Appendix 4

Appraisal of Site Specific Proposals and Alternatives
Map showing sites suggested for residential development outside the built up area of Totton.
**TOT-01C | Land north of Cooks Lane (Not in consultation document)**

**Address:** Cooks Lane, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 4.3

**Site Description:**  
The site is located to the north of Totton and covers an area of 4.3 hectares. It is an area of agricultural land. There are some mature trees on the site, the majority are located on the boundary of the site. It is in multiple ownerships.

**Assessment Summary:**  
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with good access to footpaths, cycleways and public transport, and adequate access to facilities and employment. It has poor access to the shops and services at Totton Town Centre and Testwood Local Centre.  
This site has the following issues:  
* Cooks Lane currently provides a well-defined northern boundary to Totton. Development on this site would take Totton beyond that boundary into an area which is identified as a 'green wedge' in the Green Infrastructure Strategy.  
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Cooks Lane.  
* The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation. Further investigation may be required.  
* Drainage of this site may be a problem. Further investigation may be required.
TOT-01D | Laurel’s Bank Farm (Not in consultation document)

Address:  
Parish:  
Site Size (Ha):  6.1

Site Description:
The site is located to the north of Totton and covers an area of 6.1 hectares. It is an area of agricultural land. There are some mature trees on the site, the majority are located on the boundary of the site. It is in multiple ownerships.

Assessment Summary:
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with good access to footpaths and public transport connections, and adequate access to facilities and employment. It has poor access to cycleways and the shops and services at Totton Town Centre and Testwood Local Centre.

This site has the following issues:
* Cooks Lane currently provides a well-defined northern boundary to Totton. Development on this site would take Totton beyond that boundary into an area which is identified as a ‘green wedge’ in the Green Infrastructure Strategy.
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Cooks Lane, Paulets Lane and the A36.
* Drainage of this site may be a problem. Further investigation may be required.
TOT-04 | Land at Loperwood Farm (Consultation Document ID: TOT3)

**Address:** Cooks Lane, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 0.9

**Site Description:**
The site is situated to the north of Totton and covers an area of 0.9 hectares. The site consists of the remains of Loperwood Farmhouse with surrounding paddock and grounds. The site is in single ownership.

**Assessment Summary:**
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with good access to footpaths, cycleways, public transport connections and employment, and adequate access to facilities. It has poor access to the shops and services at Totton Town Centre and Testwood Local Centre.  
This site has the following issues:  
* Drainage of this site may be a problem. Further investigation may be required.
Land at Loperwood (Consultation Document ID: TOT2)

**Address:** Loperwood Lane, Totton

**Parish:** Totton & Eling

**Site Size (Ha):** 4.2

**Site Description:**
The site is situated to the north west of Totton and covers an area of 4.2 hectares. The site is an area of agricultural land. There is a central feature consisting of a pond, a cluster of trees and a field shelter. The site is in multiple ownerships.

**Assessment Summary:**
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with good access to footpaths, cycleways and public transport connections, and adequate access to facilities and employment. It has poor access to the shops and services at Totton Town Centre and Testwood Local Centre.

The site is large enough to support a dual allocation of both housing and open space, which could assist in providing mitigation for recreational impacts from development in the District on the New Forest National Park.

This site has the following issues:
* Drainage of this site may be a problem. Further investigation may be required.
* The site is adjacent to the National Park. Development of the site could have a negative impact on the setting of the National Park which would require mitigation.
* Development of this site would have a negative impact on the character of the countryside and on locally important views from Loperwood Lane and Cooks Lane.

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**Key**
- Site
- Green Belt
- SAC/SPA
- National Park
- SINC
- AONB
- LNR
- Listed Building
- Conservation Area
- Pub/Pri Open Space
- TPO
- X12 Bus Stop
- **-----** Existing Cycle Route
- **-----** Proposed Cycle Route
- **-----** Plan Feature

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TOT-07 | Land adjoining Cockleydown Copse - West (Not in consultation document)

**Address:** Land off Rockleigh Drive, Totton

**Parish:** Totton & Eling

**Site Size (Ha):** 1.05

**Site Description:**
The site is situated to the west of Totton and covers an area of 0.9 hectares. It is an area of grazing land, with mature trees along most of the boundary of the site. The site is in single ownership.

**Assessment Summary:**
This site is in a relatively unsustainable location, with poor access to cycleways, facilities and the shops and services at Totton Town Centre, and adequate access to footpaths, public transport connections and employment. This site is not considered to be suitable for allocation for development. The main reason the site is not considered suitable is:

* the impact of development on the local landscape

This site is an important piece of green infrastructure and provides a valuable part of the setting to Totton. The development of this site would have a significant negative impact on the character of the area, the setting of the National Park, green infrastructure and on the locally important views along the A326.

The site has the following additional issues:

* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs.

* The development of this site would also result in the loss of land which is part of the backup grazing land resource for the New Forest.

* The site is adjacent to Cockleydown Copse SINC, which is an ancient woodland.
**TOT-08 | Land adjoining Cockleydown Copse - East (Not in consultation document)**

**Address:** Land off Main Road, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 0.9

**Site Description:**
The site is situated to the east of Totton and covers an area of 0.9ha. It is an area of grazing land, with mature trees along part of the boundary of the site. A single dwelling occupies part of the site. The site is in single ownership.

**Assessment Summary:**
This site is in a reasonably sustainable location, with good access to footpaths, cycleways, public transport connections and employment, and adequate access to facilities and the shops and services at Totton Town Centre. This site is not considered to be suitable for allocation for development. The main reason the site is not considered suitable is:
* lack of suitable access to the site  
* the impact of development on the local landscape
There is an existing access to this site but this is straight on to Main Rd (the A35) dual carriageway and it would not be possible to upgrade this to a safe access. This site is an important piece of green infrastructure and provides a valuable part of the setting to Totton as entered from the west. The development of this site would have a significant negative impact on the character of the countryside, the setting of the National Park, green infrastructure and on the locally important views along Main Road.
The site has the following additional issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs.  
* The development of this site would also result in the loss of land which is part of the backup grazing land resource for the New Forest.  
* The site is adjacent to Cockleydown Copse SINC, which is an ancient woodland.

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Address: Main Road, Totton
Parish: Totton & Eling
Site Size (Ha): 7.9
Site Description:
The site is situated to the south of Totton and covers an area of 7.9 hectares. The site consists of agricultural land and a woodland and grassland Site of Importance for Nature Conservation. The site is in multiple ownerships.

Assessment Summary:
This site is located in a reasonably sustainable location, with good access to footpaths, cycleways and public transport connections, and adequate access to employment. It has poor access to facilities and the shops and services at Totton Town Centre. The site could provide open space in addition to that required by Core Strategy Policy CS7. This additional open space could include the SINC. This would provide a natural greenspace which would form part of the mitigation strategy for the Habitats Regulations Assessment.

This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* The creation of a vehicular access to the site from Jacobs Walk is feasible, but would increase the levels of traffic in this residential street. The creation of a vehicular access from Main Road may not be feasible because of the impacts of traffic leaving and entering Main Road (the A35).
* Although development on the SINC is not being considered, the creation of either access will result in the partial loss of SINC habitat.
* The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation. Further investigation may be required.
* Development of this site would have a negative impact on the local landscape although there is the potential to integrate the existing green infrastructure into the development.
The development of this site would result in the loss of land which is part of the backup grazing land resource for the New Forest.

**TOT-15 | Land south of Jacob's Gutter Lane (Consultation Document ID: TOT4 )**

**Address:** Jacob's Gutter Lane, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 1.3

**Site Description:**
The site is situated to the south of Totton and covers an area of 1.3 hectares. It is an area of agricultural land, with a small area of woodland to the north east.

**Assessment Summary:**
This site is located in a reasonably sustainable location, with good access to footpaths, cycleways, public transport connections and employment, and adequate access to facilities and the shops and services at Totton Town Centre. This site has the following issues:

* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* There are pylons crossing this site which would reduce its developable area
* This site is adjacent to Newlands Copse, which is an ancient woodland SINC.
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Jacobs Gutter Lane.
TOT-21 | Land off Hunters Crescent (Not in consultation document)

Address: Hunters Crescent, Totton
Parish: Totton & Eling

Site Size (Ha): 1

Site Description:
The site is situated to the west of Totton and covers an area of 1 hectare. It is an area of undevolved land between Hunters Crescent and the A326. There is a mixture of vegetation and trees on the site. The ownership of the site is unknown.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths, and adequate access to cycleways, public transport connections, facilities, employment and the shops and services at West Totton Local Centre and Totton Town Centre. This site is not considered to be suitable for allocation for development. The main reason the site is not considered suitable is:

* Development of the site is unlikely to be achievable

The shape and size of the site and its location adjacent to the A326 means that the development is unlikely to provide a satisfactory residential environment. The site has the following additional issues:

* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs.
* The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation.
* The site is part of a green buffer adjacent to the A326 which is identified in the Green Infrastructure Strategy. The development of this site would have a negative impact on green infrastructure, the character of Totton and on locally important views along the A326.
* Drainage of this site may be a problem.
Map showing sites suggested for residential development within the built up area of Totton.
Address: Olenader Drive, Totton
Parish: Totton & Eling
Site Size (Ha): 0.7

Site Description:
The site is situated within the built up area of Totton and covers an area of 0.7 hectares. It is an area of agricultural grassland, with boundary trees and hedgerows. The site is safeguarded for highways improvements in the current Local Plan and its safeguarding is currently under review. The site is in single ownership.

Assessment Summary:
The site is located in a reasonably sustainable location, with adequate access to facilities, employment, footpaths and cycleways and public transport connections. It has poor access to the shops and services at Totton Town Centre and West Totton Local Centre.

This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation. Further investigation may be required.
* It is adjacent to the Hazel Farm Conservation Area. Development could have a negative impact on the conservation area which would require mitigation. Further investigation may be required.
* The development of this site could also have a negative impact on the character of the countryside and on locally important views from Michigan Way.
Address: Eling Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 15

Site Description:
The site is situated within the built up area of Totton and covers an area of 15 hectares. The site is in employment use and storage uses predominate. This includes a mixture of both open storage and storage within warehouses. The site is allocated in the current Local Plan primarily for employment purposes within limited housing adjoining Eling Quay.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, cycleways, public transport connections, employment and the shops and services at Totton Town Centre, and adequate access to facilities. The redevelopment of this previously developed site could have a positive impact on local landscape and views, and on the Eling Wharf Conservation Area.

This site is heavily contaminated and is leaking contaminants. It is adjacent to the Solent and Southampton Water SPA/SAC/SSSI. The redevelopment of the site could have significant benefits for this protected site if it is developed with the appropriate enhancements, avoidance and mitigation measures. However, there is also the potential for significant harm to the protected site if the site were developed without sufficient enhancements, avoidance and mitigation measures. A full assessment of the impacts will be considered as part of the Habitat Regulations Assessment.

The site has the following additional issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* Part of the site is at risk of flooding, and drainage of the site may be a problem.
Address: Brokenford Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 0.9

Site Description:
The site is situated in the centre of Totton and covers an area of 0.9 hectares. It is an industrial estate. The site is allocated for residential development in the current local plan.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, public transport connections, employment, facilities and the shops and services at Totton Town Centre, and adequate access to cycleways. The redevelopment of this previously developed site could have a positive impact on local townscape and views.

This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* The site is at risk of flooding and drainage may be a problem. Most of the site falls within flood zone 2. A detailed flood risk assessment will be required.
Address: Brokenford Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 0.17

Site Description:
The site is situated in the centre of Totton and covers an area of 0.17 hectares. It is an industrial estate. The site is allocated for residential development in the current local plan.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, public transport connections, employment, facilities and the shops and services at Totton Town Centre, and adequate access to cycleways. The redevelopment of this previously developed site could have a positive impact on local townscape and views.

This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* The site is at risk of flooding and drainage may be a problem. Most of the site falls within flood zone 2. A detailed flood risk assessment will be required.
TOT-BU-20 | Land adjoining Testbourne Road (Not in consultation document)

Address: Testbourne Road, Totton
Parish: Totton & Eling
Site Size (Ha): 0.56

Site Description:
The site is situated within the built up area of Totton and covers an area of 0.6 hectares. The three parcels of land which make up this site are areas of amenity space designated as public open space. The site is in single ownership.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths, cycleways and public transport connections, and adequate access to facilities, employment and the shops and services at West Totton Local Centre and Totton Town Centre. This site is not considered to be suitable for allocation for development. The main reason the site is not considered suitable is:
* the loss of public open space without compensation
* the impact of development on the character of Totton
The development of this site would result in the loss of an area of public open space which forms part of the green infrastructure of Totton, without compensation. The loss of this space, which is an important part of the character of Testbourne Road, would have a significant negative impact on the local landscape. The site has the following additional issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs.
Address: Calmore Drive, Totton
Parish: Totton & Eling
Site Size (Ha): 0.61

Site Description:
The site is situated within the built up area of Totton and covers an area of 0.6 hectares. A vacant care home is located on the site. The site is in single ownership.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths and public transport connections, and adequate access to cycleways, facilities and employment. It has poor access to the shops and services at Testwood Local Centre and Totton Town Centre.
This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
Address: Salisbury Road, Totton
Parish: Totton & Eling
Site Size (Ha): 0.4

Site Description:
The site is situated within the built up area of Totton, in Testwood and covers an area of 0.4 hectares. It is a bus depot. The site was identified for release in the Employment Land Review.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, cycleways, public transport connections, facilities and the shops and services at Testwood Local Centre, and adequate access to employment.
This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* The site may be contaminated. Further investigation may be required.
Address: Michigan Way, Totton
Parish: Totton & Eling
Site Size (Ha): 0.49

Site Description:
The site is situated within the built up area of Totton and covers an area of 0.49 hectares. It is an area of scrubland with boundary trees and hedgerows. The site is allocated for residential development in the current Local Plan.

Assessment Summary:
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with good access to footpaths, cycleways, public transport connections and facilities, and adequate access to employment. It has poor access to the shops and services at West Totton Local Centre and Totton Town Centre.

This site has the following issues:
* The development of this site could have a negative impact on the character of Totton and on locally important views from Michigan Way. Further investigation may be required.
Address: Blackwater Drive, Totton
Parish: Totton & Eling
Site Size (Ha): 1.3

Site Description:
The site is situated within the built up area of Totton and covers an area of 1.3 hectares. The site consists of two blocks of flats and an area of amenity space designated as public open space. The site is in public ownership.

Assessment Summary:
Redevelopment of this site could provide affordable housing to meet a local housing need, and could have a positive impact on the character of the local area. It is in a reasonably sustainable location, with good access to footpaths and public transport connections, and adequate access to facilities, employment and cycleways. It has poor access to the shops and services at West Totton Local Centre and Totton Town Centre.
This site has the following issues:
* The development of this site would result in the loss of public open space. It is suggested that this would be compensated through improvements to the remaining public open space in Blackwater Drive. Further investigation may be required.
**TOT-BU-28 | Shelly Road Green (Not in consultation document)**

**Address:** Shelly Road, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 0.26

**Site Description:**  
The site is situated within the built up area of Totton and covers an area of 0.26 hectares. It is a grassed area of amenity space. The site is in public ownership.

**Assessment Summary:**  
This site could provide affordable housing to meet a local housing need. It is in a reasonably sustainable location, with good access to footpaths, cycleways and public transport connections, and adequate access to facilities and employment. It has poor access to the shops and services at Testwood Local Centre and Totton Town Centre.  
This site is not considered to be suitable for allocation for development. The main reason the site is not considered suitable is:  
* the loss of public open space without compensation  
* the impact of development on the character of Totton  
The development of this site would result in the loss of an area of public open space which forms part of the green infrastructure of Totton, without compensation. The loss of this space, which is an important part of the character of Shelly Road, would have a significant negative impact on the local landscape.  
The site has the following additional issues:  
* Drainage of this site may be a problem.
**TOT-BU-35 | Ashley Crescent Green (Not in consultation document)**

**Address:** Ashley Crescent, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 0.19

**Site Description:**  
The site is situated within the built up area of Totton and covers an area of 0.19 hectares. It is a grassed area of amenity space. The site is in public ownership.

**Assessment Summary:**  
This site could provide affordable housing to meet a local housing need. It is in a sustainable location, with good access to footpaths, cycleways, public transport connections and facilities, and adequate access to employment and the shops and services at Testwood Local Centre and Totton Town Centre. This site is not considered to be suitable for allocation for development. The main reason the site is not considered suitable is:  
* the loss of public open space without compensation  
* the impact of development on the character of Totton  
The development of this site would result in the loss of an area of public open space which forms part of the green infrastructure of Totton, without compensation. The loss of this space, which is an important part of the character of Ashley Crescent, would have a significant negative impact on the local landscape.
TOT-BU-39 | 12&14 Westfield Road/Rear of 5-13 Oakmount Avenue (Not in consultation document)

Address: Westfield Road, Totton
Parish: Totton & Eling
Site Size (Ha): 0.26

Site Description:
The site is situated within the built up area of Totton and covers an area of 0.26 hectares.
The site is occupied by detached residential dwellings and their associated gardens. The site is in multiple ownerships.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, cycleways, public transport connections, employment, facilities and the shops and services at Totton Town Centre.
This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs.
* The development of this site could have a negative impact on the character of Totton, and on locally important views along Salisbury Road and Oakmount Lane.
The availability of this site is unknown. As this site is currently in residential use and is located within the built up area of Totton, it could come forward for redevelopment without the need for a specific allocation.
Address: Salisbury Road, Totton
Parish: Totton & Eling
Site Size (Ha): 0.38

Site Description:
The site is situated within the built up area of Totton and covers an area of 0.38 hectares.
The site is occupied by detached residential dwellings and their associated gardens. The site is in multiple ownerships.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, cycleways, public transport connections, employment, facilities and the shops and services at Totton Town Centre.
This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs.
* The development of this site could have a negative impact on the character of Totton, and on locally important views along Westfield Road.
The availability of this site in unknown. As this site is currently in residential use and is located within the built up area of Totton, it could come forward for redevelopment without the need for a specific allocation.
**TOT-BU-45 | Salterns School (Consultation Document ID: TOT9)**

**Address:** Commercial Road, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 0.5

**Site Description:**  
The site is situated to the east of Totton and covers an area of 0.5 hectares. It is a school which is likely to become surplus to requirements during the plan period. The site is in public ownership.

**Assessment Summary:**  
The site is located in a sustainable location, with good access to footpaths, cycleways, public transport connections, employment and the shops and services at Totton Town Centre, and adequate access to facilities. This site has the following issues:  
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.  
* The site is within adjacent to the Solent and Southampton Water SPA/SAC/SSSI and development of this site could cause harm to the SPA/SAC. A full assessment of the impacts of the DPD will be considered as part of the Habitat Regulations Assessment.  
* Drainage of the site may be a problem. Further investigation may be required.
Map showing sites suggested for employment development outside the built up area of Totton.
Publication
Open Access

Land north of Cooks Lane (Not in consultation document)

Address: Cooks Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 4.3

Site Description:
The site is located to the north of Totton and covers an area of 4.3 hectares. It is an area of agricultural land. There are some mature trees on the site, the majority are located on the boundary of the site. It is in multiple ownerships.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths, cycleways and public transport connections, and adequate access to facilities. It has poor access to communities.

This site has the following issues:
- Cooks Lane currently provides a well-defined northern boundary to Totton. Development on this site would take Totton beyond that boundary into an area which is identified as a ‘green wedge’ in the Green Infrastructure Strategy.
- The development of this site would have a negative impact on the character of the countryside and on locally important views from Cooks Lane.
- The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation. Further investigation may be required.
- Drainage of this site may be a problem. Further investigation may be required.
TOT-01D | Laurel's Bank Farm (Not in consultation document)

Address: Cooks Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 6.1

Site Description:
The site is located to the north of Totton and covers an area of 6.1 hectares. It is an area of agricultural land. There are some mature trees on the site, the majority are located on the boundary of the site.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths and public transport connections, and adequate access to facilities and communities. It has poor access to cycleways.

This site has the following issues:
* Cooks Lane currently provides a well-defined northern boundary to Totton. Development on this site would take Totton beyond that boundary into an area which is identified as a 'green wedge' in the Green Infrastructure Strategy.
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Cooks Lane, Paulets Lane and the A36.
* Drainage of this site may be a problem. Further investigation may be required.
Address: Salisbury Road, Totton
Parish: Totton & Eling
Site Size (Ha): 1.8

Site Description:
The site is located to the north of Totton and covers an area of 1.8 hectares. It is an area of agricultural land. There are some mature trees on the site. The site is in single ownership.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to public transport connections, and adequate access to footpaths, cycleways and communities. It has poor access to facilities.
This site has the following issues:
* The creation of a safe access to this site would require the removal of hedgerow which would have a negative impact on the local landscape.
* The development of this site could have a negative impact on the character of the countryside and on locally important views from Salisbury Road.
* Drainage of the site may be a problem. Further investigation is required.
TOT-05 | Land at Loperwood (Not in consultation document)

Address: Loperwood Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 4.2

Site Description:
The site is situated to the north west of Totton and covers an area of 4.2 hectares. The site is an area of agricultural land. There is a central feature consisting of a pond, a cluster of trees and a field shelter. The site is in multiple ownerships.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths, cycleways and public transport connections, and adequate access to facilities. It has poor access to communities.
This site has the following issues:
* It is more appropriate for development for residential uses given the adjoining land uses.
* The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation. Further investigation may be required.
* It would also have a negative impact on the character of the countryside and on locally important views from Loperwood Lane and Cooks Lane.
TOT-10 | Land at Durley Farm (Not in consultation document)

Address: Main Road, Totton
Parish: Totton & Eling
Site Size (Ha): 7.9

Site Description:
The site is situated to the south of Totton and covers an area of 7.9 hectares. The site consists of agricultural land and a woodland and grassland Site of Importance for Nature Conservation. The site is in multiple ownerships.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to footpaths and cycleways, and adequate access to public transport connections. It has poor access to facilities and communities. This site has the following issues:
* There is uncertainty surrounding the ability of this site to provide affordable housing to meet local needs. Further investigation may be required.
* The creation of a vehicular access to the site from Jacobs Walk would not be appropriate for an employment development. The creation of a vehicular access from Main Road may not be feasible because of the impacts of traffic leaving and entering Main Road (the A35).
* Although development on the SINC is not being considered, the creation of either access will result in the partial loss of SINC habitat.
* The site is in close proximity to the New Forest National Park and development could have a negative impact on the setting of the National Park which would require mitigation.
* Development of this site would have a negative impact on the local landscape although there is the potential to integrate the existing green infrastructure into the development.
* The development of this site would result in the loss of land which is part of the backup grazing land resource for the New Forest.

If this site is to be allocated for development, it is considered that residential development would be more acceptable, with much of the site being kept as open space.

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TOT-12 | Land at Sunnyfields Farm (Consultation Document ID: TOT16)

Address: Jacob's Gutter Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 4.1

Site Description:
The site is situated to the south of Totton and covers an area of 4.1 hectares. It is an area of agricultural land. The site is in single ownership.

Assessment Summary:
This site is in a reasonably sustainable location, with good access to cycleways and public transport connections, and adequate access to communities. It has poor access to footpaths and services.
A rural enterprise has developed at Sunnyfields Farm over recent years. The redevelopment of this site could have a positive impact on local landscape and views. It would help to sustain, and address the needs of, an existing local business.
**TOT-13 | Land off Marchwood By Pass (Not in consultation document)**

**Address:** Marchwood By Pass, Totton  
**Parish:** Totton & Eling  
**Site Size (Ha):** 4.98

**Site Description:**
The site is situated to the south of Totton and covers an area of 5 hectares. It is an area of agricultural land. The ownership of the site is unknown.

**Assessment Summary:**
This site is in a reasonably sustainable location, with good access to public transport connections, and adequate access to footpaths, cycleways, facilities and communities.  
This site is not considered to be suitable for allocation for development. The main reasons the site is not considered suitable are:
* the provision of a safe access to the site
It would not be possible to create a safe access to the site. The A326 provides the only potential access to the site, but creating an access from the S326 is unlikely to be economically viable.
The site has the following additional issues:
* Part of the site, to the north, is at risk of flooding, and is part of a SINC.
Address: Jacob's Gutter Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 1.3

Site Description:
The site is situated to the south of Totton and covers an area of 1.3 hectares. It is an area of agricultural land, with a small area of woodland to the north east.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, cycleways and public transport connections, and adequate access to facilities and communities. This site has the following issues:
* There are pylons crossing this site which would reduce its developable area.
* This site is adjacent to Newlands Copse, which is an ancient woodland SINC.
* The development of this site would have a negative impact on the character of the countryside and on locally important views from Jacobs Gutter Lane.
Map showing sites suggested for employment development within the built up area of Totton
Address: Eling Lane, Totton
Parish: Totton & Eling
Site Size (Ha): 15

Site Description:
The site is situated within the built up area of Totton and covers an area of 15 hectares. The site is in employment use and storage uses predominate. This includes a mixture of both open storage and storage within warehouses. The site is allocated in the current Local Plan primarily for employment purposes within limited housing adjoining Eling Quay.

Assessment Summary:
This site is in a sustainable location, with good access to footpaths, cycleways, public transport connections and communities, and adequate access to facilities. The redevelopment of this previously developed site could have a positive impact on local landscape and views, and on the Eling Wharf Conservation Area. It has direct access to the Hampshire HGV advisory route network.
This site is heavily contaminated and is leaking contaminants. It is adjacent to the Solent and Southampton Water SPA/SAC/SSSI. The redevelopment of the site could have significant benefits for this protected site if it is developed with the appropriate enhancements, avoidance and mitigation measures. However, there is also the potential for significant harm to the protected site if the site were developed without sufficient enhancements, avoidance and mitigation measures. A full assessment of the impacts will be considered as part of the Habitat Regulations Assessment.
The site has the following additional issues:
* Part of the site is at risk of flooding, and drainage of the site may be a problem.
* It is assumed that any employment allocation would be accessed directly from the A35. Further investigation is required.
TOT24.1 | Totton east of A35 - highway improvements, including bus priorities to tackle congestion

1. Provide a safe and secure environment: 0
   No impact

2. Improve health and well being: 0
   No impact

3. Make sustainable provision to meet housing needs and requirements: N/A

4. Meet educational, leisure and cultural needs of community and visitors: 0

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
   Improved transport infrastructure will improve public transport service, benefiting the local community

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:
   Improved links to the town centre and reduced congestion will improve accessibility to the town helping with movement of goods/services/people, improving the economy in the local area.

7. Maintain and enhance the vitality and viability of town centres:
   Improvements will improve public transport links to the town centre reducing reliance on the private car, reducing numbers of vehicles in the town centre, improving attractiveness of the centre.

8. Promote sustainable tourism: N/A

9. Maintain and enhance local, national and international nature conservation interests: N/A

10. Maintain, enhance and create high quality landscape, townscape and seascape: 0
    Limited impact

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:
    Improved use of public transport services will reduce the number of car trips and the reduced congestion will lower the pollution levels.

12. Encourage sustainable use of resources: N/A

13. Minimise factors contributing to climate change:
    Improved use of public transport services will reduce the number of car trips and the reduced congestion will lower the levels of emissions contributing to climate change.

Consideration of 'reasonable alternatives'
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
**TOT24.2 | Totton Western Bypass: A35 - Michigan Way Junction to Cockleydown Lane junction, dualing and junction improvements**

1. **Provide a safe and secure environment:**
   Junction improvements will improve capacity of the road at this location, facilitating safer crossing of traffic and pedestrians/cyclists.

2. **Improve health and well being:**

3. **Make sustainable provision to meet housing needs and requirements:**

4. **Meet educational, leisure and cultural needs of community and visitors:**

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
   It will improve access to and around the town.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
   Improved accessibility to the town can help with movement of goods/services improving the economy in the local area.

7. **Maintain and enhance the vitality and viability of town centres:**

8. **Promote sustainable tourism:**

9. **Maintain and enhance local, national and international nature conservation interests:**

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
   Development on the highways verge would have a negative impact on the character of the town.

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**

12. **Encourage sustainable use of resources:**

13. **Minimise factors contributing to climate change:**

**Consideration of ‘reasonable alternatives’**

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
<table>
<thead>
<tr>
<th>1. Provide a safe and secure environment:</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>No impact</td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>2. Improve health and well being:</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited impact</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3. Make sustainable provision to meet housing needs and requirements:</th>
<th>N/A</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>4. Meet educational, leisure and cultural needs of community and visitors:</th>
<th>+</th>
</tr>
</thead>
<tbody>
<tr>
<td>The provision of a passenger service will improve the opportunities to access the wider area including access to facilities and services elsewhere.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:</th>
<th>++</th>
</tr>
</thead>
<tbody>
<tr>
<td>This will improve public transport provision and travel options for the local community, helping reduce the number of vehicles on the road.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:</th>
<th>+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improves access to jobs for local employment through additional transport provision.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>7. Maintain and enhance the vitality and viability of town centres:</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited impact</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8. Promote sustainable tourism:</th>
<th>+?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved public transport provision reducing the reliance on the private car for travel by tourists.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>9. Maintain and enhance local, national and international nature conservation interests:</th>
<th>?</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>10. Maintain, enhance and create high quality landscape, townscape and seascape:</th>
<th>-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of a station may adversely impact the landscape of the local area through removal of trees etc.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>11. Prevent pollution, and maintain and enhance the quality of air, water and soil:</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased noise and light pollution associated with the station and increased use of the rail line. Improved use of rail service will reduce the number of car trips and associated pollution.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12. Encourage sustainable use of resources:</th>
<th>+</th>
</tr>
</thead>
<tbody>
<tr>
<td>The new station can encourage more sustainable travel.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>13. Minimise factors contributing to climate change:</th>
<th>++</th>
</tr>
</thead>
<tbody>
<tr>
<td>The rail service will offer an alternative to car travel reducing car trips in the area, reducing greenhouse gas emissions.</td>
<td></td>
</tr>
</tbody>
</table>

**Consideration of 'reasonable alternatives'**

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
## TOT24.4 | New "community" rail station, Bartley Park

1. **Provide a safe and secure environment:**
   - No impact

2. **Improve health and well being:**
   - Limited impact

3. **Make sustainable provision to meet housing needs and requirements:**
   - N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
   - The provision of a passenger service will improve the opportunities to access the wider area including access to facilities and services elsewhere.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
   - This will improve public transport provision and travel options for the local community, helping reduce the number of vehicles on the road.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
   - Improves access to jobs for local employment through additional transport provision.

7. **Maintain and enhance the vitality and viability of town centres:**
   - Limited impact

8. **Promote sustainable tourism:**
   - Improved public transport provision reducing the reliance on the private car for travel by tourists.

9. **Maintain and enhance local, national and international nature conservation interests:**
   - Limited impact

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
    - Development of a station may adversely impact the landscape of the rural/open area.

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
    - Increased noise and light pollution associated with the station and increased use of the rail line. Improved use of rail service will reduce the number of car trips and associated pollution.

12. **Encourage sustainable use of resources:**
    - The new station can encourage more sustainable travel.

13. **Minimise factors contributing to climate change:**
    - The rail service will offer an alternative to car travel reducing car trips in the area, reducing greenhouse gas emissions.

### Consideration of 'reasonable alternatives'

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
TOT24.5 | Rumbridge Street to A 336/Ringwood Road (via Brockenford Lane) cycle route

1. Provide a safe and secure environment:

   The adjacent to road section of the route will improve safety of cyclists by reducing conflict with vehicles on the carriageway. The signage/markings for the on road section will improve safety by alerting drivers that cyclists may be using this route.

2. Improve health and well being:

   Increased cyclist safety and provision of routes can encourage cycling, which has associated health benefits.

3. Make sustainable provision to meet housing needs and requirements:

4. Meet educational, leisure and cultural needs of community and visitors:

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:

   New cycle routes will provide more transport infrastructure for the local community, improving accessibility to facilities and services in the town.

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:

7. Maintain and enhance the vitality and viability of town centres:

   Improved routes linking to the town can promote/encourage cycling to and through the centre, reducing the number of vehicles improving attractiveness.

8. Promote sustainable tourism:

9. Maintain and enhance local, national and international nature conservation interests:

10. Maintain, enhance and create high quality landscape, townscape and seascape:

   Limited impact

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:

   Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. Encourage sustainable use of resources:

13. Minimise factors contributing to climate change:

   Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

Consideration of 'reasonable alternatives'

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
TOT24.6 | Dales Way to Stonechat Drive cycle route

1. Provide a safe and secure environment:
   This off road route will improve cyclist safety.

2. Improve health and well being:
   Increased cyclist safety and provision of routes can encourage cycling, which has associated health benefits.

3. Make sustainable provision to meet housing needs and requirements:
   N/A

4. Meet educational, leisure and cultural needs of community and visitors:
   +
   This route completes a link close to recreation areas and a superstore.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
   +
   New cycle routes will provide more transport infrastructure for the local community, improving accessibility to facilities and services in this area of the town.

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:
   N/A

7. Maintain and enhance the vitality and viability of town centres:
   0

8. Promote sustainable tourism:
   N/A

9. Maintain and enhance local, national and international nature conservation interests:
   ?

10. Maintain, enhance and create high quality landscape, townscape and seascape:
    Implementation will remove hedgerows and trees
    -?

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:
    Encouragement of cycling can reduce number of vehicular trips, reducing pollution.
    +

12. Encourage sustainable use of resources:
    N/A

13. Minimise factors contributing to climate change:
    Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.
    +

Consideration of ‘reasonable alternatives’

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
**TOT24.7 | Testwood Lane to Salisbury Road (via Library Road)**
**cycle/pedestrian route**

1. **Provide a safe and secure environment:**
   - This route provides a safe off road connection for cyclists in the town centre.

2. **Improve health and well being:**
   - Increased cyclist safety and provision of routes can encourage cycling, which has associated health benefits.

3. **Make sustainable provision to meet housing needs and requirements:**
   - N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
   - This route provides a link to facilities in the town centre, including the library and job centre.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
   - New cycle routes will provide more transport infrastructure for the local community, improving accessibility to facilities and services in this area of the town.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
   - N/A

7. **Maintain and enhance the vitality and viability of town centres:**
   - Improved routes linking to the town can promote/encourage cycling to and through the centre, reducing the number of vehicles improving attractiveness.

8. **Promote sustainable tourism:**
   - N/A

9. **Maintain and enhance local, national and international nature conservation interests:**
   - 0

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
    - 0

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
    - Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. **Encourage sustainable use of resources:**
    - N/A

13. **Minimise factors contributing to climate change:**
    - Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

**Consideration of ‘reasonable alternatives’**

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
1. Provide a safe and secure environment:
   This route provides a safe off road connection for cyclists to/from the town centre.

2. Improve health and well being:
   Increased cyclist safety and provision of routes can encourage cycling, which has associated health benefits. It also links to outdoor recreation areas.

3. Make sustainable provision to meet housing needs and requirements:

4. Meet educational, leisure and cultural needs of community and visitors:
   The route connects to outdoor recreation areas, as well as linking towards the town centre and facilities/services there.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
   New cycle routes will provide more transport infrastructure for the local community, improving accessibility to facilities and services particularly in the town centre.

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District's assets:

7. Maintain and enhance the vitality and viability of town centres:
   Improved routes linking to the town can promote/encourage cycling to and through the centre, reducing the number of vehicles improving attractiveness.

8. Promote sustainable tourism:

9. Maintain and enhance local, national and international nature conservation interests:
   Part of this route is in a SINC, but it runs on existing paths. Provided impacts are avoided where possible, minimised and mitigated where unavoidable, and if necessary, some form of compensation applied, there should not be any negative impact on the SINC.
   The rest of the route passes through woodland and neutral grassland habitat (BAP habitats), so will still need to address the same issues as the work in the SINC. The site is likely to support reptiles which could be affected by the development so a survey and, if necessary, mitigation is recommended.

10. Maintain, enhance and create high quality landscape, townscape and seascape:
   The route will involve removal of vegetation to implement through area of open space

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:
   Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. Encourage sustainable use of resources:

13. Minimise factors contributing to climate change:
   Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

Consideration of 'reasonable alternatives'
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
1. **Provide a safe and secure environment:**
The off-road sections of the route will improve safety of cyclists as they will not be on the carriageway with other vehicles. The signage/markings for the on-road section will improve safety by alerting drivers that cyclists may be on the carriageway.

2. **Improve health and well being:**
Increased cyclist safety and provision of routes can encourage cycling, which has associated health benefits.

3. **Make sustainable provision to meet housing needs and requirements:**
N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
The route connects to a school, as well as linking towards an existing cycle route that connects to the town centre and facilities/services there.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
New cycle routes will provide more transport infrastructure for the local community, improving accessibility to facilities and services particularly in the town centre.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
N/A

7. **Maintain and enhance the vitality and viability of town centres:**
0

8. **Promote sustainable tourism:**
N/A

9. **Maintain and enhance local, national and international nature conservation interests:**
N/A

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
Limited impact

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. **Encourage sustainable use of resources:**
N/A

13. **Minimise factors contributing to climate change:**
Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

**Consideration of ‘reasonable alternatives’**
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
### TOT24.10 | Jacob's Gutter Lane to Downs Park Crescent (Hounsdown to Eling) cycle route

1. **Provide a safe and secure environment:**
The off and adjacent to road sections of the route will improve safety of cyclists as they will not be on the carriageway with other vehicles. The signage/markings for the on road section will improve safety by alerting drivers that cyclists may be on the carriageway.

2. **Improve health and well being:**
Increased cyclist safety and provision of routes can encourage cycling, which has associated health benefits.

3. **Make sustainable provision to meet housing needs and requirements:**
N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
The route connects to an outdoor countryside leisure/recreation area.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
New cycle routes will provide more transport infrastructure for the local community, improving accessibility to the town's facilities and services.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
N/A

7. **Maintain and enhance the vitality and viability of town centres:**
Limited impact

8. **Promote sustainable tourism:**
N/A

9. **Maintain and enhance local, national and international nature conservation interests:**
Variety of BAP habitat present on the SINC so development could have a negative impact. Impacts should be avoided where possible, minimised and mitigated where unavoidable, and if necessary, some form of compensation applied.

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
This route has the potential to impact substantially on the character and appearance of the conservation area as well as the setting of both the Toll Bridge and the Tide Mill (listed buildings). It and in particular its signposting and illumination would need to be handled extremely carefully to avoid significant negative impacts to heritage and landscape.

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. **Encourage sustainable use of resources:**
N/A

13. **Minimise factors contributing to climate change:**
Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

**Consideration of 'reasonable alternatives'**
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
1. Provide a safe and secure environment:
The adjacent to road route will improve safety of cyclists as they will not have to cycle along Jacob's Gutter Lane with other vehicles.

2. Improve health and well being:
Increased cyclist safety and provision of routes can encourage cycling, which has associated health benefits.

3. Make sustainable provision to meet housing needs and requirements: N/A

4. Meet educational, leisure and cultural needs of community and visitors:
The route enables links into the countryside area between Totton and Marchwood.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
The new cycle routes will provide more transport infrastructure for the local communities of both Totton and Marchwood, improving accessibility to both town's facilities and services.

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District's assets: N/A

7. Maintain and enhance the vitality and viability of town centres: 0

8. Promote sustainable tourism: 0

9. Maintain and enhance local, national and international nature conservation interests: ?

10. Maintain, enhance and create high quality landscape, townscape and seascape:
The removal of the verge/hedgerow to implement the scheme will impact adversely on the character of this part of the lane.

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:
Encouragement of cycling can reduce number of vehicular trips, reducing pollution.

12. Encourage sustainable use of resources: N/A

13. Minimise factors contributing to climate change:
Encouragement of cycling can reduce number of vehicular trips, reducing greenhouse gas emissions.

Consideration of 'reasonable alternatives' 
An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
**TOT24.12 | Water Lane/Westfield Car Park: Pedestrian Link between Car Park/rear service area and eastern end of Water Lane**

1. **Provide a safe and secure environment:**
   Negligible impact.

2. **Improve health and well being:**
   Improved walking routes can encourage walking, which has associated health benefits.

3. **Make sustainable provision to meet housing needs and requirements:**
   N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
   Limited impact.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
   Improved transport infrastructure in the town centre will improve access to the facilities and services in the town centre, for pedestrians, benefiting the local community.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
   N/A

7. **Maintain and enhance the vitality and viability of town centres:**
   Improved walking routes can encourage walking in the town centre reducing the need to travel by car and number of cars in the town centre improving the attractiveness of the town.

8. **Promote sustainable tourism:**
   N/A

9. **Maintain and enhance local, national and international nature conservation interests:**
   N/A

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
    Limited impact

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
    Encouragement of walking can reduce number of vehicular trips, reducing pollution.

12. **Encourage sustainable use of resources:**
    N/A

13. **Minimise factors contributing to climate change:**
    Encouragement of walking can reduce number of vehicular trips, reducing greenhouse gas emissions.

**Consideration of 'reasonable alternatives'**

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
**TOT24.13 | Footpath provision (rural 0.65km) at Goatee Shore, Eling to Marchwood Road**

1. **Provide a safe and secure environment:**
   Provision of a footpath route away from the highway will improve pedestrian safety.

2. **Improve health and well being:**
   Improved walking routes can encourage walking, which has associated health benefits.

3. **Make sustainable provision to meet housing needs and requirements:**
   N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
   It provides improved access to open countryside and amenity spaces.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
   New pedestrian routes improve pedestrian infrastructure in this area of the parish (although does not link directly to the town).

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
   N/A

7. **Maintain and enhance the vitality and viability of town centres:**
   0

8. **Promote sustainable tourism:**
   +

9. **Maintain and enhance local, national and international nature conservation interests:**
   –?

   This path will provide better access to the Solent & Southampton Water SPA/SSSI which could increase the use of this area for recreational purposes. This could have a significant negative impact on the SPA/SSSI.

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
    -

   This proposed footpath skirts the edge of the Eling Conservation area in an area of open fields bounded by native hedgerow. The footpath design, design and location of signposts and any proposed illumination would need to be carefully considered. There could be a negative impact on both the character and appearance of the landscape and Eling conservation area.

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
    +

   Encouragement of walking can reduce number of vehicular trips, reducing pollution.

12. **Encourage sustainable use of resources:**
    N/A

13. **Minimise factors contributing to climate change:**
    +

   Encouragement of walking can reduce number of vehicular trips, reducing greenhouse gas emissions.

**Consideration of ‘reasonable alternatives’**

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
**TOT24.14 | Footpath improvements / cycle route linking to existing cycle routes and paths in West Totton, Greenroute (extended) to Tatchbury Lane**

1. **Provide a safe and secure environment:**

   The footpath improvement provision will improve pedestrian crossing of the A326 as it will provide an improved link to the underpass.

2. **Improve health and well being:**

   Improved walking routes can encourage walking, which has associated health benefits.

3. **Make sustainable provision to meet housing needs and requirements:**

   N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**

   It provides improved access to open countryside and amenity spaces, in particular the national park on the western side of the A326.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**

   New pedestrian routes improves pedestrian infrastructure in this area of the town and in particular to the national park.

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**

   N/A

7. **Maintain and enhance the vitality and viability of town centres:**

   0

8. **Promote sustainable tourism:**

   Improved access to the national park by foot from this area.

9. **Maintain and enhance local, national and international nature conservation interests:**

   Awaiting comments from Adam.

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**

    The existing footpath retains vestiges of the “green lane” character and appearance and any loss of this would be detrimental to the character and appearance of the conservation area.

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**

    Encouragement of walking can reduce number of vehicular trips, reducing pollution.

12. **Encourage sustainable use of resources:**

    N/A

13. **Minimise factors contributing to climate change:**

    Encouragement of walking can reduce number of vehicular trips, reducing greenhouse gas emissions.

**Consideration of 'reasonable alternatives'**

An explanation of how the all the transport proposals were selected can be found in Background Paper 44 - Review of Transport Proposals.
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Provide a safe and secure environment:</td>
<td>N/A</td>
</tr>
<tr>
<td>2. Improve health and well being:</td>
<td>N/A</td>
</tr>
<tr>
<td>3. Make sustainable provision to meet housing needs and requirements:</td>
<td>+</td>
</tr>
<tr>
<td>The policy carries forward an existing allocation for residential development. The development of the allocation for residential uses will contribute towards meeting housing need in the area.</td>
<td></td>
</tr>
<tr>
<td>4. Meet educational, leisure and cultural needs of community and visitors:</td>
<td>N/A</td>
</tr>
<tr>
<td>5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:</td>
<td>N/A</td>
</tr>
<tr>
<td>6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:</td>
<td>N/A</td>
</tr>
<tr>
<td>7. Maintain and enhance the vitality and viability of town centres:</td>
<td>N/A</td>
</tr>
<tr>
<td>8. Promote sustainable tourism:</td>
<td>N/A</td>
</tr>
<tr>
<td>9. Maintain and enhance local, national and international nature conservation interests:</td>
<td>0</td>
</tr>
<tr>
<td>Limited impact.</td>
<td></td>
</tr>
<tr>
<td>10. Maintain, enhance and create high quality landscape, townscape and seascape:</td>
<td>0</td>
</tr>
<tr>
<td>Limited impact.</td>
<td></td>
</tr>
<tr>
<td>11. Prevent pollution, and maintain and enhance the quality of air, water and soil:</td>
<td>0</td>
</tr>
<tr>
<td>Limited impact.</td>
<td></td>
</tr>
<tr>
<td>12. Encourage sustainable use of resources:</td>
<td>0</td>
</tr>
<tr>
<td>Limited impact. Policy carries forward an existing allocation.</td>
<td></td>
</tr>
<tr>
<td>13. Minimise factors contributing to climate change:</td>
<td>0</td>
</tr>
<tr>
<td>Limited impact. Policy carries forward an existing allocation.</td>
<td></td>
</tr>
<tr>
<td>Consideration of 'reasonable alternatives'</td>
<td>No reasonable alternatives.</td>
</tr>
</tbody>
</table>
**TOT13 | Land at Little Testwood Farm caravan site**

**1. Provide a safe and secure environment:**  
Limited impact.

**2. Improve health and well being:**  
Limited impact.

**3. Make sustainable provision to meet housing needs and requirements:**  
++

The policy provides for up to 5 permanent residential pitches for gypsies subject to certain criteria.

**4. Meet educational, leisure and cultural needs of community and visitors:**  
N/A

**5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**  
N/A

**6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**  
N/A

**7. Maintain and enhance the vitality and viability of town centres:**  
N/A

**8. Promote sustainable tourism:**  
N/A

**9. Maintain and enhance local, national and international nature conservation interests:**  
0

Limited impact. The site is not located in proximity to any designated nature conservation interests.

**10. Maintain, enhance and create high quality landscape, townscape and seascape:**  
0

Limited impact.

**11. Prevent pollution, and maintain and enhance the quality of air, water and soil:**  
0

Limited impact.

**12. Encourage sustainable use of resources:**  
+

The area of land being considered for development has been used for storage uses in the past and is not a greenfield site. Thus development on this site would be a sustainable use of land.

**13. Minimise factors contributing to climate change:**  
0

The proposed site is in a reasonably sustainable location, in close proximity to the built up area of Totton. The site is on a bus route which has a regular service.

**Consideration of 'reasonable alternatives'**

An alternative option would have been to create a new site for gypsies (rather than extending an existing site). However, it has not been possible to find any available alternative sites.
# TOT17 | Town centre boundaries

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>1. Provide a safe and secure environment:</td>
<td>N/A</td>
</tr>
<tr>
<td>2. Improve health and well being:</td>
<td>N/A</td>
</tr>
<tr>
<td>3. Make sustainable provision to meet housing needs and requirements:</td>
<td>N/A</td>
</tr>
<tr>
<td>4. Meet educational, leisure and cultural needs of community and visitors:</td>
<td>N/A</td>
</tr>
<tr>
<td>5. Meet local community needs for essential utilities and transport</td>
<td>N/A</td>
</tr>
<tr>
<td>infrastructure having regard to environmental constraints:</td>
<td></td>
</tr>
<tr>
<td>6. Facilitate a sustainable and growing economy for the District that</td>
<td>N/A</td>
</tr>
<tr>
<td>creates economic and employment opportunity while making full use of the District's assets:</td>
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</tr>
<tr>
<td>7. Maintain and enhance the vitality and viability of town centres:</td>
<td>+</td>
</tr>
<tr>
<td>Maintaining the existing town centre boundary, primary shopping area and</td>
<td></td>
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<tr>
<td>secondary shopping frontages will help to ensure that local convenience</td>
<td></td>
</tr>
<tr>
<td>and comparison shopping needs continue to be met.</td>
<td></td>
</tr>
<tr>
<td>8. Promote sustainable tourism:</td>
<td>N/A</td>
</tr>
<tr>
<td>9. Maintain and enhance local, national and international nature</td>
<td>N/A</td>
</tr>
<tr>
<td>conservation interests:</td>
<td></td>
</tr>
<tr>
<td>10. Maintain, enhance and create high quality landscape, townscape and</td>
<td>N/A</td>
</tr>
<tr>
<td>seascape:</td>
<td></td>
</tr>
<tr>
<td>11. Prevent pollution, and maintain and enhance the quality of air, water</td>
<td>N/A</td>
</tr>
<tr>
<td>and soil:</td>
<td></td>
</tr>
<tr>
<td>12. Encourage sustainable use of resources:</td>
<td>N/A</td>
</tr>
<tr>
<td>13. Minimise factors contributing to climate change:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Consideration of 'reasonable alternatives'**

The town centre boundary or shopping frontages could have been enlarged, but this could have had a detrimental impact on the viability of the town centre, as there are sufficient opportunities within the existing town centre boundary and shopping frontages to support small scale growth in line with the Core Strategy. The town centre boundary or shopping frontages could have been reduced but the removal of protection for uses within the boundary and frontages could have lead to their redevelopment which would have a negative impact on the vitality of the town centre.
TOT18 | Totton Town Centre Opportunity Sites

1. Provide a safe and secure environment:  
   N/A

2. Improve health and well being:  
   N/A

3. Make sustainable provision to meet housing needs and requirements:  
   +?
   The policy allows for limited residential development in Totton town centre subject to certain criteria although emphasis is on commercial uses/development. Any residential development that does take place is likely to have good access to essential services and alternative modes of transport to the car.

4. Meet educational, leisure and cultural needs of community and visitors:  
   +
   The policy allows for community uses in Totton town centre.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:  
   0
   Limited impact

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:  
   +
   The policy will help to ensure that there is diverse provision of employment opportunities in Totton town centre by allowing for further retail and appropriate non-retail development, including entertainment uses, office and business development.

7. Maintain and enhance the vitality and viability of town centres:  
   ++
   The policy aims to provide for a mix of town centre uses. This includes retail uses and appropriate non-retail uses including entertainment and community uses, office and business development and residential uses subject to certain criteria.

8. Promote sustainable tourism:  
   +?
   The policy allows for uses which could be attractive to tourists.

9. Maintain and enhance local, national and international nature conservation interests:  
   N/A

10. Maintain, enhance and create high quality landscape, townscape and seascape:  
    N/A

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:  
    ?
    More people could travel into Totton town centre to make use of facilities that may be developed as a result of this policy. However it is also possible that local people may not travel as far for certain facilities as they may be provided within Totton town centre.

12. Encourage sustainable use of resources:  
    +
    The policy allows for a mixture of new developments within Totton town centre. Focusing new development within the town centre will help to ensure the sustainable use of land.

13. Minimise factors contributing to climate change:  
    +
    New development within Totton town centre offers an opportunity for energy generating infrastructure to be incorporated into the development, for example solar PV. Given that the policy looks to focus retail development and town centre uses in Totton town centre, it should help to reduce the need to travel by means of a sustainable location of development.

Consideration of ‘reasonable alternatives’

One option considered was the selection and allocation of particular sites for development. However, because of the limited amount of information available regarding the availability and achievability of sites there would have been a lot of uncertainty surrounding the delivery of the sites which were selected. Another option was to not identify sites at all. However, this could have caused uncertainty regarding the
availability and location of potential sites for redevelopment. This could lead to applications to provide retail and commercial development outside the town centre
### TOT19 | The Civic Building complex

1. **Provide a safe and secure environment:** N/A
2. **Improve health and well being:** N/A
3. **Make sustainable provision to meet housing needs and requirements:** N/A
4. **Meet educational, leisure and cultural needs of community and visitors:** ++
   
   This policy will protect the provision of a range of community and civic uses in a central location.

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:** 0

   Limited impact

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:** N/A

7. **Maintain and enhance the vitality and viability of town centres:** +

   The policy protects civic and community uses within Totton Town Centre.

8. **Promote sustainable tourism:** N/A

9. **Maintain and enhance local, national and international nature conservation interests:** N/A

10. **Maintain, enhance and create high quality landscape, townscape and seascape:** N/A

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:** N/A

12. **Encourage sustainable use of resources:** N/A

13. **Minimise factors contributing to climate change:** 0

   Limited impact

**Consideration of 'reasonable alternatives'**

An option was to not have a policy and allow any town centre uses to come forward in this part of Totton Town Centre. This would have had a negative impact on the accessibility of community and civic services.
### TOT20 | Environmental and transport improvements in Totton Town Centre

1. **Provide a safe and secure environment:**
   The policy which aims to bring about environmental and transport improvements in Totton Town Centre is likely to improve road safety, as well as improving accessibility for non-motorised and more vulnerable road users.

2. **Improve health and well being:**
   The policy aims to bring about environmental and transport improvements in Totton Town Centre. These environmental improvements may encourage walking and cycling as they are aimed at improving accessibility for non-motorised and more vulnerable road users.

3. **Make sustainable provision to meet housing needs and requirements:**
   N/A

4. **Meet educational, leisure and cultural needs of community and visitors:**
   N/A

5. **Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:**
   N/A

6. **Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:**
   N/A

7. **Maintain and enhance the vitality and viability of town centres:**
   The environmental and transport improvements which this policy aims bring about will contribute to a high quality town centre and will help to improve the attractiveness of Totton Town Centre.

8. **Promote sustainable tourism:**
   N/A

9. **Maintain and enhance local, national and international nature conservation interests:**
   N/A

10. **Maintain, enhance and create high quality landscape, townscape and seascape:**
    The policy aims to bring about environmental and transport improvements in Totton Town Centre. This will help to enhance the urban landscape of Totton.

11. **Prevent pollution, and maintain and enhance the quality of air, water and soil:**
    The improvements will decrease vehicular traffic, which will decrease pollution.

12. **Encourage sustainable use of resources:**
    N/A

13. **Minimise factors contributing to climate change:**
    These improvements will improve facilities for pedestrians and cyclists which will encourage these transport modes.

**Consideration of 'reasonable alternatives'**
No reasonable alternatives.
| 1. Provide a safe and secure environment: | N/A |
| 2. Improve health and well being: | N/A |
| 3. Make sustainable provision to meet housing needs and requirements: | N/A |
| 4. Meet educational, leisure and cultural needs of community and visitors: | N/A |
| 5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints: | N/A |
| 6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets: | N/A |
| 7. Maintain and enhance the vitality and viability of town centres: | + |
| 8. Promote sustainable tourism: | N/A |
| 9. Maintain and enhance local, national and international nature conservation interests: | N/A |
| 10. Maintain, enhance and create high quality landscape, townscape and seascape: | N/A |
| 11. Prevent pollution, and maintain and enhance the quality of air, water and soil: | N/A |
| 12. Encourage sustainable use of resources: | N/A |
| 13. Minimise factors contributing to climate change: | N/A |

**Consideration of 'reasonable alternatives'**

One option was to continue the current policy which required a higher percentage of retail development, at 60%. However, as the level of retail development is currently 43%, it was not considered achievable to consider aiming for 60% retail.

Another option was to reduce the minimum percentage of retail further, to allow additional non-retail development to take place. However, this could have had a negative impact on the vitality of the shopping frontage.

The policy aims to enhance the commercial vitality of the Rumbridge Street Local Shopping Area. It allows for a mixture of commercial uses but looks to retain a minimum of 45% of the total street frontage in retail use. The Rumbridge Street Local Shopping Area is likely to continue to provide for local convenience shopping.
TOT22 | Nutshalling Close, Calmore Local Shopping Frontage

1. Provide a safe and secure environment: N/A
2. Improve health and well being: N/A
3. Make sustainable provision to meet housing needs and requirements: N/A
4. Meet educational, leisure and cultural needs of community and visitors: N/A
5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints: N/A
6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District's assets: N/A
7. Maintain and enhance the vitality and viability of town centres:
   The policy aims to define a local shopping frontage to appropriately reflect the local shopping frontage at Nutshalling Close, Calmore. Defining a local shopping frontage would help to protect the existing retail units, not covered by a local shopping frontage, and help to ensure that they are retained in retail use.
8. Promote sustainable tourism: N/A
9. Maintain and enhance local, national and international nature conservation interests: N/A
10. Maintain, enhance and create high quality landscape, townscape and seascape: N/A
11. Prevent pollution, and maintain and enhance the quality of air, water and soil: N/A
12. Encourage sustainable use of resources: N/A
13. Minimise factors contributing to climate change: N/A

Consideration of 'reasonable alternatives'

No reasonable alternatives.
1. Provide a safe and secure environment:
Development of cycle route through this open space will provide a safe off road route.

2. Improve health and well being:
Development of this open space will encourage walking and cycling.

3. Make sustainable provision to meet housing needs and requirements:
N/A

4. Meet educational, leisure and cultural needs of community and visitors:
This open space will improve recreational opportunities in Totton.

5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:
N/A

6. Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:
N/A

7. Maintain and enhance the vitality and viability of town centres:
N/A

8. Promote sustainable tourism:
N/A

9. Maintain and enhance local, national and international nature conservation interests:
++
Development of this 4.5ha open space will provide part of a ‘missing link’ between open space sites in Totton, creating an large 23ha site. This will provide mitigation for recreational impacts on the New Forest SAC/SPA.

10. Maintain, enhance and create high quality landscape, townscape and seascape:
++
Development of this 4.5ha open space will provide part of a ‘missing link’ between open space sites in Totton, creating an large 23ha site. This will improve the quality and quantity of open space in Totton.

11. Prevent pollution, and maintain and enhance the quality of air, water and soil:
N/A

12. Encourage sustainable use of resources:
N/A

13. Minimise factors contributing to climate change:
+ 
Development of this open space will encourage walking and cycling.

Consideration of 'reasonable alternatives'
No reasonable alternatives.
### TOT23b | Cockleydown Copse

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Provide a safe and secure environment:</td>
<td>N/A</td>
</tr>
<tr>
<td>2.</td>
<td>Improve health and well being:</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>Development of this site will encourage walking.</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Make sustainable provision to meet housing needs and requirements:</td>
<td>N/A</td>
</tr>
<tr>
<td>4.</td>
<td>Meet educational, leisure and cultural needs of community and visitors:</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>This open space will improve recreational opportunities in Totton.</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints:</td>
<td>N/A</td>
</tr>
<tr>
<td>6.</td>
<td>Facilitate a sustainable and growing economy for the District that creates economic and employment opportunity while making full use of the District’s assets:</td>
<td>N/A</td>
</tr>
<tr>
<td>7.</td>
<td>Maintain and enhance the vitality and viability of town centres:</td>
<td>N/A</td>
</tr>
<tr>
<td>8.</td>
<td>Promote sustainable tourism:</td>
<td>N/A</td>
</tr>
<tr>
<td>9.</td>
<td>Maintain and enhance local, national and international nature conservation interests:</td>
<td>+/-</td>
</tr>
<tr>
<td></td>
<td>Ancient Woodland SINC. Would need robust management plan and careful design of access infrastructure in order to be sure that opening up the site to public access would not compromise the conservation interests of the site. However, depending on the current management condition of the wood, this may present an opportunity to improve the conservation status if access / management can integrate improved nature conservation.</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Maintain, enhance and create high quality landscape, townscape and seascape:</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>Development will increase the quantity of open space in Totton.</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Prevent pollution, and maintain and enhance the quality of air, water and soil:</td>
<td>N/A</td>
</tr>
<tr>
<td>12.</td>
<td>Encourage sustainable use of resources:</td>
<td>N/A</td>
</tr>
<tr>
<td>13.</td>
<td>Minimise factors contributing to climate change:</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>Development of this open space will encourage walking.</td>
<td></td>
</tr>
</tbody>
</table>

**Consideration of 'reasonable alternatives'**

No reasonable alternatives
## Compatibility of Totton Specific Policies

<table>
<thead>
<tr>
<th>Policies</th>
<th>TOT1: Land at Durley Farm</th>
<th>TOT2: Land at Loperwood</th>
<th>TOT3: Land at Loperwood Farm</th>
<th>TOT4: Land south of Jacob's Gutter Lane</th>
<th>TOT5: Land north of Michigan Way, east of Garland Way</th>
<th>TOT6: Land at Hanger Farm</th>
<th>TOT7: Land at Brokenford Lane</th>
<th>TOT8: Stocklands</th>
<th>TOT9: Salterns School</th>
<th>TOT10: Land off Blackwater Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOT1: Land at Durley Farm</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
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<td>TOT2: Land at Loperwood</td>
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<td>TOT3: Land at Loperwood Farm</td>
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</tr>
<tr>
<td>TOT4: Land south of Jacob's Gutter Lane</td>
<td>+</td>
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<td>+</td>
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<td>+</td>
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<td>+</td>
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<tr>
<td>TOT5: Land north of Michigan Way, east of Garland Way</td>
<td>+</td>
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<td>+</td>
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<tr>
<td>TOT6: Land at Hanger Farm</td>
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<tr>
<td>TOT7: Land at Brokenford Lane</td>
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<td>TOT8: Stocklands</td>
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<td>Policies</td>
<td>TOT1: Land at Durley Farm</td>
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<td>TOT11: Bus Depot, Salisbury Road</td>
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<td>TOT12: Land off Oleander Drive, north of Michigan Way</td>
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<td>TOT13: Land at Little Testwood Caravan Site</td>
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<td>TOT15: Land at Little Testwood Farm</td>
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<td>TOT16: Land at Sunnyfields Organic Farm, Jacobs Gutter Lane</td>
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<td>TOT17: Town centre boundaries</td>
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<td>TOT18: Totton town centre opportunity sites</td>
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<td>TOT20: Environmental and transport improvements in Totton town centre</td>
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<td>TOT21: Rumbridge Street Local Shopping Area</td>
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<td>TOT22: Nutshalling Close, Calmore Local Shopping Frontage</td>
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<td>TOT23: Public open space proposals</td>
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The total amount of land available at these sites combined is higher than the amount sought by Core Strategy Policy CS18.

The closing of Rumbridge Street for roadworks many times during recent years is likely to have contributed to the rising number of vacancies in this area. It is not anticipated that the proposed transport schemes will require road closures in this area.

---

1 The total amount of land available at these sites combined is higher than the amount sought by Core Strategy Policy CS18.

2 The closing of Rumbridge Street for roadworks many times during recent years is likely to have contributed to the rising number of vacancies in this area. It is not anticipated that the proposed transport schemes will require road closures in this area.
### Compatibility of DM Policies with Totton Specific Policies

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<tr>
<th>Policies</th>
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<th>TOT8: Stocklands</th>
<th>TOT9: Salterns School</th>
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<tr>
<td>DM1: Locally designated sites of importance for nature conservation</td>
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<td>DM7: Protection of public open space, private playing fields and sports ground and school playing fields</td>
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<td>DM8: Built up area boundary changes</td>
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<td>DM9: Green belt</td>
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<td>DM10: Occupancy of housing to meet a local need</td>
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<sup>1</sup> The development of Durley Farm would involve the partial destruction of a Site of Importance for Nature Conservation

<sup>2</sup> Land south of Jacobs Gutter Lane is adjacent to a Site of Importance for Nature Conservation but a 25m buffer would be required between any development and the SINC.
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3 Eling Wharf is adjacent to a Site of Importance for Nature Conservation and the potential impacts of development of the site are currently unknown.
4 One of the public open space proposals (Cockleydown Copse) is a Site of Importance for Nature Conservation, and impacts will need to be managed.
5 Some transport schemes run through, or are adjoining Sites of Importance for Nature Conservation. The impacts these proposals have will depend on the detailed schemes.
6 The impacts the development of Land off Oleander Drive, north of Michigan Way would have on the ‘green lane’ footpath to the north of the site are currently unknown.
7 The development of this site would require the removal of trees and hedgerow which are identified in the Green Infrastructure Strategy.
8 The extension of the built up area boundary to include Land at Sunnyfields Organic Farm would not fit in with the aims of Policy TOT16.
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<tr>
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<th>TOT1: Land at Durley Farm</th>
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<th>TOT8: Stocklands</th>
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<td>DM11: Residential accommodation for older people</td>
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<td>DM12: Sites safeguarded for marine uses</td>
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<td>DM13: Tourism and visitor facilities</td>
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<td>DM15: Primary shopping areas</td>
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<td>DM18: Local Shopping Frontages in the built up areas of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge</td>
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<td>Policy DM19: Local Shopping Frontages in Marchwood, Blackfield, Holbury, Fawley, Milford on Sea, Hordle and Bransgore</td>
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<td>DM20: Small local shops and public houses</td>
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<td>TOT4: Land south of Jacob's Gutter Lane</td>
<td>TOT5: Land north of Michigan Way, east of Garland Way</td>
<td>TOT6: Land at Hanger Farm</td>
<td>TOT7: Land at Brokenford Lane</td>
<td>TOT8: Stocklands</td>
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<td>DM25: Loss of rural employment sites, public houses and community facilities</td>
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