

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

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

3.2 The general policies set out in:

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

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

Improving access to the Waterside

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

Re-opening the Waterside railway to passengers

3.5 Policy CS23(f) of the Core Strategy seeks reinstatement of passenger services on the Waterside branch railway, including safeguarding land for the provision of new passenger stations and associated works and facilities. The previous proposal for a station in west Totton, at Bartley Park has been abandoned. Further detailed work on the re-opening of the Waterside railway to passengers will be progressed during the early years of the Plan period. New local community stations will be provided at Hounslow, Marchwood and Hythe and are likely to be accommodated within operational railway land. Associated proposed pedestrian and cycle links shown in this Plan, (as set out in the sections for Totton, Marchwood and Hythe) are based on the best information available at the time of preparing the Local Plan Part 2. However, the precise locations of the stations may be subject to review during the Plan period.

Improvements to the A326

3.6 Core Strategy Policy CS23(c) proposes improvements to the A326, in particular capacity improvements including bus priorities on the A326 between Dibden and Totton western bypass. This would have been a significant scheme that could have involved the widening of the A326. The aim of the improvements was to relieve congestion on the A326 through provision of priority for bus and multi occupancy vehicles, encouraging the use of the public transport services and car sharing. However, following Hampshire County

Council's review of transport schemes as part of the production of their New Forest District Transport Statement, the County Council considered the previous scheme was not necessary to respond to either current or forecast problems, within the context of the economic growth and carbon reduction outcomes that Hampshire County Council (HCC) is seeking to achieve. The County Council has accordingly reduced the scale of the improvements proposed. The revised scheme involves localised improvements on the Totton western bypass section of the A326.

Improvements to footpath/cycleways

3.7 Numerous cycle routes are proposed for the Totton and Waterside area, detailed in the transport proposals for each settlement. While the principles of the improvement schemes have been appraised for their environmental and highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts, particularly those that involve the removal of extensive existing hedgerows.

3.8 A cycle route proposed in policies TOT22.9 and MAR8.2 is of wider importance than just one settlement. It will add to an extensive strategic cycle route connecting Marchwood and Totton. This scheme requires non-highway land to implement adjacent to Bury Road, Marchwood Road and Jacob's Gutter Lane. This route will provide a safe pedestrian/cycle connection between Marchwood and Totton encouraging walking and cycling, as a viable alternative to car travel between the settlements. This scheme will therefore help alleviate traffic congestion in this area.

Totton and Eling

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

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

Housing at Totton

3.11 Housing development will continue on acceptable sites within the defined built-up area of Totton and Eling. In addition, the Core Strategy states that, beyond existing commitments and unimplemented allocations for new housing development in previous plans, new greenfield sites will be identified for around 100 dwellings at Totton (Policy CS11). Policies TOT1 and TOT2 identify sites to achieve this. When considering new developments, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

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

New housing allocations adjoining Totton

TOT1: Land at Durley Farm, Hounslow

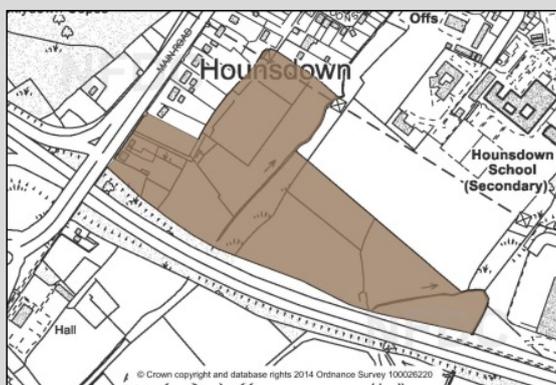
Land at Durley Farm, Hounslow is allocated for residential development including affordable housing in accordance with Policy CS15(a) of the Core Strategy, public open space and allotments.

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

- **provision of vehicular access to the site via Jacob's Walk, and pedestrian and cycle links to Main Road (A35);**
- **implementation of appropriate measures to reduce the traffic impacts of the development on adjoining residential roads;**
- **provision of a cycle route through the site from Jacob's Gutter Lane to Hounslow Business Park (see Policy TOT22.7);**
- **retention and enhancement of a landscape buffer alongside the A326 Totton western bypass and Main Road in order to screen the National Park and reduce the impacts of traffic noise on the development;**
- **retention, wherever possible, of existing woodland, mature trees and hedgerows within the site;**
- **protection and enhancement of the Site of Importance for Nature Conservation (SINC) designated within the site. Where encroachment on the SINC is unavoidable appropriate compensation measures will be required, involving the creation of**

compensatory habitats of equivalent biological value;

- **provision of suitable land for a minimum of 10 full size allotment plots within the site;**
- **on site provision of public open space in accordance with Policy CS7, to include an equipped play-space for children;**
- **provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);**
- **appropriate provision for the future management of green infrastructure within the site including woodland, publicly accessible open spaces, allotment land and areas designated Sites of Importance for Nature Conservation; and**
- **no built development beneath power lines crossing the site.**



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

3.14 If provision of Suitable Alternative Natural Green Space (SANGS) is on site, the development could accommodate about 80 dwellings having regard to the protection and enhancement of the Site of Importance for Nature Conservation (SINC) on the site. The provision of allotments will provide benefits to the wider community. Publicly accessible natural green space (SANGS provision) should be of an appropriate scale and design to meet in full the requirements set out in Policy DM3.

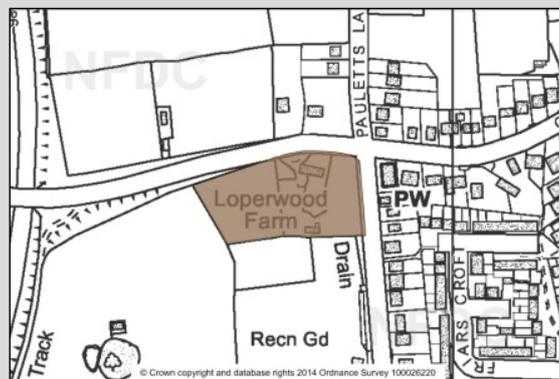
TOT2: Land at Loperwood Farm

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

- **provision of safe vehicular, pedestrian and cycle access to the site;**
- **appropriate landscape treatment to the boundaries of the site, in**

particular to enhance the Loperwood and Calmore Road frontages and the setting of St. Anne's Church; and

- provision of public open space in accordance with Policy CS7, to include natural play space for young children on the site.



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

Housing sites within Totton and Eling

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

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

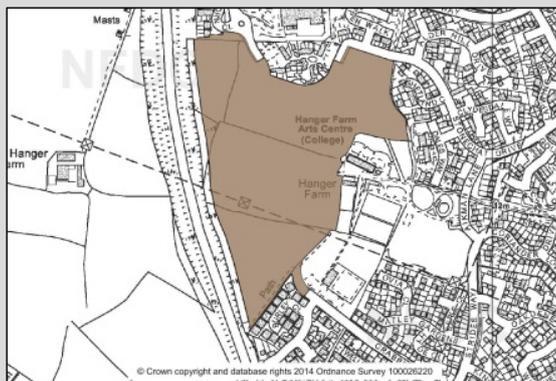
TOT3: Land at Hanger Farm

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

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

- provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);
- provision of public open space in accordance with Policy CS7, to include equipped play-space for children within the development;
- provision of a landscape buffer alongside the A326 Totton western bypass in order to screen the National Park and reduce the impacts of traffic noise on the development;

- provision of green infrastructure links through the site, including completion of the west Totton greenroute on land west of Dales Way to Stonechat Drive and the continuation of the west Totton greenroute from the Hanger Farm Arts Centre to the roundabout serving Morrisons supermarket; (see TOT22.12); and
- provision of a wildlife corridor between the Hanger Farm Arts Centre and the landscape buffer on the western edge of the site.



3.18 Hanger Farm, Totton is a long-standing allocation with planning permission for the development of around 330 dwellings. As an existing committed site, its development has already been taken into account in the overall provision of new housing during the Plan period. Any revised development scheme for the site will be considered under the policies of this plan and the Core Strategy. This may result in a reduced number of dwellings that can be developed in this area compared with the earlier planning permission. The development of this site should include the provision of publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European sites, meeting the requirements set out in Policy DM3. This SANGS requirement should be designed to include a wildlife corridor between the Hanger Farm Arts Centre and the western edge of the site.

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

TOT4: Land off Oleander Drive, north of Michigan Way

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

- provision of vehicular, pedestrian and cycle access to the site from Oleander Drive;
- retention of important trees and hedgerows on the site;
- retention and enhancement of the paddock along the Michigan Way frontage as part of the Green Infrastructure Strategy green buffer along Michigan Way;

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

TOT6: Land east of Brokenford Lane

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

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

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



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

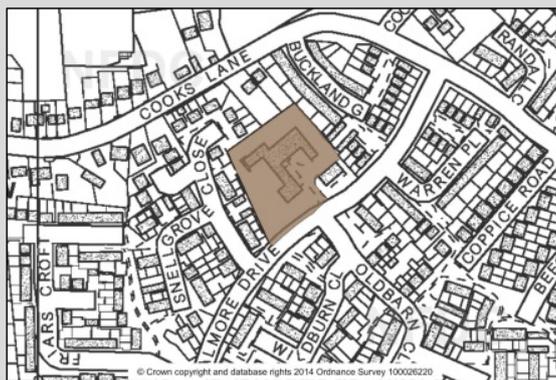
TOT7: Stocklands, Calmore Drive

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

Development should meet the following site-specific criteria:

- retention of existing trees and hedgerows on the site where possible and additional landscape treatment to enhance the frontage with Calmore Drive;
- provision of public open space in accordance with Core Strategy

Policy CS7, to include natural play space for young children on the site.



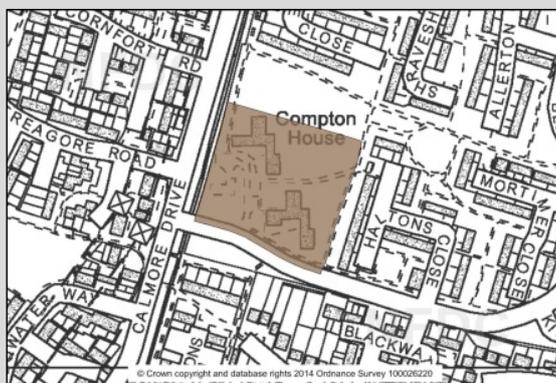
3.23 Intensification of the use of the existing access could have traffic impacts on Calmore Drive as the existing access to the site lies directly opposite Old Barn Close. A traffic impact assessment of the proposed development will be required to demonstrate that the road junction can accommodate any additional traffic generated by development.

TOT8: Land off Blackwater Drive, Calmore

Should the existing sheltered housing scheme become redundant, land at Blackwater Drive, Calmore could be redeveloped for residential development including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

Development should meet the following site-specific criteria:

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



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

TOT9: Bus Depot, Salisbury Road

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

- **provision of vehicular, pedestrian and cycle access to the site from Salisbury Road;**
- **an assessment of potential contamination on the site and any necessary remediation;**
- **retention of mature trees and hedgerows;**
- **provision of public open space in accordance with Core Strategy Policy CS7 to include play space for young children on the site.**



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

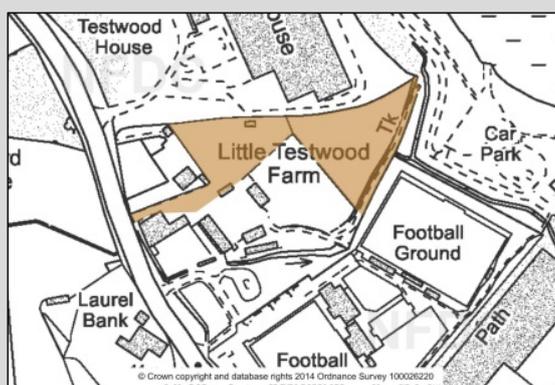
3.26 In addition to the above residential land allocations, the redevelopment of the Eling Wharf site could include some provision for new housing, as part of a mixed use scheme for the whole site (see Policy TOT11 below).

Residential pitches for gypsies

TOT10: Land at Little Testwood Farm caravan site

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

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



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

Eling Wharf

3.28 Eling Wharf is a large key site – a priority area for economic regeneration in the eastern part of the Plan area. It covers about 15 hectares on the edge of Totton town centre and next to Southampton Water, with good transport links. At present it offers a poor quality environment and suffers from serious contamination. It is currently used mainly for storage and low intensity employment uses. Redevelopment of this site will result in more intensive use of this site, enable contamination issues to be resolved and provide significant opportunities for the creation of new employment uses, in accordance with Core Strategy Policy CS17. As well as new employment development, this Plan proposes that a limited amount of housing and community/leisure uses be provided as part of the redevelopment scheme, together with significant associated environmental improvements.

TOT11: Eling Wharf

Eling Wharf is allocated for a mixed use development, primarily for employment development in accordance with Policy CS17 of the Core Strategy. Residential development, community and leisure uses will also be acceptable as part of a comprehensive redevelopment of the site, subject to the criteria set out below. In addition, town centre uses may be considered as part of the comprehensive redevelopment scheme subject to the sequential test and other assessments required by national or other local policies. (The small part of the allocation north of the A35 is within the defined town centre of Totton and would not need to be subject to the sequential test.)

In determining the appropriate balance between the uses on the site, regard will be had to:

- (i) the need to enable a scheme which overall is financially viable and will produce overall benefits to the environment and local economy; and**
- (ii) the need to avoid unacceptable significant impacts on the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site.**

Any residential development on the site will be required to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3.

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

- the primary use of the site should be employment development and, in particular, forms of business development creating higher value and density of jobs;**
- residential development, including affordable homes in accordance with Policy CS15(d), should mainly be located on the western part of the site, adjoining Eling Lane;**
- the primary access to the non-residential areas should be from the A35, and the primary access to the housing area should be from Eling Lane with all accesses being to the satisfaction of the highway authority;**
- adjoining Eling Quay, in the southern part of the site, provision of appropriate commercial and leisure uses, which could include limited retail and restaurant uses along the waterfront and, within a mixed use scheme, residential development;**
- public open space will need to be provided, including appropriate public access to the waterfront;**
- existing contamination issues will need to be resolved prior to, or in association with, development;**
- significant environmental improvement will be required, including the provision of appropriate Green Infrastructure, to create a high**

quality environment across the whole site;

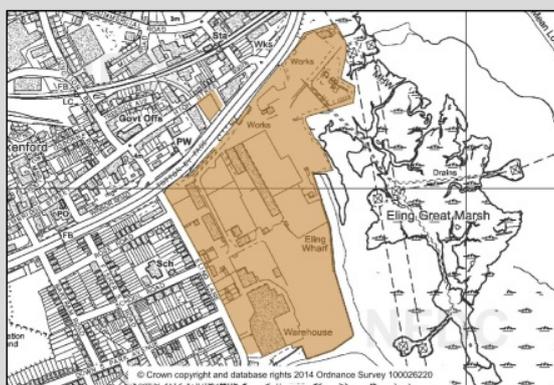
- **unacceptable impacts on areas designated for national and international importance for nature conservation will be avoided, and where avoidance is not possible, will be mitigated. Where residual impacts remain, compensation will be provided. Any such measures will need to be informed by relevant site-specific investigations (e.g. bird surveys; visitor surveys) and designed in consultation with New Forest District Council and Natural England. It is anticipated that these investigations will take the form of a project level Appropriate Assessment under the Habitats Regulations to accompany any planning application.**

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

- **Water pollution during construction - scheme of pollution prevention measures agreed with the Environment Agency and New Forest District Council.**
 - **Recreational disturbance - prevention of access onto the mud and salt marsh; provision of alternative space for salt marsh recreation. Light pollution and noise disturbance - avoidance of construction or operational activities which give rise to noise or light pollution above normal background levels during the sensitive overwintering period (October-March).**
 - **Air pollution – traffic management measures sufficient to avoid significant effects on the integrity of the designated sites from traffic-related air pollution including: proposals for employment development to include a Green Transport Plan that commits to measures to support public transport use, walking and cycling by employees; proposals for residential development to commit to measures to support increased use of sustainable modes (e.g. through promotion of car clubs, provision of electric vehicle charging points, provision of secure cycle parking).**
 - **Impact of tall structures - avoidance of disruption to bird flight paths, provision of roosting, nesting or perching space for predatory bird species or shading of habitats.**
- **unacceptable impacts will need to be avoided on Eling conservation area;**
 - **a Flood Risk Assessment will be required for development proposals on the site. If housing development is proposed in Flood Zones 2 and 3 then detailed control measures for flood protection will be required. Any necessary control measures must show that they:**
 - **are appropriate and consistent with the North Solent Shoreline Management Plan and the West Solent Coastal Defence Strategy;**
 - **will not result in an increased level of flood risk to others;**

- **have clear responsibilities for their provision; and**
- **have suitable arrangements in place for their future maintenance, where relevant;**
- **a cycle/footpath route through the site should connect to the existing cycle routes adjacent to the A35 to the north of the site and the on-road route along Eling Lane to the west of the site. This route would improve links for pedestrians and cyclists and would encourage cycling and walking to and from the site.**

Appropriate mitigation measures will need to be incorporated into the design of the scheme to ensure avoidance of significant adverse impacts of the development on the international nature conservation designations. These measures should include mitigation of the effects of construction work.



3.29 In considering the impact of development proposals on the international nature conservation designations, the impacts to be assessed will include:

Loss of habitat, disturbance of habitats, impact of pollution and contamination on site and in adjacent areas, impact of noise from development, impact of lighting, impact on ground water, disturbance of ground water flows, noise, dust and vibration during construction, visual disturbance, disturbance from recreational activities.

3.30 When negotiating a detailed scheme for the redevelopment of Eling Wharf, the Council will take into account the overriding benefits to be gained from resolving the future of this site, and recognising that only financially viable schemes will be implemented. The Council will aim to negotiate a financially viable scheme within the framework provided by Policy TOT11. This may require some flexibility in the implementation of some of the requirements of Policy TOT11.

3.31 The close proximity of international nature conservation designations to the site requires an 'Appropriate Assessment' of the proposals to be undertaken (Article 6.3 of the Habitats Directive 92/43/EEC). An Appropriate Assessment of this policy has been carried out (Background Paper 48). A full Appropriate Assessment of any planning application will also be required.

New employment development at Totton

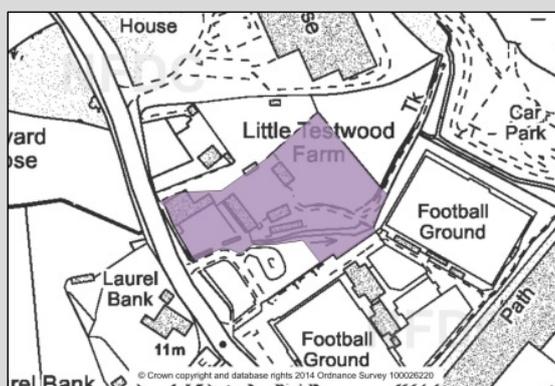
3.32 The Core Strategy proposes up to five hectares of additional employment land at Totton (Policy CS18). Given the constraints surrounding Totton (in particular the National Park to the west and the River Test to the east), the Council considers that maximising the use and employment potential of existing employment sites is the most appropriate way of providing for the majority of additional employment land in the Totton area. The redevelopment of Eling Wharf will make a significant contribution to addressing the need for new employment development in Totton. In considering possible sites for future employment development the Council wishes to avoid major new greenfield employment allocations to the north, between Totton and the M27 because of the impact that this development would have on this attractive Forest-fringe landscape.

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

TOT12: Land at Little Testwood Farm

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

- provision of vehicular, pedestrian and cycle access from Salisbury Road;
- retention of important trees on the site;
- additional landscape treatment on the boundaries of the site to include retention and improvement of the hedge fronting Salisbury Road;
- retention and enhancement of watercourses on the site;
- an assessment of potential contamination on the site and the implementation of appropriate remediation measures.



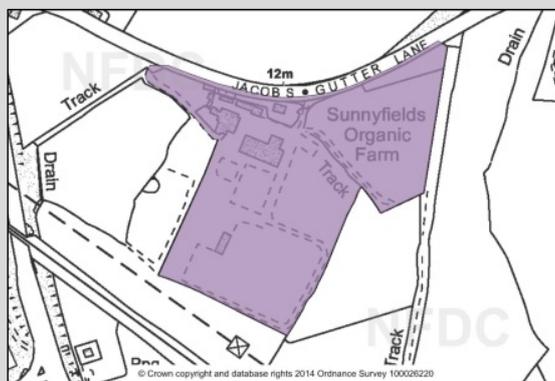
3.34 The 1.3 hectares site at Little Testwood Farm, lying between the new football stadium and the caravan site, provides an opportunity for further employment development in this area. There are existing buildings on the site which will need to be removed and there is potential ground contamination following unauthorised industrial uses in the past.

TOT13: Land at Sunnyfields Farm, Jacob's Gutter Lane

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

- (i) **development being contained within the area defined on the Policies Map;**
- (ii) **retail floorspace being restricted to that appropriate as ancillary to the food production and processing uses on the site;**
- (iii) **implementation of local environmental improvements to minimise the impact of development on the countryside, including appropriate landscaping to screen buildings;**
- (iv) **provision of safe connections to the off-road cycleway proposal along to Jacob's Gutter Lane (see TOT22.9); and**
- (v) **retention of woodland on the western boundary and other important trees on site.**

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



3.35 The intention of Policy TOT13 is to bring within the planning policy framework the rural enterprise which has developed over the years at Sunnyfields Farm. Development of the existing business has the potential to provide a wide variety of local employment opportunities linked to the rural economy. However, in doing so it is important that the environmental impact of such development is minimised and controlled. In particular the landscape and traffic impacts of proposals in this location need to be appropriate for the site's location in the countryside. The proposed cycle route would provide a connection to the site for cyclists, encouraging cycling to and from the site by linking to routes proposed connecting to Totton and Marchwood.

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

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

TOT14: Industrial estate west of Brokenford Lane

The extension of existing industrial uses within the existing employment site west of Brokenford Lane will not be permitted if the proposed development would increase industrial traffic on Brokenford Lane.



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

Totton town centre

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

3.40 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

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

the Core Strategy, although the impact of the economic downturn has been to delay the need for additional retail floorspace to later in the Plan period.

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

Policy TOT15: Totton town centre opportunity sites

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

Policy No.	Site address	Development opportunity primarily for the following uses:
TOT15.1	Totton Conservative Club, Salisbury Road	Retail
TOT15.2	Library Road Car Park	Retail
TOT15.3	Former Petrol Station, north of Ringwood Road	Retail
TOT15.4	Totton Retail Park Servicing Area	Retail/office/entertainment
TOT15.5	Land north of Commercial Road (Nos.81-97, including site of Red Lion Public House)	Retail/office/entertainment
TOT15.7	Totton Timber	Retail/office
TOT15.8	Land between Asda and Junction Road	Retail/office/community
TOT15.9	Land at Junction Road and Rumbridge Street	Retail/office
TOT15.10	12-16 Eling Lane	Office
TOT15.11	Land south of High Street	Office/commercial use
TOT15.12	Car sales site north of Totton by-pass	Office
TOT15.13	37-39 Salisbury Road	Office/community
TOT15.14	26 Rumbridge Street	Office/retail/commercial use

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

3.43 Development proposals on these sites should be primarily for the uses indicated in Policy TOT15, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

3.44 Additional guidance for development proposals in Totton town centre is given in the Totton Town Centre - Urban Design Framework (adopted 2003). Development schemes should be in accordance with the design principles set out in the Urban Design Framework.

TOT16: The Civic Building complex

Only civic and community uses will be permitted in the area of the Civic Centre, library, medical centres, fire and police stations, and associated car parks, as defined on the Policies Map.

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

TOT17: Environmental and transport improvements in Totton Town Centre

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

3.46 The Council considers that there is scope to improve accessibility to the town and reduce the impact of physical severance caused by traffic along the A336 Ringwood Road and A36 Salisbury Road, passing through Totton town centre. The proposals in TOT17 aim to improve accessibility for non-car modes of transport, aim to encourage walking and cycling as viable alternative modes of transport, and aim to help improve the physical urban environment of Totton town centre. This policy should be considered in conjunction with the Totton Town Centre – Urban Design Framework Supplementary Planning Guidance and any other relevant Supplementary Planning Documents.

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

- reducing the scale of the central roundabout;
- widening footways;
- improvements to pedestrian crossings at the junction of Salisbury Road and the roundabout, and the central pedestrian reservation in Commercial Road;
- reducing Commercial Road to a single carriageway except on the final approach to central roundabout;
- improved bus stops with shelters;

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

Rumbridge Street

TOT18: Rumbridge Street Secondary Shopping Frontage

Within the Rumbridge Street Secondary Shopping Frontage, as defined on the Policies Map, development proposals which enhance the commercial vitality of the area will be permitted. A minimum of 40% of the total street frontage should be retained in retail use. No residential uses will be permitted within the ground floor street frontages.

3.48 Rumbridge Street has a distinctive character and makes an important contribution to the economy of the town centre, providing a range of specialist shops, food and drink establishments, services and other business uses. In 2012, less than 40% of the street frontage within the Rumbridge Street Secondary Shopping Frontage was in an A1 retail use. Policy TOT18 seeks to prevent the further decline in retail activity in this area, while recognising that other commercial and business activities make a positive contribution to the vitality of the area.

Totton Local Shopping Frontages

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

- Nutshalling Close, Calmore
- Testwood, Totton
- West Totton

Green Infrastructure and Open Space at Totton

3.50 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of "Suitable Alternative Natural Green Space" (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Totton.

3.51 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Map:

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

3.52 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the town – in particular by providing the important green links between the green spaces within the town and with the adjoining countryside.

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

- New allocations of land for public open space
- Provision of public access to existing private green spaces
- New public open space provision required as part of a development proposal.

3.54 Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8. In Test Valley District there are also proposals for a new 'Forest Park' on the M27 corridor north of Southampton.

TOT19: New public open space north east of Bartley Park

Land south of the railway line, east of Lackford Avenue is allocated as Public Open Space to be managed as "Suitable Alternative Natural Green Space" (SANGS).



3.55 The significant area of undeveloped green space, (4.23 hectares) lying between the railway line and Bartley Water, will provide an extension to Bartley Park. The proposal will bring into public use as "Suitable Alternative Natural Green Space" (SANGS) this publicly owned asset and improve its accessibility to the public for low-key recreational uses. The area should be managed to provide walking routes in an attractive natural environment, providing an alternative to recreational visits to European nature conservation sites. Improved access will be provided via Barton Avenue.

TOT20: Extension to public open space south of Bartley Park

Land north of the railway line, south of the Skateboard Park is allocated as public open space to be managed as “Suitable Alternative Natural Green Space” (SANGS).



3.56 This extension to Bartley Park will enhance the role Bartley Park already fulfils as “Suitable Alternative Natural Green Space” (SANGS), providing a substantial area of natural green space with pleasant walking and dog walking routes.

3.57 Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure Supplementary Planning Document.

3.58 Some transport proposals will also play an important part in the Green Infrastructure Strategy, in particular:

- a) TOT22.5: Bartley Park to Brokenford Lane (via Bartley Water) cycle route;
- b) TOT22.8: Jacob’s Gutter Lane to Downs Park Crescent cycle route
- c) TOT22.12: Hanger Farm Arts Centre to Spruce Drive footpath/cycleway.

Allotments

TOT21: Land for allotments, Jacob's Gutter Lane

Approximately 0.8 hectares of land at Jacob's Gutter Lane is allocated for allotments.



3.59 The land south of Jacob's Gutter Lane provides an appropriate site for new allotments. Existing trees and hedgerows around the site should be retained.

Transport proposals in Totton

3.60 A full list of proposed transport schemes for Totton is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). This list includes a variety of schemes including bus stop improvements and traffic monitoring measures.

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

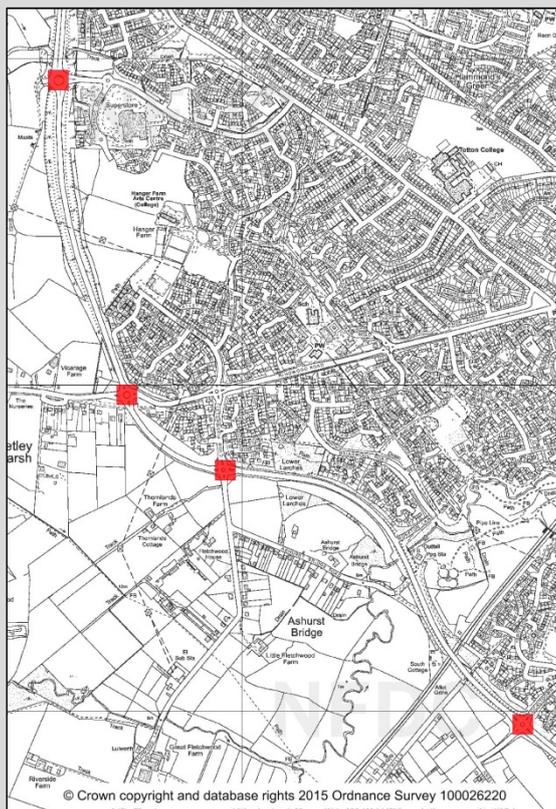
3.62 The Core Strategy, Policy CS23, identified the strategic transport proposals of the Highway Authority within the Plan area. Policy TOT 22.1 below identifies the land affected by this proposal.

TOT22: Transport Schemes⁸

The following transport schemes in Totton are proposed, primarily to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking:

Strategic transport improvements

TOT22.1 (TE/T/42): Totton western bypass (A326): A35 - Michigan Way junction to Cocklydown Lane junction, junction improvements.



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

⁸ An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).

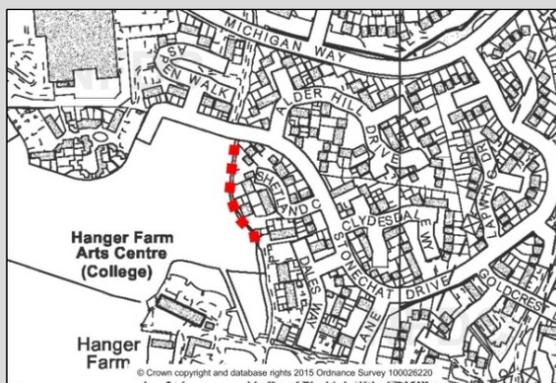
Cycle route proposals

TOT22.2 (TE/T/2): Rumbridge Street to A336/Ringwood Road (via Brokenford Lane) cycle route.



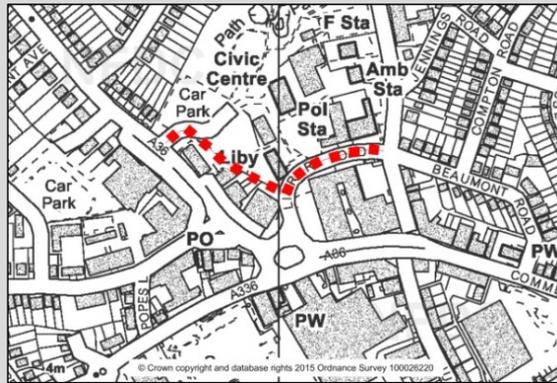
3.64 This proposed cycle route comprises of on-road and adjacent-to-road sections including an upgrade to Brokenford Lane railway footbridge to assist cyclists crossing. The upgrade to the bridge involves the introduction of a ramp/channel on the bridge to accommodate cyclists carrying their bikes over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

TOT22.3 (TE/T/4): Dales Way to Stonechat Drive cycle route.



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

**TOT22.4 (TE/T/11): Testwood Lane to Salisbury Road (via Library Road)
cycle/pedestrian route.**



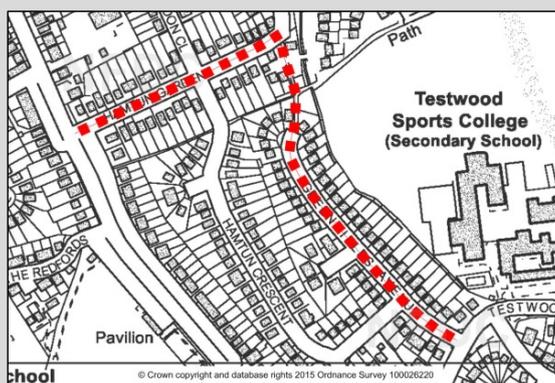
3.66 This cycle route consists of both on-road and off-road sections connecting Testwood Lane to Salisbury Road via a car park and the library site in Totton town centre. This route requires the use of non-highway land for the section that links through the car park and adjacent to the library; this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

**TOT22.5 (TE/T/12): Bartley Park to Brokenford Lane (via Bartley Water)
cycle route.**



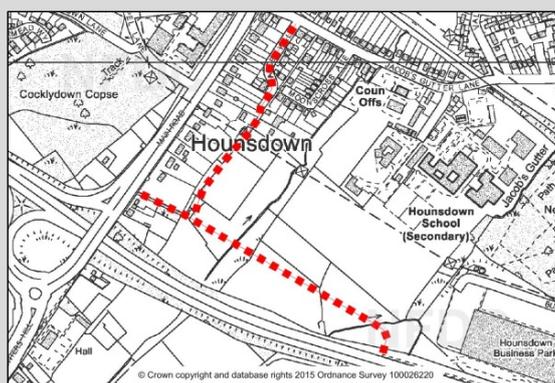
3.67 This is an extensive off-road cycle route connecting through a large area of open space and small areas of woodland. The route also crosses a water course and under the railway line. This scheme will help provide better links to the town centre from the west of the town, particularly utilising the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

TOT22.6 (TE/T/14): Hamtun Gardens to Testwood Lane (via Greenfields Avenue) cycle route.



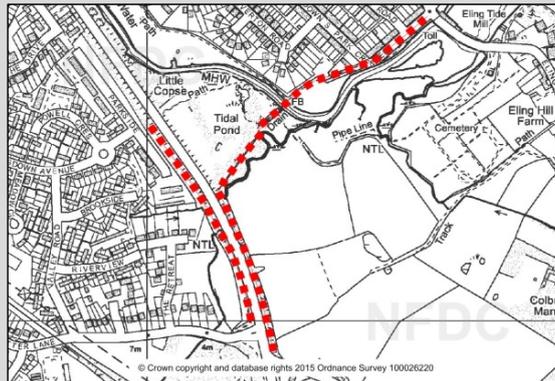
3.68 This is a predominantly an on-road cycle route connecting an existing route on Salisbury Road to a proposed route on Testwood Lane. This proposal includes an off-road section along the footpath linking Hamtun Gardens and Greenfields Avenue, requiring the use of non-highway land. This proposed route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

TOT22.7 (TE/T/17): Jacob's Gutter Lane (west) to Hounslow Business Park: on-road and off-road cycle route linking through Durley Farm site, connecting to A35 and A326.



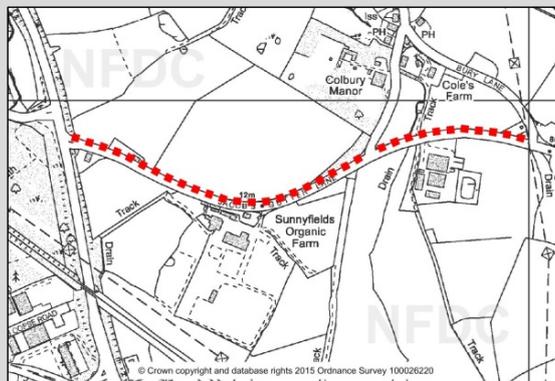
3.69 This cycle route consists of both on-road and off-road sections through the Durley Farm site connecting to the A35 in the west, Jacob's Gutter Lane to the north and Hounslow Business Park to the east. This route requires the use of non-highway land for the section that links through the Durley Farm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

**TOT22.8 (TE/T/16): Jacob's Gutter Lane to Downs Park Crescent
(Hounsdawn to Eling) cycle route.**



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

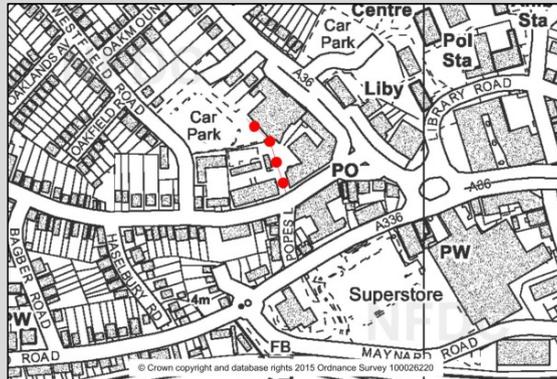
TOT22.9 (TE/T/19): Jacob's Gutter Lane (east of A326 spur) cycle route.



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

Footpath improvements

TOT22.10 (TE/T/45): Water Lane/Westfield car park: Pedestrian link between car park/rear service area and eastern end of Water Lane.



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

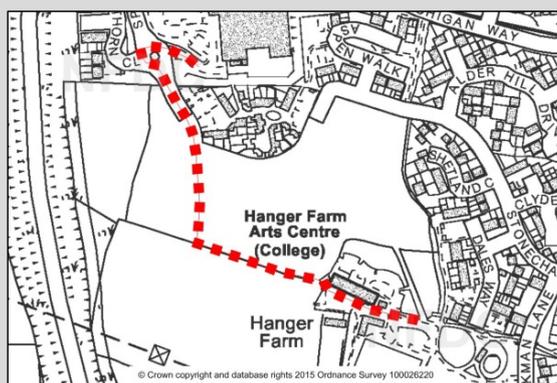
Footpath/cycleway improvements

TOT22.11 (TE/T/51): Footpath improvements/cycle route linking to existing cycle routes and paths in west Totton, Greenroute (extended) to Tatchbury Lane.



3.73 This proposal would be a development requirement of site TOT12: Land off Oleander Drive, north of Michigan Way, if it was allocated for development. This route is a green infrastructure proposal providing a leisure route linking towards the National Park.

TOT22.12: Footpath/cycleway route linking greenroute at Hanger Farm Arts Centre to Spruce Drive.



3.74 This proposed cycle route consists of both on-road and off-road sections linking through the Hanger Farm site to Spruce Drive from the Hanger Farm Arts Centre. It would be implemented as part of the development of the residential development proposal at Hanger Farm (Policy TOT3). It will provide important linkages from the existing West Totton greenroute from the Arts Centre to the supermarket. It would also make a significant contribution to the network of green infrastructure in this area.

Marchwood

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

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

Housing at Marchwood

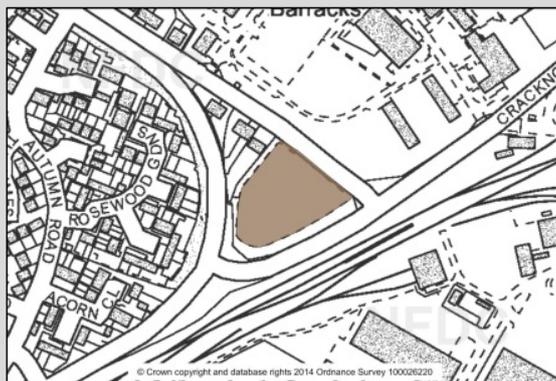
3.77 Housing development will continue on acceptable sites within the defined built-up area of Marchwood. In addition, Core Strategy Policy CS12 also allows for possible sites for up to a further 150 dwellings to be identified specifically to address local needs for affordable housing. Policies MAR1, MAR2 and MAR3 below identify sites to achieve the major part of this. When considering new development, particular regard will be had to Core Strategy Policy CS2 (Design Quality) and the need for new development to contribute positively to local distinctiveness.

New housing allocations adjoining Marchwood

MAR1: Land between Cracknore Hard Lane and Normandy Way

Land between Cracknore Hard Lane and Normandy Way, is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- retention of important trees and hedgerows on boundaries of the site. Verges on Cracknore Hard Lane should be retained as far as possible whilst allowing for the creation of a safe access into the site;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site; and
- the design and layout of the dwellings should ensure that acceptable living conditions will be created for their future occupiers, particularly in relation to noise from HGVs arising from the implementation over the Plan period of policies MAR5, MAR6 and MAR7.



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

MAR2: Land at Park's Farm

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

- provision of pedestrian/cycle access to the site linking with footpaths and cycleways, and providing a green route (green infrastructure corridor) for pedestrians and cyclists through the site linking between Long Lane and Twiggs Lane;
- provision of measures to address the existing parking problems associated with Marchwood Infant School adjacent to the site;
- provision of required measures to mitigate the recreational impact of the development on European nature conservation sites in accordance with Policy DM3, to include the provision on or close to the site of publicly accessible land designed to provide Suitable Alternative Natural Green Space (SANGS);
- retention and enhancement of the Site of Importance for Nature Conservation in the southern corner of the site, or alternative compensatory nature conservation provision;
- provision of additional landscape planting particularly on the north-eastern and north-western boundaries of the site to help screen the new development from existing housing on Hythe Road and Long Lane and to improve the biodiversity potential of green corridors;
- on-site provision of public open space in accordance with Policy CS7, including formal open space provision, and equipped play-space for children and designed space for young people located within the residential development;
- provision of suitable land for a minimum of 10 full size allotment plots either within the site, or on an alternative suitable site adjoining the village.



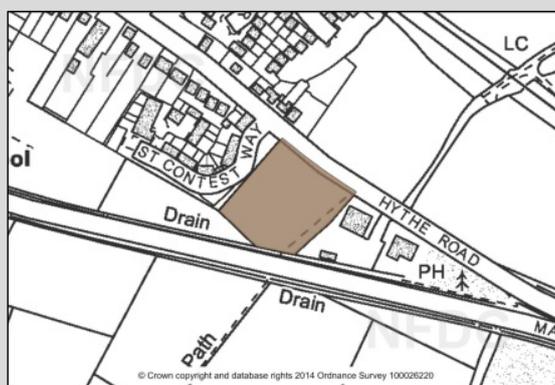
3.79 The development of this site will provide up to around 100 new homes. Its development will assist in addressing local housing needs and provide wider community benefits including additional formal public open space and allotments. It will also provide an opportunity to introduce measures to

relieve some of the traffic problems associated with the infant school in Twiggs Lane. Such measures may include provision of a safe pick-up and drop-off area or a parking area. The development of this site should make provision for publicly accessible natural green space (SANGS) which will mitigate the recreational impacts of the development on European sites, meeting the requirements set out in Policy DM3.

MAR3: Land south of Hythe Road

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

- provision of vehicular access from St. Contest Way;
- provision of pedestrian/cycle access to the site which link with footpaths and cycleways, including a direct pedestrian link through the development to the Hythe Road footway;
- retention of important trees and hedgerows on the perimeter of the site;
- provision of a landscape buffer between the development and the A326 in order to screen the development, attenuate traffic noise and enhance biodiversity;
- provision of public open space in accordance with Core Strategy Policy CS7, to include natural play space for young children on the site.



3.80 This site could accommodate up to around 15 dwellings.

Housing sites within Marchwood

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

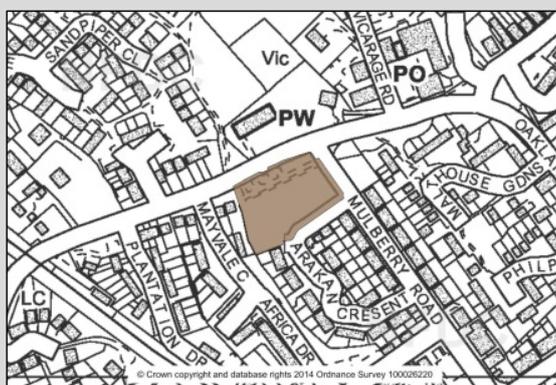
MAR4: Land off Mulberry Road

Land off Mulberry Road is allocated for residential development, including affordable homes in accordance with Policy CS15(d) of the Core Strategy.

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

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

A site-specific Flood Risk Assessment (in accordance with Core Strategy Policy CS6) will be required.



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

New employment development at Marchwood

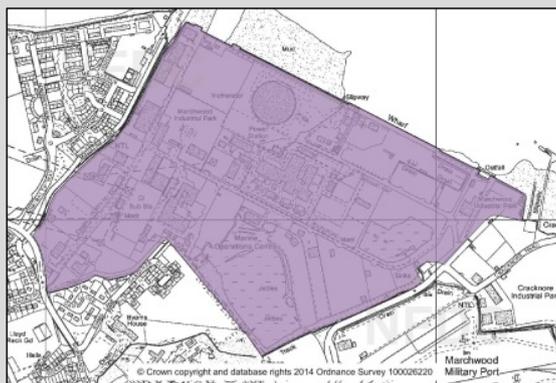
3.83 The Core Strategy makes no additional provision for new employment land allocations at Marchwood. There are three major areas of existing employment land in Marchwood that have potential for further development within the Plan period. Site-specific policies for these major employment sites are set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

MAR5: Marchwood Industrial Park

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

- compliance with Policy DM12: Sites identified as particularly suitable for marine-related businesses; and
- retention and enhancement of existing landscape features

associated with the lakes and boundaries of the site to screen development and enhance biodiversity.

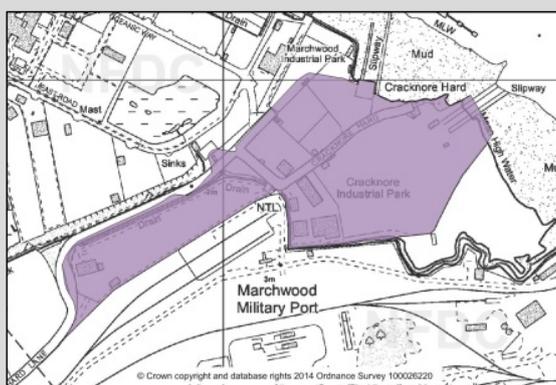


3.84 Marchwood Industrial Park (formerly known as the Marchwood Power Station site) contains an energy from waste plant, a gas turbine power station and various industrial uses. There are also extensive areas of open storage. There is scope for more efficient use of areas currently used for open storage by their replacement with built warehouse floorspace. This will contribute to the additional warehouse floorspace requirements of Core Strategy Policy CS18(b)(iii). Particular encouragement will be given to marine-related businesses.

MAR6: Cracknore Industrial Park

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

- **compliance with Policy DM12: Sites identified as particularly suitable for marine-related businesses; and**
- **retention of public access to Cracknore Hard for the launching and landing of boats by the public.**



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

is scope for further employment development and intensification of uses on the site as encouraged by Core Strategy Policy CS17(c). There is also scope for this site to contribute additional warehouse floorspace to meet the requirements of Core Strategy Policy CS18(b)(iii). The site is suitable for marine uses. Development in this area should maintain public accessibility to the public hard.

MAR7: Marchwood Military Port (Sea Mounting Centre)

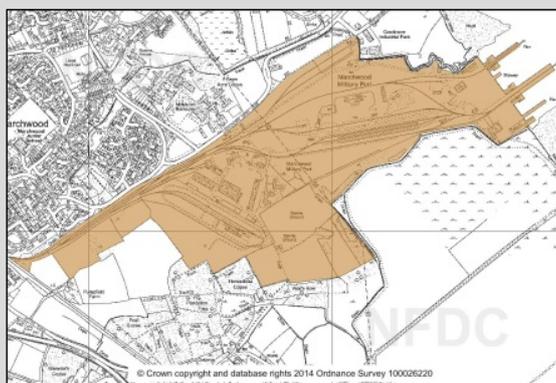
Marchwood Military Port, as defined on the Policies Map, is safeguarded for port and port-related uses.

The existing jetties/wharves and the railway connection to them should be retained. Proposals which make the most of the rail connection will be encouraged.

Development proposals will need to balance making the most of this important port infrastructure with:

- (a) ensuring that additional traffic can be satisfactorily accommodated on the road network, and where necessary, mitigating any harmful impacts on the environment and local community;**
- (b) avoiding unacceptable impacts on the amenity of local residents, including from noise or disturbance from operational activity; and**
- (c) the visual impacts on the wider countryside, including the New Forest National Park.**

In addition to the above, any non port-related proposals must be compatible with the port and port-related activity and not prejudice the effective utilisation of the port and rail facilities of the site.



3.86 The national importance of the port facilities at Marchwood Military Port is recognised. The Military Port has provided local jobs and military personnel have made a significant contribution to the community in Marchwood.

3.87 As part of the Strategic Defence Review in 2010, Marchwood was confirmed as an appropriate location for the delivery of the Defence Sea Mounting Centre services required by the Ministry of Defence. However, the site has potential to meet a wider general need for additional port facilities. A site-specific development brief may be prepared within the framework set out in

Policy MAR7, to guide future development on the site for more general port use.

Marchwood Local Shopping Frontage

3.88 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. It applies to the Marchwood Local Shopping Frontage, as defined on the Policies Map, which is the primary shopping area for Marchwood.

Green Infrastructure and Open Space at Marchwood

3.89 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Marchwood.

3.90 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration The following types of protected green spaces are identified on the Policies Map:

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

3.91 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the village – in particular by providing the important green links between the green spaces within the village and with the adjoining countryside.

3.92 In addition to protecting existing open spaces within Marchwood, new open spaces accessible to the public will be created over the Plan period by new public open space provision required as part of a development proposal, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. The development at Park’s Farm (Policy MAR2) will provide additional formal public open space (playing pitches). Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8.

3.93 Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the

Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure Supplementary Planning Document.

Transport Proposals in Marchwood

3.94 A full list of proposed transport schemes for Marchwood is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). This list includes a variety of schemes including bus stop improvements and footpath enhancements.

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

MAR8: Transport Schemes⁹

The following transport schemes to improve safety, reduce the adverse impact of traffic, and promote the use of public transport, walking and cycling in Marchwood are proposed:

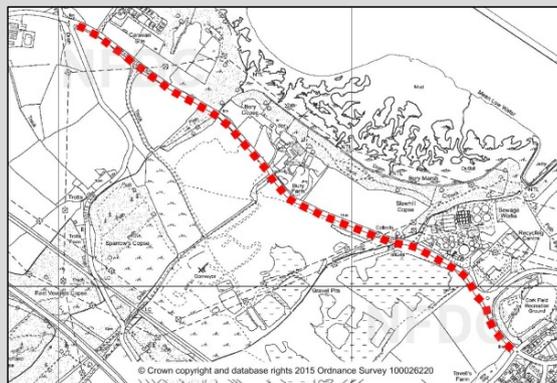
Cycle route proposal

MAR8.1 (MA/T/6): Bury Road to Main Road (via Reed Drive and Cranberry Close) on- and off-road cycle route through the village centre.



3.96 This route requires the use of non-highway land to implement providing a direct route through the village and near to the Junior School encouraging cycling in Marchwood.

MAR8.2 (MA/T/7): Marchwood Road/Bury Road (from Tavell's Lane junction) – adjacent-to-road cycle route link to Totton cycle network.



3.97 This scheme, adjacent to the road, requires non-highway land to implement. The route will connect to other proposed cycle routes improving connections around Marchwood as well as to routes connecting Totton and Marchwood.

⁹ An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).

Hythe and Dibden

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

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

Housing at Hythe and Dibden

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

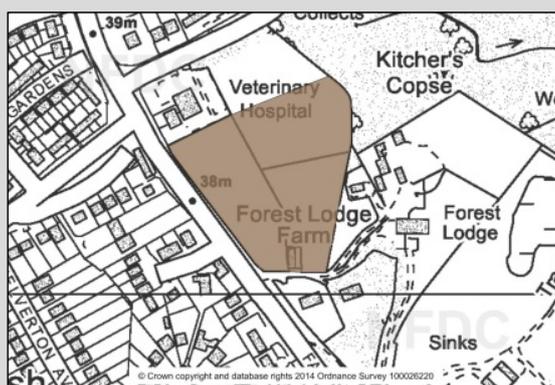
Housing sites adjoining Hythe and Dibden

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

HYD1: Land at Forest Lodge Farm

Land at Forest Lodge Farm, east of Fawley Road is allocated for residential development, specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- provision of vehicular, pedestrian and cycle access from Fawley Road with suitable links to cycle routes;
- the retention of important trees and hedgerows on the boundaries of the site;
- appropriate landscape treatment to Fawley Road boundaries of the site to screen development from the highway and provide a high quality setting for the development;
- provision of public open space in accordance with Core Strategy Policy CS7, to include provision of children's play space and provision for young people on the site;
- provision of suitable land for a minimum of five full size allotment plots within the site.



3.102 The development of this site will provide around 40-45 new homes. Its development will assist in addressing local housing needs and provide wider community benefits including additional formal public open space and allotments.

Housing sites within Hythe and Dibden

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

HYD 2: Land off Cabot Drive, Dibden

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

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



3.104 The land off Cabot Drive has been safeguarded for education development. However, the whole site is no longer needed for this purpose.

New employment development at Hythe and Dibden

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

HYD3: Land between Jones Lane and Southampton Road, Hythe

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



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

Hythe Centre and Dibden Local Centre

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

3.108 The Town Centre Boundaries, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages are defined on the Policies Map. Development Management policies for town centres are set out in Section 2 of this Plan. Within the Primary Shopping Frontage Policy DM14 applies. Within the Secondary Shopping Frontages Policy DM15 applies. Policy DM16 applies within the town centre, outside Primary Shopping Areas and Secondary Shopping Frontages.

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

Policy HYD4: Hythe Town Centre Opportunity Sites

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

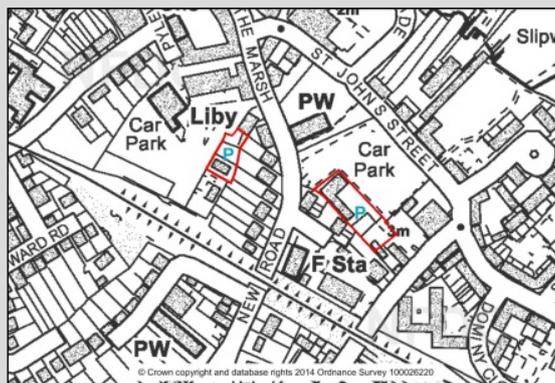
Policy No.	Site address	Development opportunity primarily for the following uses:
HYD4.1	Land in vicinity of St. John’s Street car park	Retail
HYD4.2	Pier Head buildings	Retail/office/community/entertainment

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

3.110 Development proposals on these sites should be primarily for the uses indicated in Policy HYD6, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy.

HYD5: Car park extensions

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



Hythe and Dibden Local Shopping Frontages

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

- Hollybank Crescent, Hythe
- Fairview Parade, Hythe
- Dibden Purlieu

Green Infrastructure and Open Space at Hythe and Dibden

3.112 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of “Suitable Alternative Natural Green Space” (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Hythe and Dibden.

3.113 Some components of the green infrastructure are protected by Policy DM7: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

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

3.114 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of the town – in particular by providing the important green links between the green spaces within the town and with the adjoining countryside.

3.115 In addition to protecting existing open spaces within Hythe and Dibden, and the creation of new public open space provided as part of a development proposal, additional provision will be made at Hythe and Dibden for new informal open spaces which provide “Suitable Alternative Natural Green Space” (SANGS) as part of the package of mitigation measures to address recreational impacts on European nature conservation sites. Proposals for new public open space set out in Policies HYD6 and HYD7 will be designed to provide, and link in with, walking routes in an attractive natural environment, providing an alternative to recreational visits to European nature conservation sites. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8.

HYD6: New public open space south of Hardley Lane, west of Fawley Road

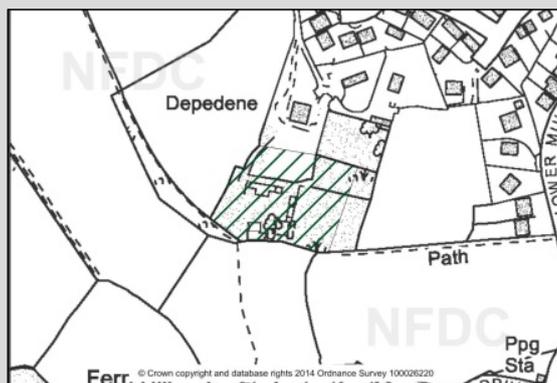
Land south of Hardley Lane, west of Fawley Road is allocated as public open space to be managed as “Suitable Alternative Natural Green Space” (SANGS).



3.116 Land south of Hardley Lane is within Fawley parish but adjacent to Hythe. The site links with the Forest Front recreation ground to the west and is close to the Solent Way long-distance footpath. This allocation will provide 3.04 hectares of additional informal open space which should be designed to deflect visits from the adjoining New Forest SAC/SPA/Ramsar site, by providing a natural green space with attractive walking routes and dog exercise area.

HYD7: New public open space west of Lower Mullins Lane

Land to the west of Lower Mullins Lane is allocated for public open space to be managed as “Suitable Alternative Natural Green Space” (SANGS).



3.117 The proposal is to provide 0.8 hectares of informal public open space as natural green space. It is well connected with the local footpath network and will provide an attractive natural environment for use by local walkers and dog walkers, as an alternative to recreational visits to nearby European nature conservation sites.

3.118 Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the

Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure Supplementary Planning Document.

Transport Proposals in Hythe and Dibden

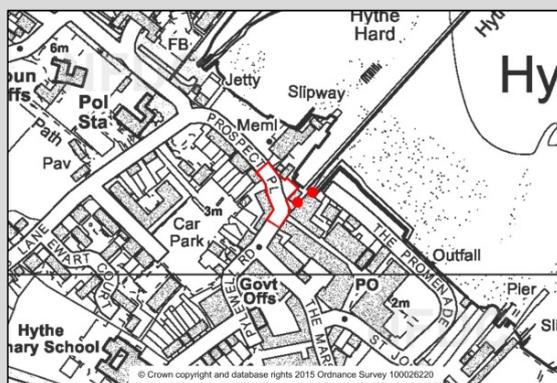
3.119 A full list of proposed transport schemes for Hythe is published to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the 'Review of Transport Proposals January 2011' (see Background Paper 44). This list includes a variety of schemes including improvements to bus stops, footways and traffic management measures to improve pedestrian and cyclist safety.

3.120 The transport improvements set out in HYD8 are proposed to be included in this Plan because they will require the use of non-highway land and/or because they are considered to be of particular significance. While the principles of these schemes have been appraised for their environmental as well as highway/transportation benefits, at the detailed design stage in their implementation it may be necessary to modify some of the schemes to address detailed environmental impacts.

HYD8: Transport Schemes¹⁰

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hythe and Dibden are proposed:

HYD8.1 (HY/T/47 and 48): Pier Head bus/ferry interchange improvements and pedestrian link between the Pier Head and the Promenade.

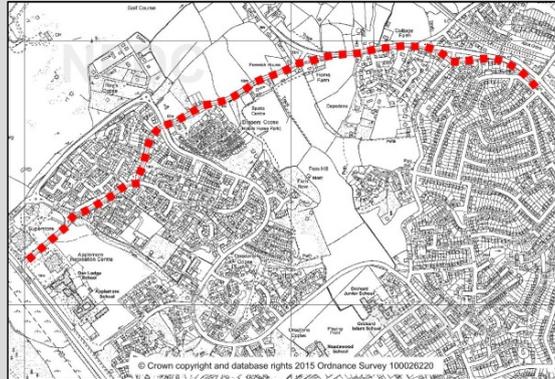


3.121 This transportation scheme involves improvements to the ferry/bus interchange area which can promote the use of these modes of transport. The improvements include resurfacing, provision of a new bus shelter, and ferry ticket office improvements/replacement. Improved and greater access to the interchange and information such as timetables and routings can promote use through greater awareness and knowledge of the services provided. A pedestrian link between Prospect Place/the Pier Head and the Promenade, requiring the construction of a boardwalk, will improve accessibility.

¹⁰ An indicative alignment for the proposed footpath and cycleway routes is shown on the Policies Maps. These may be varied at detailed design stage. Reference numbers shown in brackets after the Policy Number refer to Scheme Lists in Background Paper 44 (Review of Transport Proposals).

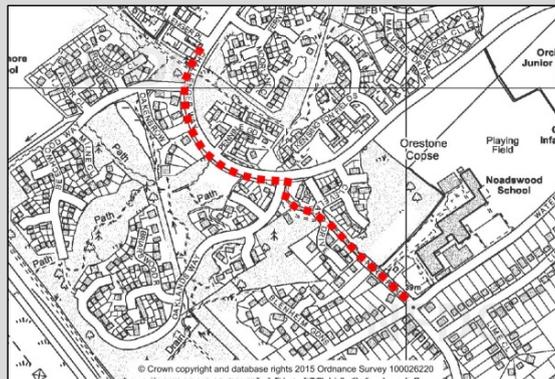
Cycle route proposals

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



3.122 This cycle route near Hythe town centre is considered to be spatially significant as it will involve extensive construction using the highway verge (possibly requiring the use of non-highway land). The provision of this shared pedestrian/cyclist route will encourage cycling and walking between the Applemore area and the town centre. In particular it will improve accessibility to the schools.

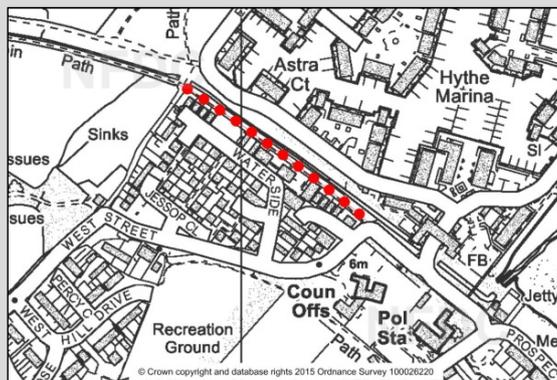
HYD8.3 (HY/T/3): North Road to Dibden local centre cycle route.



3.123 This on-road and off-road cycle route connects sections of the existing cycle network to proposed routes improving permeability of the area and connectivity for cyclists and pedestrians. This will encourage walking and cycling as viable alternatives to car travel. This cycle route is considered to be spatially significant as it involves using the highways verge adjacent to Challenger Way.

Footpath Improvements

HYD8.6 (HY, MA, TE/T/C): Public right of way Footpath No. 10 - reconstruct footway connecting Hythe to Marchwood.



3.126 This scheme requires formally reconstructing 240m of footway of the public right of way Footpath No. 10, which links Hythe and Marchwood. This scheme requires the use of non-highway land behind West Street in Hythe, which is currently a verge path with no formal construction leading to Footpath No. 9. This scheme will provide a useful link for local users in this area of Hythe and improvements will encourage walking, as a viable alternative to car travel, between the two settlements. The proposed improvement should also help to increase its use as a recreational route.

Hardley, Holbury, Blackfield, Langley and Fawley

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

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

Housing at Hardley, Holbury, Blackfield, Langley and Fawley

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

New housing site allocation adjoining Blackfield

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

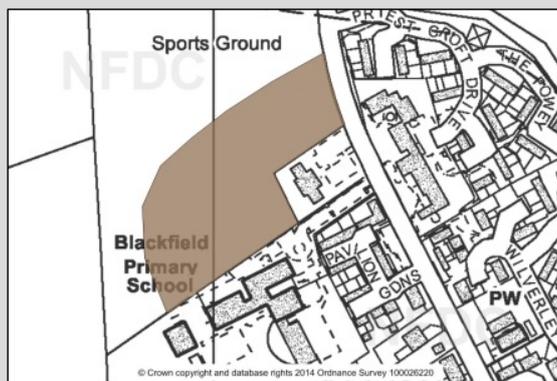
BLA1: Land adjacent to Blackfield Primary School

Land north of Blackfield Primary School is allocated for residential development specifically to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. Seventy percent of the dwellings provided will be affordable housing. The site will be developed in accordance with the following site-specific criteria:

- **provision of vehicular, pedestrian and cycle access to the site from Hampton Lane;**
- **retention of boundary hedgerows and important groups of trees on the site;**
- **landscaping the boundary of the site to the north and west in order to screen development from the open countryside;**
- **provision of public open space, in accordance with Policy CS7, to include informal open space and an equipped or mixed natural and equipped play area should be provided on the site;**
- **provision of suitable land for a minimum of five full-size allotment**

plots within the site.

- **the views of the Health and Safety Executive with regard to safety in relation to Esso's Fawley Refinery and the Hythe Terminal.**



3.131 The BLA1 site straddles the middle and outer consultation zones defined by the Health and Safety Executive (HSE) in relation to Esso's Fawley Refinery and the Hythe Terminal. These zones trigger consultation on planning applications with the HSE. It is essential that the proposed layout and density of the development on this site has regard to the likely advice from the HSE on any application. This site could accommodate up to around 30 new homes to address local housing needs in Fawley parish. Particular attention will need to be given to boundary treatment to provide a 'soft' edge to the development.

Housing sites within Hardley, Holbury, Blackfield, Langley and Fawley

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

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

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

FAW1: Fawley Oil Refinery

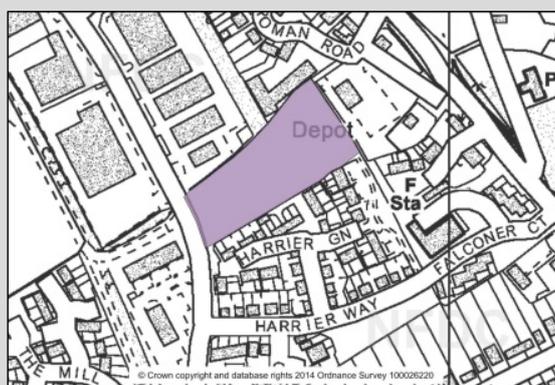
Within the Fawley Oil Refinery and petrochemicals complex (as defined on the Policies Map), land may be developed for uses directly related to the petrochemical industry, provided development does not conflict with any policies in the Core Strategy or the Development Management policies within this document.

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

HAR1: Land adjoining Hardley Industrial Estate

Land adjoining Hardley Industrial Estate is allocated for industrial/office/business development. The site will be developed in accordance with the following site-specific criteria:

- **provision of vehicular, pedestrian and cycle access to the site from Hampton Lane;**
- **retention of existing trees along the northern and eastern boundaries of the site;**
- **provision of a landscape buffer between new employment development and existing housing adjoining the site to the south;**
- **the existing footpath along the northern boundary of the site being retained;**
- **direct foot/cycle access being secured between the site and Long Lane via Falconer Court;**
- **provision of lorry turning space incorporated into the design of the access in Lime Kiln Lane.**



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

Core Strategy Policies CS2 (Design Quality) and CS5 (Safe and Healthy Communities).

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

3.136 Policy DM18 in Section 2 of this Plan seeks to ensure day to day shopping and service needs continue to be met within the defined local shopping frontages. Policy DM18 applies to the Local Shopping Frontages at Blackfield, Long Lane, Holbury and Fawley village, as defined on the Policies Map, which are the primary shopping areas for Blackfield, Holbury and Fawley. A Local Shopping Frontage is also defined at Holbury Drive.

3.137 In Blackfield, Holbury and Fawley local shopping frontages have been defined at:

- Blackfield
- Long Lane, Holbury
- Fawley village
- Holbury Drive

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

3.138 The Green Infrastructure Strategy for the Plan area will be in two parts. Part 1, the Mitigation Strategy for European Sites, sets out the measures required to mitigate the recreational impacts of development on European nature conservation sites, and includes the provision of "Suitable Alternative Natural Green Space" (SANGS) in the form of new informal open space and enhancements to existing open spaces and footpaths/rights of way. Part 2 will provide for the protection and enhancement of important green infrastructure features within settlements. Both documents will identify important green infrastructure in Hardley, Holbury, Blackfield, Langley and Fawley.

3.139 Some components of the green infrastructure are protected by Policy DM8: Protection of public open spaces, private playing fields and sports grounds and school playing fields, and Policy DW-E12: Protection of landscape features, of the New Forest District Local Plan First Alteration. The following types of protected green spaces are identified on the Policies Maps:

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

3.140 The Green Infrastructure Strategy Part 2 will also identify green infrastructure linkage features to be protected by Policy DM9. These features contribute to the green infrastructure of Hardley, Holbury, Blackfield, Langley and Fawley – in particular by providing the important green links between the green spaces within the villages and with the adjoining countryside.

3.141 In addition to protecting existing open spaces within Hardley, Holbury, Blackfield, Langley and Fawley, new open spaces accessible to the public will be created over the Plan period by new public open space provision required

as part of a development proposal, including “Suitable Alternative Natural Green Space” (SANGS) required to mitigate the recreational impacts of new residential development on European nature conservation sites. Any new areas of public open space provided, including as part of a development scheme, will be protected by Policy DM8. (See also policy HYD6, which proposes additional informal public open space on land south of Hardley Lane, west of Fawley Road. Although located on the edge of Hythe the site is within Fawley Parish.)

3.142 Projects relating to the improvement of existing open spaces and recreational walking routes are set out in the Mitigation Strategy (Part 1 of the Green Infrastructure Strategy). Further improvement projects may be identified in Part 2 of the Green Infrastructure Supplementary Planning Document.

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

3.143 There are no transport improvements proposed for this area in this Plan, however a full list of proposed transport schemes for Hardley, Holbury, Blackfield, Langley and Fawley has been agreed to assist the implementation of Policies CS24 and CS25 of the Core Strategy was published in the ‘Review of Transport Proposals January 2011’ (see Background Paper 44). This list includes a variety of schemes including traffic management measures and improvements to bus stops. These schemes are not included within this Plan as they are not of particular significance and/or do not require extensive use of non-highway land.

