Map TOT4: Land off Oleander Drive, north of Michigan Way

3.20 This land was previously safeguarded for highway improvements, but is no longer needed.

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

Land north of Michigan Way, east of Garland Way is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access from Singleton Way and pedestrian and cycle access onto Garland Way and the green route link to the west;
- completion of the Green Infrastructure Strategy green buffer along the Michigan Way frontage;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.

Map TOT5: Land north of Michigan Way

3.21 This site was previously allocated as part of the Hazel Farm development. The green infrastructure buffer along the south side of the site adjoining Michigan Way is important to the character of this route into Totton.
**TOT6: Land east of Brokenford Lane**

Land east of Brokenford Lane is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The further intensification of existing industrial uses by extension or new development will not be permitted.

The development should include the provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.

A site-specific Flood Risk Assessment (in accordance for Core Strategy Policy CS6) will be required. This must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

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**Map TOT6: Land at Brokenford Lane, Totton**

3.22 Brokenford Lane has a narrow entrance from Rumbridge Street which is unsuitable for industrial traffic. The loss of this industrial land is justified in terms of the environmental benefits to be gained. This longstanding housing allocation is in two parts, north and south of the entrance to Jackie Wigg Gardens. The larger site to the north has been cleared of industrial uses and was granted planning permission in 2010 for the development of 48 dwellings.

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**TOT7: Stocklands, Calmore Drive**

As an alternative to the continued use of this site as a care home, the Stocklands site, north of Calmore Drive could be developed for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

Development should meet the following site-specific criteria:
- retention of existing trees and hedgerows on the site where possible and additional landscape treatment to enhance the frontage with Calmore Drive;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.
Intensification of the use of the existing access could have traffic impacts on Calmore Drive as the existing access to the site lies directly opposite Old Barn Close. A traffic impact assessment of the proposed development will be required to demonstrate that the road junction can accommodate any additional traffic generated by development.

**TOT8: Land off Blackwater Drive, Calmore**

Should the existing sheltered housing scheme become redundant, land at Blackwater Drive, Calmore could be redeveloped for residential development including affordable homes in accordance with Policy CS15(d) of the Core Strategy. Development should meet the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Blackwater Drive;
- retention of existing trees where possible and provision of additional planting along Blackwater Drive;
- provision of public open space in accordance with Core Strategy Policy CS7;
- compensation for the loss of public open space through landscape enhancements to the existing open space to the north including play space provision for young children.

Land off Blackwater Drive, Calmore is currently occupied by a NFDC sheltered housing scheme. Should the existing sheltered housing scheme become redundant, a residential redevelopment (which could include a new sheltered housing scheme) would be appropriate. The existing development adjoins a
large area of public open space to the north and east. Part of this open space has been incorporated into the allocation to provide the opportunity for a comprehensive redevelopment scheme, which should include improvements to the quality of the public open space in this area.

**TOT9: Bus Depot, Salisbury Road**

The bus depot, Salisbury Road is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:
- provision of vehicular, pedestrian and cycle access to the site from Salisbury Road;
- an assessment of potential contamination on the site and any necessary remediation;
- retention of mature trees and hedgerows;
- provision of public open space in accordance with Core Strategy Policy CS7 to include play space for young children on the site.

**Map TOT9: Bus Depot, Salisbury Road**

3.25 This depot site has been identified as suitable for redevelopment for housing in order to provide local environmental improvements. The bus depot use may have resulted in ground contamination on this site. Prior to any residential development on this site contamination issues need to be investigated, and if necessary, appropriate remediation measures implemented. Appropriate ground condition surveys will be required.

3.26 In addition to the above residential land allocations, the redevelopment of the Eling Wharf site could include some provision for new housing, as part of a mixed use scheme for the whole site. (See Policy TOT11 below)

**Residential pitches for gypsies**

**TOT10: Land at Little Testwood Farm caravan site**

Land used as a transit caravan site for gypsies and travellers at Little Testwood Farm is safeguarded for that use.

Land adjoining the east of the existing transit caravan site, up to the site boundary, is allocated for the development of permanent residential caravan pitches for gypsies and travellers in accordance with Policy CS16 of the Core Strategy. Development of
the site should provide for:
- vehicular, pedestrian and cycle access to the site from Salisbury Road;
- the retention of trees and woodland around the site boundary;
- improved ablution facilities on the site;
- provision of public open space in accordance with Core Strategy Policy CS7 to include children’s play space on the site.

Map TOT10: Land at Little Testwood Farm caravan site

3.27 The Council has identified a requirement for additional residential caravan pitches for gypsies and travellers to meet local needs. A small extension to the existing transit site at Little Testwood Farm is suitable to accommodate additional permanent pitches and will also improve facilities for families staying on the transit site for a temporary period.

Eling Wharf

3.28 Eling Wharf is a large key site – a priority area for economic regeneration in the eastern part of the Plan Area. 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 low intensity employment uses. Redevelopment of this site will result in more intensive use of this site, enable contamination issues to be resolved and provide significant opportunities for the creation of new employment uses, in accordance with Core Strategy Policy CS17. As well as new employment development, this Plan proposes that a limited amount of housing and community/leisure uses be provided as part of the redevelopment scheme, together with significant associated environmental improvements.

TOT11: Eling Wharf

Eling Wharf is allocated for a mixed use development, primarily for employment development in accordance with Policy CS17 of the Core Strategy. Residential development, community and leisure uses will also be acceptable as part of a comprehensive redevelopment of the site. In determining the appropriate balance between the uses on the site, regard will be had to:
(i) the need to enable a scheme which overall is financially viable and will produce overall benefits to the environment and local economy; and
(ii) the need to avoid unacceptable significant impacts on the Solent Maritime SAC
and the Solent and Southampton Water SPA/Ramsar site.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, the site will be developed in accordance with the following site-specific criteria:

- the primary use of the site should be employment development, and in particular forms of business development creating higher value and density of jobs;
- residential development, including affordable homes in accordance with Policy CS15(d), should be located on the western part of the site, adjoining Eling Lane.
- the primary access to the employment areas should be from the A35, and the primary access to the housing areas should be from Eling Lane with all accesses being to the satisfaction of the highway authority;
- adjoining Eling Quay, in the southern part of the site, provision of appropriate commercial and leisure uses, which could include limited retail and restaurant uses along the waterfront;
- public open space will need to be provided, including appropriate public access to the waterfront;
- existing contamination issues will need to be resolved prior to, or in association with development;
- significant environmental improvement will be required, including the provision of appropriate Green Infrastructure, to create a high quality environment across the whole site;
- unacceptable impacts on areas designated for national and international importance for nature conservation will be avoided, and where avoidance is not possible, will be mitigated. Where residual impacts remain, compensation will be provided. Any such measures will need to be informed by relevant site-specific investigations (e.g. bird surveys; visitor surveys) and designed in consultation with New Forest District Council and Natural England. It is anticipated that these investigations will take the form of a project level Appropriate Assessment under the Habitats Regulations to accompany any planning application.

In respect of Solent and Southampton Water SPA/Ramsar site and Solent Maritime SAC (and associated SSSIs) the types of impact to be investigated and corresponding avoidance, and mitigation and compensation measures may include, but are not necessarily limited to:

- Water pollution during construction - scheme of pollution prevention measures agreed with the Environment Agency and NFDC.
- Recreational disturbance - prevention of access onto the mud and salt marsh; provision of alternative space for salt marsh recreation. Light pollution and noise disturbance - avoidance of construction or operational activities which give rise to noise or light pollution above normal background levels during the sensitive overwintering period (October-March).
- Air pollution – traffic management measures sufficient to avoid significant effects on the integrity of the designated sites from traffic-related air pollution including; proposals for employment development to include a Green Transport Plan that commits to measures to support public transport use, walking and cycling by employees; proposals for residential development proposals to commit to measures to support increased use of sustainable modes (e.g. through promotion of car clubs, provision of electric vehicle charging points, provision of secure cycle parking).
- Impact of tall structures - avoidance of disruption to bird flight paths,
provision of roosting, nesting or perching space for predatory bird species or shading of habitats.

- unacceptable impacts will need to be avoided on Eling conservation area;
- a Flood Risk Assessment will be required for development proposals on the site. If housing development is proposed in Flood Zones 2 and 3 then detailed control measures for flood protection will be required. Any necessary control measures must show that they:
  - are appropriate and consistent with the North Solent Shoreline Management Plan and the West Solent Coastal Defence Strategy
  - will not result in an increased level of flood risk to others
  - have clear responsibilities for their provision; and
  - have suitable arrangements in place for their future maintenance, where relevant;
- 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. Appropriate mitigation measures will need to be incorporated into the design of the scheme to ensure avoidance of significant adverse impacts of the development on the international nature conservation designations. These measures should include mitigation of the effects of construction work.

Map TOT11: Eling Wharf

3.29 In considering the impact of development proposals on the international nature conservation designations, the impacts to be assessed will include:
Loss of habitat, disturbance of habitats, impact of pollution and contamination on site and in adjacent areas, impact of noise from development, impact of lighting, impact on ground water, disturbance of ground water flows, noise, dust and vibration during construction, visual disturbance, disturbance from recreational activities.

3.30 When negotiating a detailed scheme for the redevelopment of Eling Wharf, the Council will take into account the overriding benefits to be gained from resolving the future of this site, and recognising that only financially viable schemes will be implemented. The Council will aim to negotiate a financially viable scheme within the framework provided by Policy TOT11. This may require some flexibility in the implementation of some of the requirements of Policy TOT11.
3.31 The close proximity of international nature conservation designations to the site requires an ‘Appropriate Assessment’ of the proposals to be undertaken (Article 6.3 of the Habitats Directive 92/43/EEC). An Appropriate Assessment of this policy has been carried out (Background Paper 48). A full Appropriate Assessment of any planning application will also be required.

**New employment development at Totton**

3.32 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 maximising the use and employment potential of existing employment sites is the most appropriate way of providing for the majority of additional employment land in the Totton area. The redevelopment of Eling Wharf will make a significant contribution to addressing the need for new employment development in Totton. In considering possible sites for future employment development the Council wishes to avoid major new greenfield 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.

3.33 In addition to Eling Wharf, provision will be made in this Plan for new employment development to meet the requirements of Core Strategy Policy CS18, by the allocation of a modest greenfield site at Little Testwood Farm and by a policy to allow the expansion of a specific form of agricultural related enterprise at Sunnyfield Farm, to the south of the town. These three sites (Policies TOT11, TOT12 and TOT13) will between them provide a varied choice of sites to address the Core Strategy requirement for additional employment land provision in Totton.

**TOT12: Land at Little Testwood Farm**

Land at Little Testwood Farm is allocated for employment development in accordance with Policy CS18 of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Salisbury Road;
- retention of important trees on the site;
- additional landscape treatment on the boundaries of the site to include retention and improvement of the hedge fronting Salisbury Road;
- retention and enhancement of watercourses on the site;
- an assessment of potential contamination on the site and the implementation of appropriate remediation measures.
3.34 The 1.3 hectares site at Little Testwood Farm, lying between the new football stadium and the caravan site, provides an opportunity for further employment development in this area. There are existing buildings on the site which will need to be removed and there is potential ground contamination following unauthorised industrial uses in the past.

**Map TOT12: Land at Little Testwood Farm (amended map)**

**TOT13: Land at Sunnyfields Farm, Jacob’s Gutter Lane**

The development of food production and processing activities and ancillary training facilities at Sunnyfields Farm, south of Jacob’s Gutter Lane will be permitted, subject to:

(i) development being contained within the area defined on the Proposals Map;
(ii) retail floorspace being restricted to that appropriate as ancillary to the food production and processing uses on the site;
(iii) implementation of local environmental improvements to minimise the impact of development on the countryside, including appropriate landscaping to screen buildings;
(iv) provision of safe connections to the off-road cycleway proposal along to Jacob’s Gutter Lane (see TOT22.11); and
(v) retention of woodland on the western boundary and other important trees on site.

A detailed Development Brief for the site should be prepared and agreed by the Local Planning Authority before further development is permitted.

**Map TOT13: Land at Sunnyfields Farm**
3.35 The intention of policy TOT13 is 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 linked to the rural economy. 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.

3.36 The intention of the policy is not to enable general employment development to take place in this rural location.

3.37 The Council will work with the site owners and operators to agree a Development Brief to guide future development in the area.

<table>
<thead>
<tr>
<th>TOT14: Industrial estate west of Brokenford Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>The extension of existing industrial uses within the existing employment site west of Brokenford Lane, will not be permitted if the proposed development would increase industrial traffic on Brokenford Lane.</td>
</tr>
</tbody>
</table>

Map TOT14: Industrial estate west of Brokenford Lane

3.38 The existing industrial estate west of Brokenford Lane was identified in the previous Plan for residential development. However, the site is subject to significant flood risk which makes the site unsuitable for residential development. While existing employment uses on the site will continue and there is some scope for limited additional employment development, this policy is intended to ensure the traffic impacts on residential properties in Brokenford Lane are not exacerbated by further employment development.

Totton town centre

3.39 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.

3.40 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for Totton). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the

3.41 Map TOT-TC1 illustrates the policy areas shown on the Proposals Map for Totton town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy TOT15 below.

Map TOT-TC1 – Totton Town Centre

3.42 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), 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.

3.43 In Totton town centre a major extension to the Asda store has been given planning permission. Policy TOT15 identifies further possible development opportunities within Totton town centre.
### Policy TOT15: Totton town centre opportunity sites

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

<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/office/entertainment</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>Office</td>
</tr>
<tr>
<td>11</td>
<td>Land south of High Street</td>
<td>Office/commercial use</td>
</tr>
<tr>
<td>12</td>
<td>Car sales site north of Totton by-pass</td>
<td>Office</td>
</tr>
<tr>
<td>13</td>
<td>37-39 Salisbury Road</td>
<td>Office/Community</td>
</tr>
<tr>
<td>14</td>
<td>26 Rumbridge Street</td>
<td>Office/retail/commercial use</td>
</tr>
</tbody>
</table>

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

3.44 Development proposals on these sites should be primarily for the uses indicated in Policy TOT15, 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.

3.44a Development of the Railway Sidings (TOT15.6) should not prejudice long-term opportunities for enhanced use of the Waterside branch railway.
3.45 Additional guidance for development proposals in Totton town centre is given in the Totton Town Centre - Urban Design Framework (adopted 2003). Development schemes should be in accordance with the design principles set out in the Urban Design Framework.

**TOT16: The Civic Building complex**

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.

3.46 The concentration of civic and community uses in the area to the north of Library Road and east of Salisbury Road is an important feature of the town centre.

**TOT17: Environmental and transport improvements in Totton Town Centre**

Environmental and transport improvements will be undertaken in Totton town centre to improve accessibility for cyclists and pedestrians and improve the environment in the town centre by reducing the dominance of road traffic.

3.47 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 TOT17 aim to improve accessibility for non-car modes of transport, aim to encourage walking and cycling as viable alternative modes of transport, and aim to help improve the physical urban environment of Totton town centre. This policy should be considered in conjunction with the Totton Town Centre – Urban Design Framework SPG and any other relevant Supplementary Planning Documents.

3.48 The transportation improvements to help alleviate the impact of traffic in Totton town centre include the following measures in the vicinity of the central roundabout:

- 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;
• replacement pedestrian crossing on Commercial Road;
• provision of a raised speed table (flat top road hump) at Beaumont Road junction to help create a gateway to the town centre and slow traffic speeds.

**Rumbridge Street**

**TOT18: 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.

3.49 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 Policy TOT18 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. Non-retail uses now (2011) occupy some 55% of the street frontage. Policy TOT18 recognises the existing situation, and seeks to prevent the further decline in retail activity in the area. (See Map TOT-TC1.)

**Totton Local Shopping Frontages**

3.50 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In Totton, local shopping frontages have been identified at:

- Nutshalling Close, Calmore (See Appendix 1: Schedule of changes to Proposals Map - Change PM-TOT-F1)
- Testwood, Totton
- West Totton.

**Green Infrastructure and Open Space at Totton**

3.51 A Green Infrastructure Strategy for the Plan area is **will be** published as a Supplementary Planning Document. This sets out in detail the Green Infrastructure Strategy for Totton, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

3.52 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:

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

3.53 The Green Infrastructure Strategy will include these areas and will identify further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’, are identified in the Green Infrastructure Strategy.

3.54 In addition to protecting existing open spaces within Totton, new open spaces accessible to the public will be created over the Plan Period in the following ways:

- New allocations of land for public open space
- Provision of public access to existing private green spaces
- New public open space provision required as part of a development proposal.
- The implementation in Test Valley District of a new ‘Forest Park’ on the M27 corridor north of Southampton.

Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

**TOT19: New Public Open Space north east of Bartley Park**

Land south of the railway line, east of Lackford Avenue is allocated as Public Open Space.

**Map TOT19: Public open space north east of Bartley Park**

3.55 The significant area of undeveloped green space, (4.44 hectares) lying between the railway line and Bartley Water, and including land off Bartley Avenue is proposed as informal public open space, as an extension to the existing Bartley Park. The proposals will make better use of this publicly owned asset.
3.56 The provision of publically accessible informal open space on these sites and the increased public open space requirements associated with new residential development proposals will make a significant contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.

3.57 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.

3.58 Some transport proposals will also play an important part in the Green Infrastructure Strategy, in particular:
   a) TOT22.7: Bartley Park to Brokenford Lane (via Bartley Water) cycle route;
   b) TOT22.10: Jacob’s Gutter Lane to Downs Park Crescent cycle route
   c) TOT22.14: Hanger Farm to Spruce Drive footpath/cycleway.

Allotments

3.59 Land for allotments, Jacob’s Gutter Lane

Approximately 0.8 hectares of land at Jacob’s Gutter Lane is allocated for allotments.
The land south of Jacob’s Gutter Lane provides an appropriate site for new allotments. Existing trees and hedgerows around the site should be retained.

Transport proposals in Totton

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). This list includes a variety of schemes including bus stop improvements and traffic monitoring measures.

The transport improvements set out in TOT22 are included in this Plan because they are spatially significant and/or require non-highway land to implement. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan Area. Policies TOT 22.1 – TOT22.3 below identify the land affected by these proposals, to be shown on the Proposals Map.

<table>
<thead>
<tr>
<th>TOT22: Transport Schemes¹</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>

¹ An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).
Strategic transport improvements

**TOT22.1 (TE/T/69): Totton A35 east of A326 – highway improvements, including bus priorities, to tackle congestion.**

3.63 This is 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.

**TOT22.2 (TE/T/42): Totton Western Bypass (A326): A35 - Michigan Way Junction to Cocklydown Lane junction, junction improvements.**

3.64 This proposal is identified in Core Strategy Policy CS23(c). Junction improvements could take the form of signalisation at the junctions with Ringwood Road and Fletchwood Lane and enhancements to existing layouts at the remaining junctions. This scheme will provide improved efficiency and capacity of the bypass relieving the town centre of through traffic and easing congestion.
3.65 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. (See also paragraph 3.5.)

**Cycle route proposals**

3.66 This proposed cycle route comprises of on-road 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/channel 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.
3.67 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.

3.68 This cycle route consists of both on-road 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.
3.69 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.

3.70 This is a predominantly an 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.
3.71 This cycle route consists of both on-road and off-road sections through the Durley Farm site connecting to the A35 in the west, Jacob’s Gutter Lane to the north and Hounsdown Business Park to the east. This route requires the use of non-highway land for the section that links through the Durley Farm site. The proposed route will provide good connections for cyclists and pedestrians through the site to the wider Totton area encouraging both cycling and walking as a viable transport mode.

3.72 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.

**TOT2.11 (TE/T/19): Jacob’s Gutter Lane (east of A326 spur) cycle route.**

3.73 This cycle route, adjacent to the road, 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**

**TOT2.12 (TE/T/45): Water Lane/Westfield Car Park: Pedestrian link between car park/rear service area and eastern end of Water Lane.**

3.74 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.
Footpath/ cycleway improvements

TOT22.13 (TE/T/51): Footpath improvements/cycle route linking to existing cycle routes and paths in West Totton, Greenroute (extended) to Tatchbury Lane

3.75 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.

TOT22.14: Footpath/cycleway route linking Greenroute at Hanger Farm Arts Centre to Spruce Drive.

3.76 This proposed cycle route consists of both on-road and off-road sections linking through the Hanger Farm site to Spruce Drive from the Hanger Farm Arts Centre. It would be implemented as part of the development of the residential development proposal at Hanger Farm (Policy TOT3). It will provide important linkages from the existing West Totton green route from the Arts Centre to the supermarket. It would also make a significant contribution to the network of green infrastructure in this area.
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>Proposed residential development of up to 12 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>MAR2</td>
<td>Land at Park’s Farm</td>
<td>Proposed residential development of up to 100 dwellings</td>
</tr>
<tr>
<td>3</td>
<td>MAR3</td>
<td>Land south of Hythe Road</td>
<td>Proposed residential 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>8</td>
<td>MAR8</td>
<td>Various</td>
<td>Transport schemes (see Maps MAR8)</td>
</tr>
</tbody>
</table>
Marchwood

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

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

Housing at Marchwood

3.79 Housing development will continue on acceptable sites within the defined built-up area of Marchwood. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 150 dwellings to be identified specifically to address local needs for affordable housing. Policies MAR1, MAR 2 and MAR3 below identify sites to achieve the major part of this. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing allocations adjoining Marchwood

<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, is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:</td>
</tr>
<tr>
<td>• 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</td>
</tr>
<tr>
<td>• provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.</td>
</tr>
</tbody>
</table>

Map MAR1: Land between Cracknore Hard Lane and Normandy Way

3.80 Land between Cracknore Hard Lane and Normandy Way is currently a car park which is owned by the Ministry of Defence. It is already identified as a housing “reserve site” in the previous adopted Local Plan. It could accommodate about 12 dwellings.
MAR2: Land at Park’s Farm

Land at Park’s Farm is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of pedestrian/cycle access to the site linking with footpaths and cycleways, and providing a green route (green infrastructure corridor) for pedestrians and cyclists through the site linking between Long Lane and Twiggs Lane;
- provision of measures to address the existing parking problems associated with Marchwood Infant School adjacent to the site;
- retention and enhancement of the Site of Importance for Nature Conservation in the southern corner of the site, or alternative compensatory nature conservation provision;
- provision of a landscape buffer adjacent to the A326 in order to screen the development and attenuate traffic noise;
- retention and enhancement of field boundary hedgerows within the site;
- provision of 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 Long Lane and to improve the biodiversity potential of green corridors;
- on-site provision of public open space in accordance with Policy CS7, including formal open space provision, and equipped play-space for children and designed space for young people located within the residential development;
- provision of suitable land for a minimum of 10 full size allotments plots either within the site, or on an alternative suitable site adjoining the village.

Map MAR2: Land at Park’s Farm

3.81 The development of this site will provide up to around 100 new homes. Its development will assist in addressing local housing needs and provide wider community benefits including additional formal public open space and allotments. It will also provide an opportunity to introduce measures to relieve some of the traffic problems associated with the infant school in Twiggs Lane. Such measures may include provision of a safe pick-up and drop-off area or a parking area.

3.82 Any scheme for this site will need to be designed to enable the improvements to the junction between Twiggs Lane and the A326 to be improved (See Policy MAR8.1).
MAR3: Land south of Hythe Road

Land south of Hythe Road is allocated for residential development, specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site specific criteria:

- provision of vehicular access from St. Contest Way;
- provision of pedestrian/cycle access to the site which link with footpaths and cycleways, including, a direct pedestrian link through the development to the Hythe Road footway;
- retention of important trees and hedgerows on 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;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.

Map MAR3: Land south of Hythe Road

3.83 This site could accommodate up to around 15 dwellings. It should be developed towards the later part of the plan period.

Housing sites within Marchwood

3.84 Within the existing built-up area land at Mulberry Road is allocated for residential development. Small scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map).

MAR4: Land off Mulberry Road

Land off Mulberry Road is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy. The site will be developed in accordance with the following site-specific criteria:

- provision of satisfactory vehicular access from Arakan Crescent;
- retention of important trees and hedgerows on the site including enhancement of the existing frontage to Main Road (Green Infrastructure Strategy ‘Streets with Spacious verge’ feature);
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.
A site-specific Flood Risk Assessment (in accordance with Core Strategy Policy CS6) will be required.

Map MAR4: Land off Mulberry Road

3.85 The site could accommodate around 12-15 dwellings. The site-specific Flood Risk Assessment is required to ensure safe access and egress can be provided.

New employment development at Marchwood

3.86 The Core Strategy makes no additional provision for new employment land allocations at Marchwood. There are three major areas of existing employment land in Marchwood that have potential for further development within the Plan period. Site-specific policies for these major employment sites are set out below.

MAR5: Marchwood Industrial Park

The development, redevelopment and intensification of employment uses at Marchwood Industrial Park will be encouraged in accordance with Core Strategy Policy CS17. New development will be subject to the following site-specific criteria:
- retention of the wharf;
- provision of a cycle route linking from Cracknore Hard Lane to the waterfront;
- retention and enhancement of existing landscape features associated with the lakes and boundaries of the site to screen development and enhance biodiversity.
Marchwood Industrial Park (formerly known as the 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 more efficient use of areas currently used for open storage by their replacement with built warehouse floorspace. This will contribute to the additional warehouse floorspace requirements of Core Strategy Policy CS18(b)(iii). Particular encouragement will be given to marine-related businesses.

**MAR6: Cracknore Industrial Park**

The development, redevelopment and intensification of employment uses at Cracknore Industrial Park will be encouraged in accordance with Core Strategy Policy CS17. New development will be subject to the following site-specific criteria:

- areas adjoining the waterfront should be reserved for marine-related employment uses which require direct access to the water (see also Policy DM12: Existing employment land identified as particularly suitable for marine uses Si
tes safeguarded for marine uses);
- retention of public access to Cracknore Hard for the launching and landing of boats by the public;
- provision of improvements to the parking, mooring and launching facilities associated with the public use of Cracknore Hard.

**Map MAR6: Cracknore Industrial Park**

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 ones for a hotel and marina. A large part of the site currently remains undeveloped. Like Marchwood Industrial Park there is scope for further employment development and intensification of uses on the site as 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). The site is suitable for marine uses. Development in this area should maintain public accessibility to the public hard.

**MAR7: Marchwood Military Port (Sea Mounting Centre)**

Marchwood Military Port, as defined on the Proposals Map, is safeguarded for military port use. Development proposals related to the continued use of the site as a military port should have particular regard to Core Strategy policies CS1 (Sustainable
development principles), CS3 (Protecting and enhancing our special environment), CS5 (Safe and healthy communities), CS6 (Flood risk), and CS24 (Transport considerations).

In the event that the military port use ceases, in whole or in part, and land within the defined site becomes available for non-military development, the future use of the site will be addressed through the preparation of a Site Development Brief. The following principles will guide the preparation of a Development Brief for the site and the consideration of appropriate alternative uses:

a) Any use of the wharfage facilities should maximise the use of utilise the existing rail freight infrastructure. Associated storage uses will not be permitted to extend beyond the defined site boundary (as shown on the Proposals Map);

b) The developed area, currently occupied by military buildings south of the site entrance may be redeveloped. Future uses which may be considered appropriate as part of a redevelopment scheme include residential and business development.

c) Development proposals should make provision for the sports pitches to the south and east of the site to be retained as a sports facility or be returned to agricultural or other uses appropriate in the countryside;

d) The overall impact of traffic on the local roads should not exceed that of the current low-key military uses.

e) Development proposals should be compatible with any remaining military port use.

In considering appropriate development proposals particular regard will be given to Core Strategy policies CS1 (Sustainable development principles), CS3 (Protecting and enhancing our special environment), CS5 (Safe and healthy communities), CS6 (Flood risk), and CS24 (Transport considerations).

Map MAR7: Marchwood Military Port (Sea Mounting Centre)

3.89 Planning policies have recognised the national importance of the Military Port facility at Marchwood. The Military Port has provided local jobs and military personnel have made a significant contribution to the community in Marchwood. The use of the site is non-intensive and low-key.

3.90 As part of the Strategic Defence Review in 2010, Marchwood was confirmed as an the appropriate location for the delivery of the Defence Sea Mounting Centre services required by the Ministry of Defence. However, the future of the site
remains unresolved, and the site may be put in private ownership, with or without the continuing use as a military port. The site is located outside the built-up area of Marchwood and lies within the defined countryside. Much of the MoD estate is undeveloped land, including a significant area of sports fields. Development constraints affecting the site significantly limit the scope to combine the existing use of the site as a military port with more general commercial or marine activities. Should the Military Port use cease, alternative uses of the site will be considered through the preparation of a site specific development brief. Initial guidance is given in Policy MAR7 above.

Marchwood Local Shopping Frontage

3.91 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. It applies to the Marchwood Local Shopping Frontage, as defined on the Proposals Map.

Green Infrastructure and Open Space at Marchwood

3.92 A Green Infrastructure Strategy for the Plan area will be published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Marchwood, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

3.93 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features.

3.94 The Green Infrastructure Strategy includes these areas and identifies further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘streets with spacious verges’ are identified in the Green Infrastructure Strategy.

3.95 In addition to protecting existing open spaces within Marchwood, new open spaces accessible to the public will be created over the Plan Period by new public open space provision required as part of a development proposal. In particular, the development at Park Farm (Policy MAR2) will provide additional formal public open space (playing pitches). Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

3.96 The public open space requirements and the specific open space proposals included in MAR1 to MAR4 will contribute to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.
3.97 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.

**Transport Proposals in Marchwood**

3.98 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). This list includes a variety of schemes including bus stop improvements and footpath enhancements.

3.99 The transport improvements set out in MAR8 are proposed to be included in the Sites and Development Management 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.

3.100 The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan Area. Policies MAR8.1 and MAR 8.2 below identify land affected by strategic transport proposals, to be shown on the Proposals Map.

<table>
<thead>
<tr>
<th>MAR8: Transport Schemes²</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.

3.101 The proposed junction improvement and signalised crossing at this location requires non-highway land to implement. This scheme will improve access

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² An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).
between Marchwood and the adjacent strategic road network and provide a safer crossing point for pedestrians in this area (implementation of this proposal would be desirable (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 also paragraph 3.5.) 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, adjacent to the road, requires non-highway land to implement. The route will connect to other proposed cycle routes improving connections around Marchwood as well as to routes connecting Totton and Marchwood.
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>Proposed residential development of up to around 40-45 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>HYD2</td>
<td>Land off Cabot Drive, Dibden</td>
<td>Proposed residential development and education development</td>
</tr>
<tr>
<td>3</td>
<td>HYD3</td>
<td>Land between Jones Lane and Southampton Road</td>
<td>Proposed employment development</td>
</tr>
<tr>
<td>4</td>
<td>HYD4</td>
<td>Hythe Town Centre</td>
<td>Town centre development opportunity sites</td>
</tr>
<tr>
<td>5</td>
<td>HYD5</td>
<td>Land adjoining St. John’s Street car park Land adjoining New Road car park</td>
<td>Land safeguardings for car park extensions</td>
</tr>
<tr>
<td>6</td>
<td>HYD6</td>
<td>South of Hardley Lane, west of Fawley Road</td>
<td>Public open space</td>
</tr>
<tr>
<td>7</td>
<td>HY7</td>
<td>Land south of Cedar Road Land off Mullins Lane</td>
<td>Public open space</td>
</tr>
<tr>
<td></td>
<td>HYD8</td>
<td>Various</td>
<td>Transport schemes (see Maps HYD8)</td>
</tr>
</tbody>
</table>
Hythe and Dibden

3.105 The strategy for Hythe and Dibden is summarised on page 86/87 of the Core Strategy.

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

Housing at Hythe and Dibden

3.107 Housing development will continue on acceptable sites within the defined built-up area of Hythe and Dibden. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 50 dwellings to be identified specifically to address local needs for affordable housing. Policy HYD1 aims to achieve the major part of this. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

Housing sites adjoining Hythe and Dibden

3.108 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Hythe to provide additional housing to meet a local housing need for affordable and low-cost housing. This is HYD1: Land at Forest Lodge Farm.

<table>
<thead>
<tr>
<th>HYD1: Land at Forest Lodge Farm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land at Forest Lodge Farm, east of Fawley Road is allocated for residential development, specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:</td>
</tr>
<tr>
<td>• provision of vehicular, pedestrian and cycle access from Fawley Road with suitable links to cycle routes;</td>
</tr>
<tr>
<td>• the retention of important trees and hedgerows on the boundaries of the site;</td>
</tr>
<tr>
<td>• appropriate landscape treatment to Fawley Road boundaries of the site to screen development from the highway and provide a high quality setting for the development;</td>
</tr>
<tr>
<td>• provision of public open space in accordance with Core Strategy Policy CS7, to include provision of children’s play space and provision for young people on the site;</td>
</tr>
<tr>
<td>• provision of suitable land for a minimum of 5 full size allotment plots within the site.</td>
</tr>
</tbody>
</table>
3.109 The development of this site will provide around 40-45 new homes. Its development will assist in addressing local housing needs and provide wider community benefits including additional formal public open space and allotments.

Housing sites within Hythe and Dibden

3.110 Within the existing built-up area land off Cabot Drive, Dibden is allocated for residential development. Small scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map).

**HYD 2: Land off Cabot Drive, Dibden**

Land off Cabot Drive is allocated for residential development, including affordable homes in accordance with Policy CS15(d), and education development. The site will be developed in accordance with the following site-specific criteria:

- residential development to be located in the northern part of the site;
- retention of existing trees and hedgerow across the site;
- provision of vehicular, pedestrian and cycle access from Cabot Drive;
- provision of a pedestrian and cycle route through the site linking the residential development to the footpath/cycleway alongside Applemore playing fields;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.

Map HYD2: Land off Cabot Drive
3.111 The land off Cabot Drive has been safeguarded for education development. However, the whole site is no longer needed for this purpose.

**New employment development at Hythe and Dibden**

3.112 The Core Strategy makes no provision for new employment land allocations at Hythe and Dibden. However, a previous proposal for employment development on land adjoining Jones Lane is carried forward into this Plan in an amended form.

**HYD3: Land between Jones Lane and Southampton Road, Hythe**

| Land between Jones Lane and Southampton Road, Hythe is allocated for employment development. |

| Map HYD3: Land between Jones Lane and Southampton Road |

3.113 In the event that the existing uses (petrol filing station and car sales) on this site cease, land in this area offers a good opportunity for new employment development, close to the town centre.

**Hythe Centre and Dibden Local Centre**

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

3.115 The Town Centre Boundaries, Primary Shopping Areas and Secondary Shopping Frontages are defined on the Proposals Map (Inset for Hythe). Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Area Policy DM15 applies. Within the Secondary Shopping Frontages, Policy DM16 applies. Policy DM17 applies elsewhere within the town centre boundary.

3.116 Map HYD-TC1 illustrates the policy areas shown on the Proposals Map for Hythe town centre. This includes the town centre boundaries, together with the Town Centre Opportunity Sites identified in Policy HYD4.
3.117 Core Strategy Policy CS20 identified a need to accommodate additional retail floorspace to serve the town in the period up to 2018. In Hythe, the requirement of additional retail floorspace is small. A review of the New Forest Town Centres Strategy Study undertaken as a background paper in the preparation of this plan (Background Paper 43), 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.

### HYD4: Hythe Town Centre Opportunity Sites

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

<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.

3.118 Development proposals on these sites should be primarily for the uses indicated in Policy 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.

### HYD5: Car park extensions

| Land adjoining St John’s Street car park and land adjoining New Road car park, as identified on the Proposals Map, is identified for possible car park extensions. |

Map HYD5: Land adjoining St John’s Street car park and land adjoining New Road car park

3.119 Land within the areas identified may be needed to replace public car parking spaces which would be lost within the New Road car park in the event of the rail station proposal being implemented (See Policy HYD8.1).

### Hythe and Dibden Local Shopping Frontages

3.120 Policy DM18 in Section 2 of this Plan seeks to ensure the day to day shopping and service needs continue to be met within the defined local shopping frontages that are defined on the Proposals Map. In Hythe and Dibden, local shopping frontages have been identified at:

- Hollybank Crescent, Hythe (See Appendix 1: Schedule of changes to Proposals Maps - Change PM-HYT-F4)
- Fairview Parade, Hythe
- Dibden Purlieu

### Green Infrastructure and Open Space at Hythe and Dibden

3.121 A Green Infrastructure Strategy for the Plan area will be published as a Supplementary Planning Document. This defines in detail the Green Infrastructure Strategy for Totton, to which Policy DM9: Green Infrastructure (in Section 2 of this Document) applies.

3.122 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:

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

3.123 The Green Infrastructure Strategy will include these areas and will identify further features contributing to the green infrastructure of the town – in particular the important green links between the green spaces within the town and with the adjoining countryside. Elements of important green infrastructure, such as ‘green buffers’, ‘tree-lined streets’ and ‘streets with spacious verges’ are identified in the Green Infrastructure Strategy.

3.124 In addition to protecting existing open spaces within Hythe and Dibden, new open spaces accessible to the public will be created over the Plan Period by new provision required as part of a development proposal and the proposals for new public open space set out in Policies HYD6 and HYD7. Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7.

**HYD6: New Public Open Space south of Hardley Lane, west of Fawley Road**

Land south of Hardley Lane, west of Fawley Road is allocated as public open space.

![Map HYD6: Public open space, south of Hardley Lane](image)

3.125 Land south of Hardley Lane is within Fawley Parish but adjacent to Hythe. The allocation will provide 6.2 hectares of land for formal public open space – playing fields, sports pitches. In part, the proposal involves the public use of an existing private sports facility.
HYD7: New Public Open Space west of Lower Mullins Lane

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

Map HYD7: Public open space, west of Lower Mullins Lane

3.126 The proposal is to provide 2.3 hectares of informal public open space.

3.127 The public open space provision included in HYD1, HYD2, HYD6 and HYD7, and public open space provision required as part of other development proposals, will contribute to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.

3.128 Projects relating to the improvement of existing open spaces will be set out in an Open Space Supplementary Planning Document.

Transport Proposals in Hythe and Dibden

3.129 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). This list includes a variety of schemes including improvements to bus stops, footways and traffic management measures to improve pedestrian and cyclist safety.

3.130 The transport improvements set out in HYD8 are proposed to be included in the Sites and Development Management 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.

3.131 The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan Area. Policy HYD8.1 below identifies the land affected by the proposal to reinstate rail passenger services on the Waterside by these proposals, to be shown on the Proposals Map.
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:

### Public transport infrastructure

**HYD8.1 (HY/T/49): New railway station - adjacent to New Road car park including pedestrian/cycle link to School Road.**

An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage. Provision of adequate parking is required to encourage use of the rail service, helping reduce congestion in the Waterside area (See also paragraph 3.5 and Policy HYD5: Car park extensions).

**HYD8.2 (HY/T/47 and 48): Pier Head bus/ferry interchange improvements and pedestrian link between the pier head and the Promenade.**

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3 An indicative alignment for the proposed footpath and cycleway routes is shown on the Proposals Maps. These may be varied at detailed design stage.
Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).
3.133 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.) 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. A pedestrian link between Prospect Place/the Pier Head and the Promenade, requiring the construction of a boardwalk will improve accessibility.

**Cycle route proposals**

**HYD8.3 (HY/T/2): Cycle route linking Applemore to National Cycle Network 2**

3.134 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 encourage cycling and walking between the Applemore area and the town centre. In particular it will improve accessibility to the schools.

**HYD8.4 (HY/T/3): North Road to Dibden Local Centre Cycle route.**

3.135 This on-road 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.

HYD8.5 (HY/T/5): Cycle route connecting New Road to South Street.

3.136 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.

HYD8.6 (HY/T/6): Cycle route connecting South Street to Wild Ground Schools.

3.137 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 Butts Ash/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

HYD8.7 (HY, MA, TE/T/C): Public Right of Way Footpath 10 - reconstruct footway connecting Hythe to Marchwood.

3.138 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.
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>Proposed residential development for up to 30 dwellings</td>
</tr>
<tr>
<td>2</td>
<td>HAR1</td>
<td>Land at Hardley Industrial Estate</td>
<td>Employment development</td>
</tr>
<tr>
<td>3</td>
<td>FAW1</td>
<td>Fawley Oil Refinery</td>
<td>Petro-chemical development</td>
</tr>
</tbody>
</table>
Hardley, Holbury, Blackfield, Langley and Fawley

3.139 The strategy for Hardley, Holbury, Blackfield, Langley and Fawley is summarised on pages 87 of the Core Strategy.

3.140 The site-specific policies for Hardley, Holbury, Blackfield, Langley and Fawley are set out below to help achieve the aims and objectives of the Core Strategy.

Housing at Hardley, Holbury, Blackfield, Langley and Fawley

3.141 Housing development will continue on acceptable sites within the defined built-up areas of Hardley, Holbury, Blackfield, Langley and Fawley. In addition, Core Strategy Policy CS12 also allows 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. However, it has not been possible to identify acceptable sites in Hardley and Holbury, or in Fawley. Policy BLA1 identifies a site for up to about 30 dwellings at Blackfield. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing site allocation adjoining Blackfield

3.142 In accordance with the provisions of Policy CS12 of the Core Strategy, this plan allocates one site adjoining Blackfield and Langley to provide additional housing to meet a local housing need for affordable and low-cost housing. This is BLA1: Land adjacent to Blackfield Primary School.

<table>
<thead>
<tr>
<th>BLA1: Land adjacent to Blackfield Primary School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land north of Blackfield Primary School is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. 70% of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:</td>
</tr>
<tr>
<td>• provision of vehicular, pedestrian and cycle access to the site from Lime Kiln Hampton Lane;</td>
</tr>
<tr>
<td>• retention of boundary hedgerows and important groups of trees on the site;</td>
</tr>
<tr>
<td>• landscaping the boundary of the site to the north and west in order to screen development from the open countryside;</td>
</tr>
<tr>
<td>• provision of public open space, including informal open space and an equipped or mixed natural and equipped play area should be provided on the site;</td>
</tr>
<tr>
<td>• provision of suitable land for a minimum of 5 full size allotments plots within the site.</td>
</tr>
</tbody>
</table>

3.143 This site could accommodate up to around 30 new homes to address local housing needs in Fawley parish. Particular attention will need to be given to boundary treatment to provide a ‘soft’ edge to the development.
Housing sites within Hardley, Holbury, Blackfield, Langley and Fawley

3.144 Small-scale residential developments will continue to be permitted on appropriate sites within the defined built-up area (as defined on the Proposals Map). When considering new 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.

New employment development in Hardley, Holbury, Blackfield, Langley and Fawley

3.145 The Core Strategy makes no provision for new employment land allocations in Hardley, Holbury, Blackfield, Langley and Fawley. However, previous proposals for employment development within Fawley Oil Refinery and petrochemical complex and on land adjoining Hardley Industrial Estate are carried forward into this Plan.

FAW1: Fawley Oil Refinery

Within the Fawley Oil Refinery and petrochemicals complex (as defined on the Proposals Map), 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.

3.146 The Fawley Oil Refinery complex is a major employment area. There is scope for further related development within the complex.

HAR1: Land adjoining Hardley Industrial Estate

Land adjoining Hardley Industrial Estate is allocated for industrial / office / business development. The site will be developed in accordance with the following site-specific criteria:
- provision of vehicular, pedestrian and cycle access to the site from Hampton Lane;
- retention of existing trees along the northern and eastern boundaries of the site;
- provision of a landscape buffer between new employment development and existing housing adjoining the site to the south;
- 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;
- provision of lorry turning space incorporated into the design of the access in Lime Kiln Lane.

Map HAR1: Land adjoining Hardley Industrial Estate

3.147 This is a long-standing employment allocation identified in previous Local Plans. This one hectare site is the only area of land available for general industrial and business use in this part of the Plan Area. The site adjoins housing to the south, so appropriate screening in order to safeguard residential amenity will be required. Appropriate design of the access provides an opportunity to provide turning space to enable lorries to leave the Hardley Industrial Estate northwards via the direct link onto the A326 Hardley roundabout, rather than through residential areas. In view of the close proximity of residential properties to the south of the site, particular regard will be had to Core Strategy Policies CS2 (Design Quality) and CS5 (Safe and Healthy Communities).

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

3.148 Policy DM19 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM19 applies to the Local Shopping Frontages at Blackfield, Holbury Drove, Long Lane Holbury and Fawley Village, as defined on the Proposals Map.

3.149 In Blackfield, Holbury and Fawley local shopping frontages have been defined (see Appendix 1: Part F for details) at:
- Blackfield
- The Drove, Holbury
- Long Lane, Holbury
- Fawley Village

Green Infrastructure and Open Space at Hardley, Holbury, Blackfield, Langley and Fawley

3.150 A Green Infrastructure Strategy for the Plan area will be published as a Supplementary Planning Document. This defines in detail the Green
Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DM8: Protection of landscape features, of this Plan. The following types of protected green spaces are identified on the Proposals Maps:
- Existing public open space
- Proposed public open space
- Private/education authority recreational land
- Landscape features

The Green Infrastructure Strategy will include these areas and will identify further features contributing to the green infrastructure of the settlements – in particular the important green links between the green spaces within the built-up areas and with the adjoining countryside. Elements of important green infrastructure, such as ‘tree-lined streets’ and ‘recreational routes’ are identified in the Green Infrastructure Strategy.

In addition to protecting existing open spaces within Hardley, Holbury, Blackfield, Langley and Fawley, new open spaces accessible to the public will be created over the Plan Period by new public open space provision required as part of a development proposal, for example as part of the proposal for residential development north of Blackfield Primary School (Policy BLA1). Any new areas of public open space provided as part of a development scheme will be protected by Policy DM7. (See also policy HYD6, which proposes additional public open space on land south of Hardley Lane, west of Fawley Road. Although located on the edge of Hythe the site is within Fawley Parish.)

The public open space provision in new developments will make a contribution to the mitigation strategy to address the recreational impact of new housing development on internationally designated nature conservation sites, as required by the Habitats Regulations Assessment.

Projects relating to the improvement of existing open spaces will be set out in the Open Space Supplementary Planning Document.

Transport Proposals in Hardley, Holbury, Blackfield, Langley and Fawley

There are no transport improvements proposed for this area in the Sites and Development Management 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). This list includes a variety of schemes including traffic management measures and improvements to bus stops. 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.