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This development Brief was approved by the District Council's Planning Committee on 13 October 1993 as supplementary planning guidance to the New Forest District (East) Local Plan. This edition refers to relevant policies of the New Forest District Local Plan 1995 and incorporates other updating.

Reprinted 1998 with further updating and corrections.



Aerial view of Hazel Farm taken in 1990

1

Introduction



Photograph of Hazel Farm. circa 1930

Purpose of the Brief

- 1.1 This land was first allocated for residential development in the Totton District Plan (adopted by Hampshire County Council in 1980). It forms the last of four phases of development identified in the Plan.
- 1.2 The earlier phases of development, for which development briefs (West Totton Development Briefs Nos 2 and 3) were adopted during the 1980s, will eventually accommodate about 3000 new dwellings. So far about 2800 have been built.
- 1.3 In January 1989 the District Council published for consultation proposals to be included in a new local plan for the Totton area. These included revised proposals for the general form of development at Hazel Farm. Some of the comments on those proposals received from the public and from various interested parties have been taken into account in this development brief. The brief was adopted as District Council policy by Planning Committee on 13 October 1993. This latest version updates the adopted brief by incorporating revisions made necessary by the New Forest District Local Plan.
- 1.4 The Brief should be read in conjunction with up-to-date Local Plan policies. For convenience, relevant site-specific and affordable housing policies from the New Forest District Local Plan are reproduced at Appendix D.
- 1.5 The brief will guide the implementation of development proposals by:
- (i) setting out the facts relating to the development area;
 - (ii) specifying requirements and indicating preferences in order to assist developers in the preparation of schemes; and

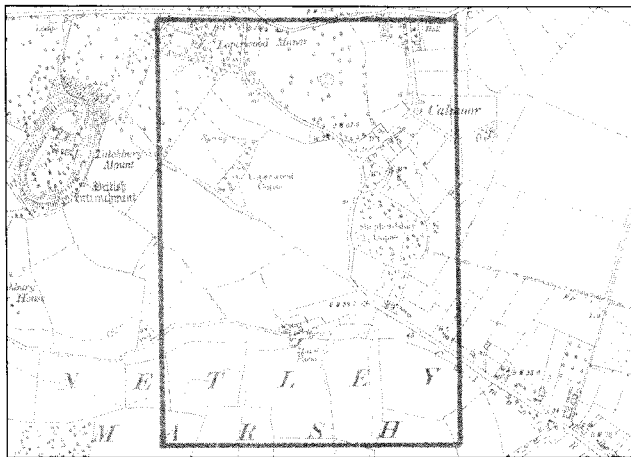
- (ii) identifying responsibility for different aspects of the development (including roads and open spaces) between developers, statutory undertakers, Hampshire County Council, New Forest District Council, and Totton and Eling Town Council.

- 1.6 It is expected the brief area will accommodate in the region of 370 dwellings (See Section 6).
- 1.7 The requirements of the brief will be achieved by means of planning permissions, conditions and legal agreements.

The Brief Area

A Hazel Farm

- 1.8 The main part of the brief area consists of 20 hectares of land west of Calmore Road, Totton, and extending westward as far as the Totton Western Bypass (see Chapter 5). It is undulating farmland and rises from a height of about 11 metres above sea level in its south-east corner to over 30 metres above sea level adjoining the Bypass. It is divided by a small sheltered east-west valley down which runs one of two public footpaths and the main access to a group of farm buildings.
- 1.9 Either side of the central valley the land rises steeply, forming on the north side the lower slopes of Tatchbury Mount, a wooded hill beyond the Bypass.
- 1.10 In the southeast corner of the area is Hazelmere, constructed in 1986 and providing residential accommodation for the handicapped.



Ordnance Survey map of the area c1907-1908

Reproduced from Ordnance Survey c1907-1908



Recent Ordnance Survey map

© Crown Copyright

B Loperwood Lane to Loperwood

- 1.11 This area, of about six and a half hectares, contains a recreation ground and grazing land. It rises steadily from 15 metres above sea level next to Calmore Road, and about 18 metres at its southeast corner, to over 25 metres above sea level next to the Bypass.

Historical Background

- 1.12 The brief area once formed part of the Tatchbury Mount Estate, which since 1927 has been divided into lots and progressively sold. Outside the brief area but overlooking it across the Bypass is the Tatchbury Mount mansion, which has over the years been extended to provide accommodation for the adjacent hospital complex, but is now vacant.

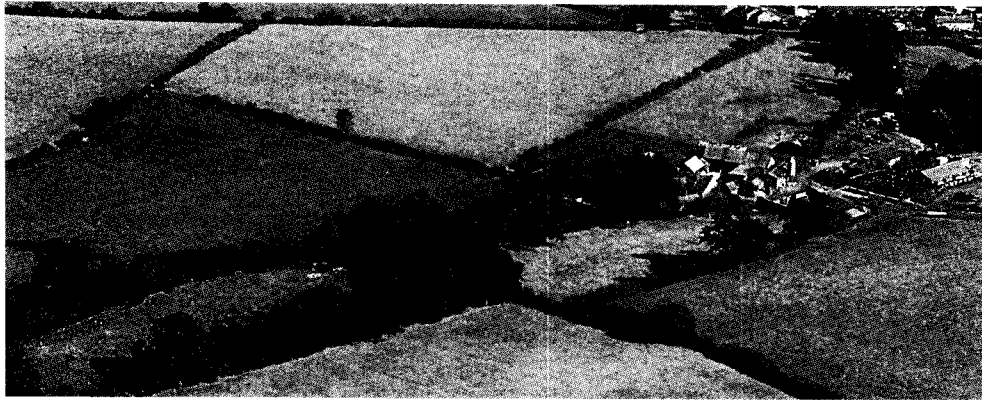
Landscape Framework

A Hazel Farm

- 1.13 The land is predominantly used for cattle pasture and is divided up by hedgerows running across the slopes. There are several deep ditches associated with these hedgerows and draining to the valley and to Calmore Road. There is one area of wet woodland, Hazel Copse, adjacent to the east-west footpath.
- 1.14 The quality of the hedgerows varies from dense, low (2-3 metres) stockproof hedges of hawthorn and blackthorn on the upper slopes to rows of maturing oaks with little or no shrub layer beneath.
- 1.15 There are a considerable number of trees, mostly oaks but with some ash, yew, rowan and birch in the hedgerows. In addition, there are Scots pine adjacent to Calmore Road and associated ornamental thorns and cherries beside Calmore Crescent. In the wetter areas there is a predominance of alder, willow, birch and oak with thorn, elder, hazel and goat willow within the hedgerows.
- 1.16 The line of an ancient trackway, once the continuation of what is now Calmore Road, is evident as a wooded hollow adjacent to one of the hedgerows rising in a northwesterly direction. Fine views across to Southampton and to land to the southeast are obtained from the higher slopes adjacent to the Bypass.
- 1.17 The area is also crossed by a high-pressure underground gas main. The constraints this imposes on development are discussed in the brief.

*View over the Solent
from the South
Terrace of Tatchbury
Mount Mansion.
Circa 1930*





Aerial view of Hazel Farm taken in 1990

B Loperwood Lane to Loperwood

- 1.18 This area has a more open character and comprises a large field used for horse grazing, a recreation ground (King George's Field) and three smaller fields variously grazed and cultivated.
- 1.19 The large field is divided from the recreation ground by a prominent hedgerow of tall trees and dense shrub layer associated with a deep drainage ditch. Within this field there are two individual trees, one of which is a particularly notable specimen. In the centre of the field is a group of trees of varying quality associated with a pond. The pond may well be the consequence of a natural spring and together with the tree planting almost certainly once formed a designed feature associated with the former grounds of Loperwood Manor (now demolished). The present composition of the group is of oak, beech, willow, and the remnants of what was once a significant stand of elm.
- 1.20 King George's Field contains a children's play area, cricket field, club house and toilet facilities in a separate building. All these facilities are maintained by Totton and Eling Town Council.



Existing Vegetation

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2

Principles of Development

2.1 The Brief area will be developed mainly for housing. However, the developer must be aware of the quality of the existing landscape framework. Of particular importance are the land form, existing vegetation, existing buildings, and views obtained both into and out of the site.

2.2 The layout and form of development should spring from the qualities of the site and its natural features and context. These features must be retained and exploited to construct a new long-term landscape framework which embraces and integrates with the new development. The structure and principles of development should therefore be **landscape driven**, in accordance with the following guiding principles:

- 1) **Archaeological investigation of the Site.** It will be necessary prior to any development taking place for developers, in consultation with the County Council's Archaeologist, to undertake a full investigation which will identify and make provision for any finds which may result;
- 2) **Establishment of a road system** which is able to respond sensitively to the form of the land and to serve residential development without dividing it up excessively;
- 3) **Retention and enhancement of existing hedgerows and trees;**
- 4) **Retention of the landscape character of existing peripheral roads;**
- 5) **Alignment of new roads and footpaths** adjacent to hedgerows to ensure the maximum benefit from their retention;
- 6) **Establishment of planting belts** beside main roads to screen through traffic from residential areas and to assimilate new roads into the landscape;
- 7) **Retention of existing footpaths** as established routes with associated vegetation and ditches as a basis for new routes to serve the development;
- 8) **Subdivision of new development by areas of open space** which will enable all good hedgerows, trees and woodland to be retained and will help to establish new tree planting as part of a new landscape structure;



Establishment of a road system



Establishment of planting belts



Retention of landscape character of existing roads



*Continuation of the
"Greenroute" system*



*A hierarchy of open
space*

- 9) **Continuation of the "Greenroute" system** established in earlier development to the south using existing road and service corridors where appropriate and linking open spaces and other facilities on a safe pedestrian and cycleway network;
- 10) **Retention of other landscape features of importance** such as farm buildings and ancient trackways in order to provide a historic link with the past use of the land; and
- 11) Establishment of a hierarchy of open space that fits systematically within the new landscape structure.

2.3 The proposals are described in the following pages and shown on the Proposals Plan.

Phasing of development

2.4 In granting planning permission for any residential development in the brief area the Council will, if necessary, impose conditions and/or seek legal agreements to ensure that development does not take place until the appropriate time.

Housing for Local Needs

2.5 The District Council is concerned about the increasing difficulties experienced by local people in affording access to housing. The New Forest District Local Plan draws attention to the opportunities provided by Hazel Farm and similar large sites to help meet such local needs as well as providing housing for the open market. Affordable housing should be provided as part of the development in accordance with current local plan, policy, and revised DOE Planning Policy Guidance Note 3 'Housing' (March 1992). A total of 111 units of affordable housing should be provided in accordance with the Local Plan policy which appears at Appendix D to this Brief.

Developers' Contributions

2.6 These are set out in Section 10.9.







3

*Main Development Proposals***A Hazel Farm**

- 3.1 The development area has been divided into two parts north and south of the ancient trackway which is shown on the proposals map (n.b. this trackway does not provide right of way). The road network serving the northern part will lead from Calmore Road, that serving the southern from Michigan Way.
- 3.2 The southern area will be further subdivided by the north-south belt of planting and open space associated with the proposed Greenroute beside existing hedgerows and the east/west valley which incorporates the Hazel Farm Buildings and Footpath No.25.
- 3.3 These routes will provide the focus for development in the fields through which they pass; in development sectors further afield from the Greenroute, 'form' will be provided by the smaller open spaces described as "tree squares" (see Chapter 7).
- 3.4 An area of 3.1 hectares of land at Calmore Road is allocated as public open space.
- 3.5 The development will be enclosed by a structural landscape framework associated with the new and existing peripheral roads, which will link through to the Greenroute and central open space.
- 3.6 The appearance of roads within the development area should be enhanced with new planting within private curtilages and tree squares (Chapter 5).
- 3.7 A small area of open space at the top of the slope south of the ancient trackway will enable views across to the mansion at Tatchbury Mount to be preserved.
- 3.8 The proposed Greenroute will provide a link to the countryside north and west of the development area.

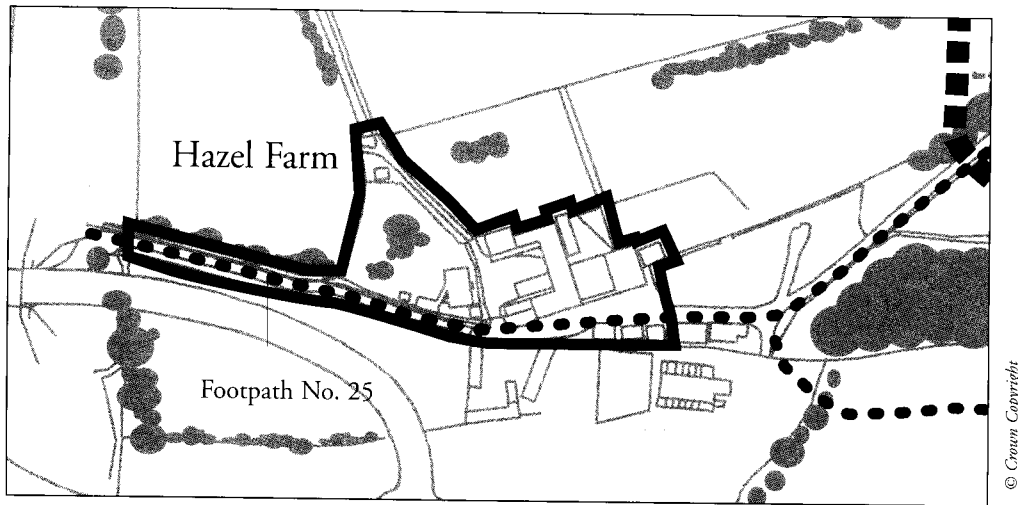


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	Vegetation
	By-pass planting to be carried out by Hampshire County Council
	By-pass planting (embankment) to be carried out by Hampshire County Council
	By-pass planting (woodland blocks) to be carried out by the developer of the site
	Green route
	Woodland screen planting

Conservation Area

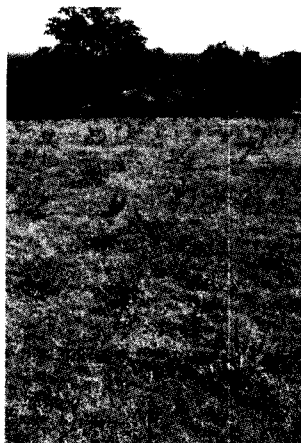
- 3.9 In order to secure the retention of the farm buildings and footpaths and the various features associated with them, a conservation area has been designated as shown on the plan.



Conservation Area



A



B



C

B Loperwood Lane to Loperwood

- 3.10 This area is to remain open subject to any proposals that are in accordance with the District Local Plan.
- 3.11 King George's Field will remain and its strong perimeter hedgerows will be retained. 3.58 hectares of public open space will be laid out at Loperwood Lane. The existing recreation ground car park can be enlarged as necessary.
- 3.12 An area of 0.7 hectares to the northwest of the recreation ground will eventually provide allotments.

4

Retention of Existing Features

Trees

- 4.1 Within the brief area there are more than a hundred trees, a substantial area of woodland and a variety of hedgerows, some associated with drainage ditches.
- 4.2 These features, which combine to form a predominantly rural landscape, are by their nature dynamic structures all in different stages of maturity and health. They create a strong link with the agricultural past and are considered visually important to any new landscape. They provide an opportunity to screen, soften and subdivide future development. They also give shelter from wind, sun and frost and can provide a resource and refuge during the course of construction for birds and wild flowers which can then re-colonise into the new residential landscape.
- 4.3 It is recognised that development involves change to the landscape. However, the majority of the features shown on the Proposals Plan will remain provided they are given sufficient space, are protected during construction work, and can be assured of future management. It is for this reason that a detailed survey is required from all developers (see Paragraph 10.10).
- 4.4 All the trees shown on the Proposals Plan (including groups, treed areas and woodland) are covered by Preservation Orders. Wherever possible, the proposals in this brief locate existing trees in open space areas, but inevitably others will be located in private gardens. In such cases their ownership must be made clear to the planning authority and future owners. In all cases, trees must be given sufficient space to mature and consideration must be given to shading and the zone of root activity which extends beyond the canopy.
- 4.5 All trees shown on developers' survey drawings are to remain unless there are sound arboricultural reasons for their removal. Developers should therefore design their layouts to accommodate their ultimate size and zones of root activity. When each phase of development is finalised, a new Tree Preservation Order will be served on the landowner, which will include all new tree planting shown on the approved landscape plan. The Tree Preservation Orders already covering the existing trees will not be affected.
- 4.6 Distances required between new dwellings and existing trees are set out in Chapter 6.
- 4.7 All trees and hedgerows must be protected during the course of construction by protective fencing.

Hedgerows

- 4.8 Wherever the term 'hedgerow' appears in this document it shall be taken to include 'hedges'. The form of the hedgerows within the Brief area ranges from dense, low, regularly-managed and stockproof to tall open and often gappy with a high proportion of hedgerow trees. All have been

assessed and those shown on the Proposals Plan are to be retained. Many of the larger hedgerows will require careful pruning or laying to maintain them as hedgerows. In order to allow adequate space for their continued retention, no building will be allowed to be constructed within 5 metres of the outer limit of any hedgerow.

- 4.9 Of critical importance to the retention of hedgerows will be future ownerships.
- a) Where land on both sides of a hedgerow is to be developed for housing, the hedgerow shall be incorporated into one or other garden and wholly conveyed to that owner, any fence being erected on the other side. Any adjacent drainage ditch should be retained between the hedgerow and the garden with which the hedgerow is to be conveyed: responsibility for maintenance will need to be clearly indicated in conveyance documents on the disposal of house plots. (see also 4.18)
 - b) All hedgerows adjacent to open space must be incorporated within the open space. Conveyance should include land beyond the outer spread of the hedgerow to ensure adequate maintenance access (a distance of 5m from centre line of hedgerow will normally be required).
 - c) Where roads and footpaths run beside hedgerows not contained in open space, any fence must be erected on the garden side of the hedgerow in order that the hedgerow softens its impact. The hedgerow and verge and any trees it may incorporate should then be conveyed in the following order of preference:
 - i) to the Town Council, provided it links into an area of proposed open space which that Council is to adopt and therefore can reach easily for maintenance;
 - ii) to adjacent owners by separate or joint conveyance. This is the less favoured of the two options as it may not guarantee the maintenance or even retention of the hedgerows. In this case the land between the hedgerow and road would need to be planted up with shrubs, and personal accesses provided through the fence and hedgerow for maintenance purposes.
 - d) Where there is no intact hedgerow but simply a line of mature trees on a ditch line, the hedgerow/shrub layer must be reinstated to provide an effective vegetation boundary.

Woodland

- 4.10 Hazel Copse is covered by a Tree Preservation Order and is to be retained. Developers of adjacent and nearby land will be expected before conveyance to the Town Council to carry out works to the woodland including felling, tree surgery, fencing, coppicing, replanting and path construction in accordance with the approved landscape plans. The developer will also be required to produce a plan for the continued management of the copse as amenity woodland and to provide a commuted sum for its future maintenance. These requirements may be incorporated in agreements under Section 106 of the Town and Country Planning Act 1990 or other appropriate legislation.

- 4.11 Retention of the woodland will have an effect on the proximity of adjacent development. The shade cast by a woodland is naturally more dense than the more open shade of a single tree or line of trees. Care will therefore need to be taken in the siting of development in the area immediately adjoining the woodland.
- 4.12 The woodland is a very valuable asset to the area and must be protected by the developer during the course of the adjacent construction by a robust scaffold framework fence.



Hazel Farm building with Tatchbury Mount beyond



Farm buildings

Building

- 4.13 Hazel Farm and the farm's main buildings should be retained. Although not statutorily listed buildings, the farmhouse and its main barns will have an enhanced historic and architectural significance in the context of the new development. They will be particularly valuable in adding interest to the new development and retaining links with the past use of the land. As buildings within a conservation area their demolition will not be permitted except with the consent of the local planning authority.

- 4.14 As well as allowing the farmhouse to continue in residential use, proposals should take account of the potential of the other buildings to provide dwellings by conversion. Provision should be made for all such dwellings to be accessed from the new road layout.

Public Footpaths

- 4.15 Proposals for the retention and/or diversion of existing footpaths are included in Chapter 5. The particular landscape importance of the footpath which runs past the farm buildings is reflected in the designation of the conservation area.
- 4.16 A copy of the definitive map of public rights of way is held at the District Council offices at Appletree Court, Lyndhurst. Developers should establish the exact routes of any existing public footpaths crossing their sites, and take all necessary steps to incorporate, divert or extinguish them in accordance with the requirements of the brief. The District Council may make orders for this purpose under Section 257 of the Town and Country Planning Act 1990.



Footpath No.25

- 4.17 Developers should ensure that all existing rights of way are kept free from obstructions until any relevant order is confirmed and the replacement path is open for use. The District Council will consult the County Countryside and Community Officer on all proposals for diversion, improvement or extinguishment.

Ditches

- 4.18 Experience has shown that despite a significant proportion of surface water being piped away from roofs and roads, remaining ditches continue to carry a significant amount of surface water. Many ditches which appear dry have water flowing beneath their surface, and all vegetation inside ditches relies upon both surface and subterranean water carried by them. Consequently, in order to maintain vegetation (hedgerows and trees), works to maintain the flow of water should be kept to a minimum. Although some hand clearance of vegetation may be necessary, in no case will it be necessary to re-dig ditches by machine. All ditches must be shown on the developer's survey plans. The piping of ditches or other watercourses will generally require the consent of the Environment Agency and the District Council. There is a presumption against piping for both hydraulic and environmental reasons, other than for access purposes.
- 4.19 The future ownership of all ditches must be clearly indicated on application plans. Where the centre line of a ditch forms the boundary between two developers' ownerships the responsibility for construction of crossing points (roads and footpaths) will need to be clearly indicated and resolved between them before planning permissions are issued.

- 4.20 Where ditches are piped for road crossings, details of the retaining structures at either side must be submitted as part of the submission to both the highway authority and the District Council as local planning authority. At footpath crossings, piping will not normally be an acceptable solution: the ditch should be bridged with a structure detailed to the satisfaction of the local planning authority and the adopting agency.

Slopes and Level Changes

- 4.21 Hedgerow boundaries often indicate small changes in ground level resulting from differing farming practices on either side. Where such hedgerows are to remain, so must these level changes, and any increased overlooking created between developments must be compensated for by layout design.
- 4.22 The vegetation cover which is so important to the area has become established on the existing ground levels. Existing levels must therefore be accurately indicated by contours on survey plans. Any alteration to levels which affects the health of adjacent trees either within the zone of root activity or on associated land may be construed as wilful damage under the terms of the Tree Preservation Orders. Therefore any proposal to alter them must be discussed with the District Council's planning officers prior to any work commencing.

5

Roads, Footpaths and Cycleways

Roads bounding the development area

5.1 The development area is bounded by four roads:

- Totton Western Bypass, Stage 3
- Michigan Way (Calmore Link Road)
- Calmore Road
- Calmore Crescent

Totton Western Bypass

5.2 Both structure and local plan policies recognise the importance of the Totton Western Bypass in

- a) serving development in the West Totton area; and
- b) minimising additional traffic generated by that development on the urban road network, both at the construction stage and when the development is occupied.

The Bypass has been constructed to dual carriageway standard, from M27 junction 2 to the roundabout at its junction with Michigan Way. From Michigan Way to Foxhills, just north of the A35 junction, the Bypass is single carriageway. The New Forest District Local Plan provides for the roundabout at Michigan Way to be replaced by a grade separated junction and for the Bypass to the south to be dualled.

Landscape treatment

5.3 Planting along the Western Bypass will take two forms:

1) Highway Planting

Planting has been designed and implemented by the County Council in consultation with the District Council, as part of its detailed road proposals.

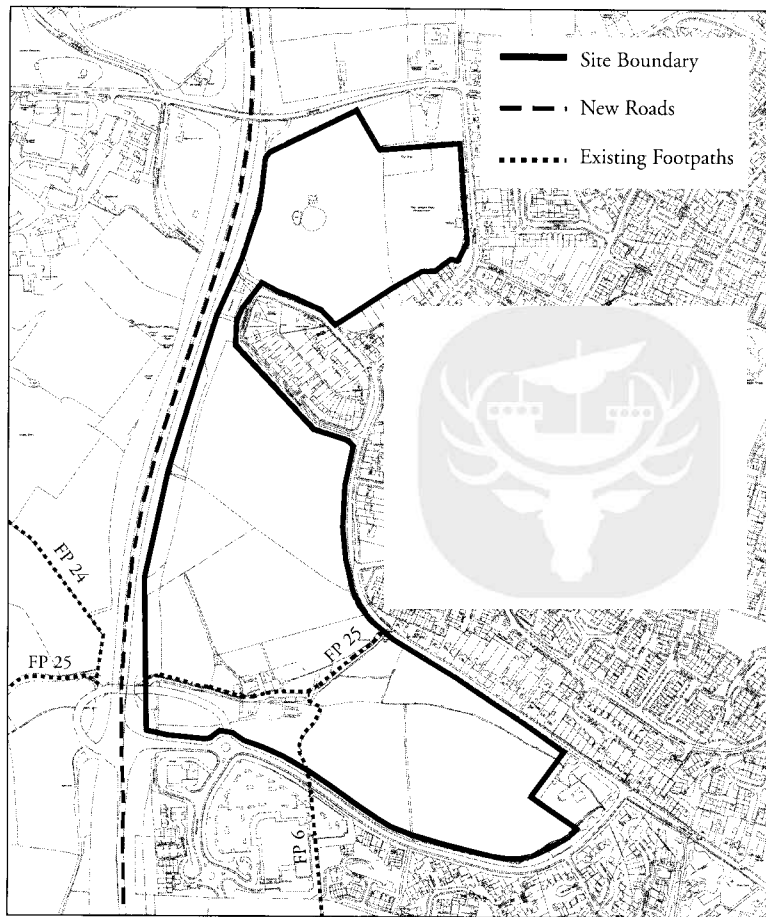
Part of the highway planting is inside the highway boundary (which will be marked on site by a fence). Part is on the functional highway embankments and cuttings.

Part of the highway planting is outside the highway boundary fence, on additional land acquired by the County Council.

The extent of this highway planting, which averages some 30 metres in width, is shown on the plan.

2) Developers' Reinforcement Planting

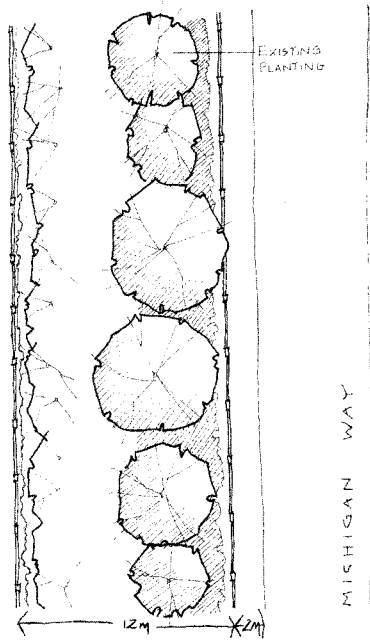
This will take place within the Brief area and will reinforce existing features and help integrate the new road into the surrounding area. The developer will prepare a detailed planting scheme in consultation with the Local Planning Authority. This



Routes of roads and footpaths

planting scheme will then be incorporated into the detailed landscape scheme which the developer will be required to produce in order to obtain planning permission for the adjacent land. The developer will be required to make a contribution towards the cost of establishment and future maintenance, which will be transferred to the Town Council with the planted land in accordance with the agreed conveyance procedures.

- 5.4 Implementation of the approved planting scheme will depend upon the progress of development adjacent to the Bypass. The scheme will be designed to allow phased implementation as development progresses.
- 5.5 Developers may carry out ground modelling within the areas which are to be planted provided that it is in sympathy with the surrounding landscape. Details of such proposals must be agreed with the local planning authority as part of the overall landscape scheme.
- 5.6 The widths of the planting belts have been specified taking account of the anticipated mature canopy spreads of the trees which will be planted.
- 5.7 The developer will provide a robust pressure impregnated timber fence up against the planting areas as part of the development proposals. It is recommended this fence be of solid construction where the Bypass is



Perimeter Planting

TYPE A

Medium / small trees and shrub mix

Birch	<i>Betula Pendula</i>
Field Maple	<i>Acer Campestris</i>
Mountain Ash	<i>Sorbus Aucuparia</i>
Hawthorn	<i>Crataegus Monogyna</i>
Blackthorn	<i>Prunus Spinosus</i>
Holly	<i>Ilex Aquifolium</i>

Type B

Shrub mix

Hawthorn	<i>Crataegus Monogyna</i>
Blackthorn	<i>Prunus Spinosus</i>
Rose	<i>Rosa Canina</i>
Hazel	<i>Corylus Avellana</i>
Dogwood	<i>Comus Sanguinea</i>
Honeysuckle	<i>Lonicera Periclymenum</i>
Guelder Rose	<i>Viburnum Opulus</i>
Elderberry	<i>Sambucus Nigra</i>

Diagram 1: New planting to reinforce existing planting along Michigan Way

above or at grade with the housing, though a more open structure may be more appropriate where there is less direct overlooking. The height of fencing will vary according to the location of the planting. The fencing proposed by the developer must be approved by the local authority and conveyed to and maintained by the adjacent householder.

Land required for the junction at Michigan Way

- 5.8 Land is safeguarded for a grade separated junction between the Totton Western Bypass and Michigan Way.
- 5.9 All land enclosed by the junction, on both sides of the Bypass, will be planted up and maintained by the County Council. All land for planting on the north side of the junction to include FP No.25 will be planted by the developer to a specification agreed with the District Council and subsequently maintained by the Totton and Eling Town Council. The land to the east of the Bypass required for the junction should be dedicated to the highway authority at no cost.

Michigan Way

- 5.10 Right-turning lanes may be required at the junctions of the new access roads with Michigan Way. Work must be undertaken at the developer's expense.
- 5.11 A footway along Michigan Way from Calmore Road to the Safeway roundabout shall be provided at the developer's expense.

Landscape treatment

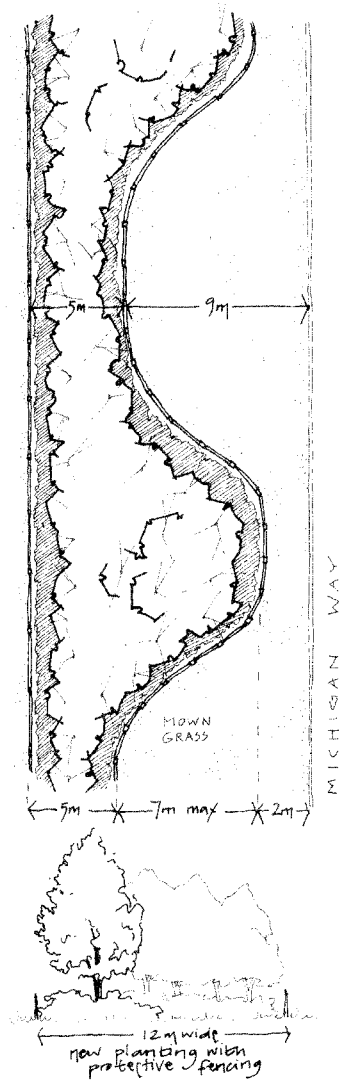
- 5.12 A belt of land averaging 12 metres wide to the north of Michigan Way (and beyond the 2-metre service margin) will be required for planting between the road and adjacent housing. The planting will be designed to provide a buffer between the housing and the road and to present a pleasing prospect to the road user in the descent from the Western Bypass.
- 5.13 Where there is an existing hedgerow and ditch (see diag. 1), this belt will extend throughout its length 7 metres to the north of the hedgerow and 5 metres to the south. Where there is no existing hedgerow (see diag. 2), the width of the belt may vary in order to achieve a better relationship with adjacent housing, but must average at least 8 metres and be no less than 5 metres at any point. The planting will be fenced off from the highway by 1.2-metre high post, rail and wire fencing.
- 5.14 Planting will need to allow for visibility splays of 4.5 metres x 90 metres where the two access roads serving development meet Michigan Way.
- 5.15 The planting will be provided by the developer of the

adjacent land and detailed in the landscape proposals for that development. The planting will be adopted by Totton and Eling Town Council in accordance with the agreed procedures and subject to provision of an adequate commuted sum for its future maintenance.

- 5.16 In designing the layout, adequate distance must be allowed between this planting and residential properties, bearing in mind the eventual mature size of the species used. This will be particularly important where buildings are located on the north of any area of planting: in such cases buildings should normally be kept at least 10 metres distant from the planting. Consideration should also be given to garden orientation to minimise future overshadowing.

Calmore Road

- 5.17 Calmore Road will give access into the northern part of the brief area, by a new 'T junction to be built between the Calmore Drive and Shepherdshey Road junctions. This junction with visibility splays of 4.5m x 9m will service the area north of the ancient trackway only.
- 5.18 All existing hedgerows and trees to the west side of Calmore Road will be retained, with the exception of any which unavoidably have to be removed to accommodate the width of the new access road shown on the Proposals Plan.
- 5.19 A new footpath/footway will be required alongside Calmore Road in the southeastern part of the development area.



Calmore Crescent

- 5.20 Calmore Crescent will not be directly affected by the development proposals concerned in this development brief.

Roads within the development area

Design Principles

- 5.21 In line with the development principles set out in Chapter 2, a road network has been devised which will provide an element of choice to the road user and distribute traffic more widely over the brief area.
- 5.22 Development will be served by access roads and shared surface roads. Basic design criteria for these types of road are set out in 'Movement and Access - Residential Areas' (1995) (MARA) published by Hampshire County Council, and further characteristics are detailed below.
- 5.23 On entering the development area, slow-speed residential roads will be encountered at the earliest

Perimeter Planting

PLANTING MIX: MEDIUM / SMALL

TREES AND SHRUB MIX

Birch	<i>Petula Pendula</i>
Field Maple	<i>Acer Campestre</i>
Mountain Ash	<i>Sorbus Aucuparia</i>
Alder	<i>Alnus Glutinosa</i>
Hawthorn	<i>Crataegus Monogyna</i>
Blackthorn	<i>Prunus Spinosa</i>
Holly	<i>Ilex Aquifolium</i>
Hazel	<i>Corylus Avellana</i>
Rosa	<i>Rosa Canina</i>
Dogwood	<i>Cornus Sanguinea</i>
Honeysuckle	<i>Lonicera Periclymenum</i>
Guelder Rose	<i>Viburnum Opulus</i>
Elderberry	<i>Sambucus Nigra</i>

Diagram 2: new planting along Michigan Way where no existing planting is present.

possible point. This will enable maximum use to be made of the road network within the development area to provide direct frontage access. Such residential roads can also be more sensitive to the ground contours and the existing vegetation, and avoid the creation of a residential environment subservient to the road system.

Road Types

- 5.24 One of the main aims of this brief, and also of MARA, is to reduce the speed of traffic in such areas and thus increase safety. The following requirements develop this theme in conjunction with the other stated aims and with a particular emphasis on the landscape quality of the area.

Access roads

- 5.25 Access roads serve home environments; service vehicles will be manoeuvring, children will be playing; fast-moving vehicles are not anticipated. The extent to which the design of housing schemes reflects this will be an important criterion in considering planning applications.
- 5.26 Access roads may be in the form of loop roads or cul-de-sacs. All access roads should have the following characteristics:
- a) Small module edgings, i.e. concrete blocks, bricks, setts or reconstituted stone. Road edgings must have a 600mm wide unplanted margin to the rear to allow for future maintenance.
 - b) All service margins on the opposite side of the road to pavements should be a minimum of 1000mm wide.
 - c) A strong domestic character with housing groups relating closely to the road and its environment.
 - d) Some car parking will be permitted in lay-bys alongside the carriageway, but the majority will be within off-carriageway parking areas and private drives.
 - e) No rear or side garden fence or wall will normally be permitted within 2 metres of the carriageway, and in all cases the highway authority must be consulted as to precise service margin requirements. This service margin will be planted by the developer as part of the landscape scheme and adopted by the highway authority.
 - f) All front gardens will be enclosed against the highway by fences, rails and hedging.
 - g) At intervals no greater than 100 metres (measured along the centreline of the road) a semi-mature specimen tree is to be planted, either in a private garden or in a 'tree square' (see Paragraphs 7.12 - 7.16).
 - h) Parking bays will have a hard margin and be screened by hedgerows and other planting.
 - i) Side or rear gardens should not as a rule abut these roads, but where exceptionally they do, the means of enclosure should be walls (unless they are beneath the crown spread of existing trees) 1.8m high set back a minimum of 2 metres from the edge of the carriageway with 2 metres of planting in front of the wall.
 - j) Appropriate planting within the highway environment is an essential component of acceptable overall highway design and

should be agreed in consultation with the planning authority and the highway authority. Planting within visibility splays and service margins should be restricted to species whose mature height does not exceed 600mm.

Some access roads may take the form of shared surface roads.

Shared surface roads

5.27 As set out in MARA, shared surface roads may take a variety of forms. The concept will be applicable within the development area to individual lengths of road serving not more than 15 dwellings. Their characteristics will be as follows:

- a) Designed to appear less as a road more as a space between houses in which pedestrians and vehicles have equal priority and which is integral with the housing it serves.
- b) The use of mews courts and housing squares will be encouraged provided they are well designed and detailed.
- c) All planting adjacent to access roads will be within the gardens of adjacent houses with the exception of low shrubs and ground cover planting over service margins and at the entrance to shared surfaces. Planting will consist of tree planting into the larger gardens, hedging and shrub planting especially to outside walls and fences up against the public highway.
- d) No rear or side garden fence or wall will be permitted within 2 metres of the highway. This margin will be planted up by the developer as part of his detailed landscaping scheme.

Private drives

5.28 Up to 5 dwellings will be permitted off a private drive, i.e. a road not adopted by the highway authority.

5.29 In order to assist in the design of slow-speed shared access ways as described above, the following criteria should be applied:

- a) 2-metre service margins will be provided on only one side of the shared surface and all private drives that cross this margin will be block paved in the same material as the surface of the road. A service margin may also be required on the other side of the shared surface road but need not be 1.8-2.0m wide .
- b) The width of the shared surface may vary to ensure the surface looks less like a through route.
- c) Areas of casual parking within the surfaces should be clearly defined.
- d) Service margins at the entrance to shared surfaces are to be planted with shrubs and ground cover planting. Other service margins will either be planted up or incorporated into the effective management of adjacent gardens.
- e) The entrances to shared surfaces must be given visual emphasis, in order that the adjacent enclosure elements enhance the feeling of an entrance into a different type of space. Simply changing the level and surface material will not be sufficient to make the change in character required.



Shared surface roads

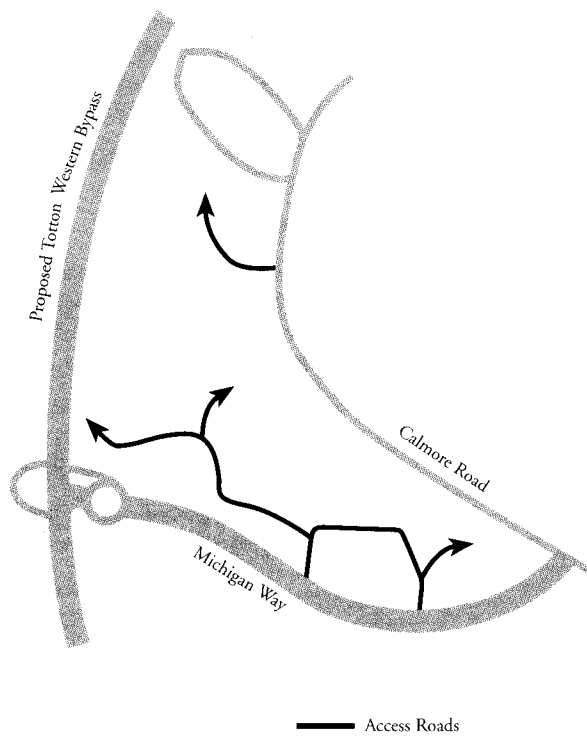
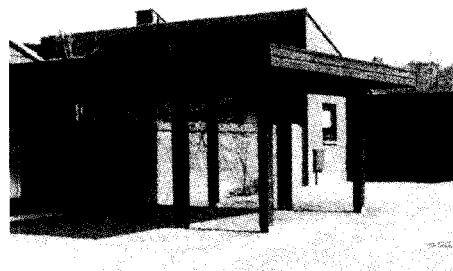


Diagram showing access roads



Private drives

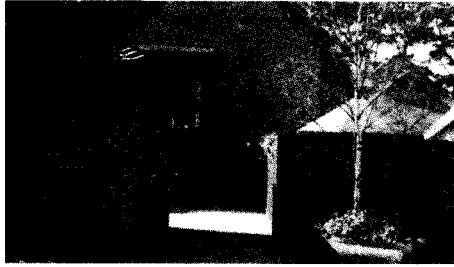
- f) Traffic speeds may be kept low by a marked change of direction close to the shared surface entrance which reduces clear visibility between the entrance and the private drives. Any such feature must however be designed within the requirements of MARA.
- g) Changes in level, for example rumble strips, will not normally be permitted due to the problems of noise and disturbance that can be caused.



Footpaths and Cycleways

Existing

- 5.30 Netley Marsh footpath No 25 will continue to follow its present route from Calmore Road past the farm buildings, beneath the Bypass and into the countryside to be joined by Footpath No 24.
- 5.31 Footpath No 25 will be reconstructed as a cycle path through the central open space and westwards as far as the junction with Footpath No 24. This cycle path will eventually be continued westwards approximately 700m to meet Tatchbury Lane. It will be at least 3 metres in width and will be designed in association with the County Council's Countryside and Community Officer and the District Council to accommodate maintenance vehicles where appropriate, including maintenance of the existing substation near the Calmore Road end. Developers will be required to contribute to the cost.
- 5.32 Where the footpath passes close to proposed housing and adjacent to the farm buildings care must be taken in the design of the relationship between the two to ensure privacy for the housing, taking into account also the need to create an attractive route into the countryside.
- 5.33 Netley Marsh Footpath No. 6, which leaves Footpath No. 25 in the vicinity of Hazel Copse, will be replaced by the new Greenroute some 120 metres further to the east. It should remain open until the Greenroute is completed and available to replace it.



Proposed

- 5.34 A new footpath/footway 1.8 metres wide is to be constructed alongside Calmore Road from its junction with Michigan Way, passing in front of Hazelmere, through the existing hedgerow and continuing as a remote footpath on the west side of the hedge, finally linking through the proposed open space area to the Greenroute. This path will be adopted by the highway authority.
- 5.35 Other footpaths required within the development area are shown on the Proposals Plan. Adequate pedestrian links must be provided across the line of the ancient trackway between the northern and southern parts of the site.
- 5.36 Because of its dual role as public highway and as part of an open space system, the Greenroute is discussed in Chapter 7.

Off-site traffic management

- 5.37 The development of the brief area may, to a limited extent, increase the traffic on Pauletts Lane and/or Loperwood, both linking the Calmore area to the A36 Salisbury Road.

If the highway authority considers it necessary to restrict the use of these roads, appropriate traffic management measures will be investigated.

6

*Housing***Density**

- 6.1 The Council recognises that overall quality of design is more important than strict adherence to numerical standards. However, in order to establish values for other variables, an indication is needed of the densities likely to be acceptable in the area.
- 6.2 The net density will be the total number of dwellings divided by the area of developable land, including proposed roads where they pass through development sites; open space within development sites and not specifically shown on the Proposals Plan; and lengths of Greenroute (see Chapter 7) passing through sites. Existing roads and footpaths, proposed roads not within development sites, roadside buffer planting and areas of open space identified on the Proposals Plan are excluded. Where roads are fronted on only one side by land in the above categories, half the width of the road is defined as falling within the site area.
- 6.3 Account has been taken of the effect of tree shadow on each site. It is essential not only to ensure that dwellings and gardens receive adequate daylight and sunlight but also to minimise the need for works to be carried out to trees subsequently because they are too close to dwellings. An exclusion line is therefore drawn 5 metres beyond the canopy spread of existing trees on their south side (ie. within 90 degrees to either side of due south) and 10 metres beyond the canopy spread on the north side (ie. within 90 degrees to either side of due north). No buildings are to be erected within this exclusion line. Where existing trees stand within or overhang proposed curtilages, at least 50% of the curtilage, excluding the area covered by buildings, shall be outside the exclusion line. Land within the exclusion line will be significantly shaded, but may be used for gardens, footpaths, car parking and similar purposes, subject to adequate safeguards regarding tree protection and in particular to no hard surfacing or ground disturbance taking place within 3 metres of the crown spread. This will also help to reduce potential conflicts between trees and television reception.
- 6.4 This approach will reduce in many cases the area of the site which can effectively be built on, and thus results in a lower density (calculated in the conventional manner) than might be expected in the absence of tree cover.
- 6.5 For the purpose of calculating housing densities, the brief area has been divided into two parts, north and south of the ancient trackway. To the north, where the land has a slight northerly aspect and there are fewer existing features to break up the mass of development, the density should be lower. Average densities within each of these two areas should not be such as to produce a predicted occupancy level of more than: (a) (north of the trackway) 100 persons per hectare; (b) (south of the trackway) 120 persons per hectare.

The predicted occupancy level will be taken for each dwelling as the number of bedrooms plus 1.

- 6.6 Based on these density criteria, which are considered necessary in order to meet the objective of integrating new development into the existing landscape and its extensive tree cover, the brief area is expected to accommodate about 370 dwellings:

90 north of the trackway

130 between the trackway and the farm buildings, and

150 south of the farm buildings.

However, variations from the “norm” of 3-bedroom dwellings on which this calculation is based may result in the number of dwellings eventually approved and built in the area being greater or less.

- 6.7 Development will also need to meet other standards relating to matters such as distances between dwellings, privacy and car parking. In particular, the car parking required for smaller dwellings will be taken into account when considering the environmental acceptability of schemes.

Proximity

- 6.8 Where individual dwellings are designed on a generous scale, even quite low-density developments (of say 15 to 20 dwellings per hectare) appear to have a somewhat higher density as a result of the larger “footprint” of the buildings. Such a crowded environment can result in a lack of scope in future years for further dwelling extensions or environmental improvements such as planting in front gardens. (See also 6.19.)

- 6.9 Consequently, a minimum “back-to-back” and “front-to-front” distance of 25 metres between dwellings will be required in all cases (except where there is an angle between the respective building faces of more than 60 degrees).

Privacy

- 6.10 Problems arising in new housing often stem from inadequate concern at the design stage for individual privacy and boundary definition. Overlooking which would lead to a loss of privacy at the rear of dwellings (the “private side”) should therefore be avoided.

Housing Adjacent to Open Space

- 6.11 Where development includes areas of open space, footpaths and features such as trees, streams and Greenroutes, the District Council will look to developers to design attractive relationships between the space and the housing by orientation, variety of house form, and planting. This may frequently involve fronting housing onto open space and the construction of shared private drives and other residential roads alongside such features. The Council will not approve proposals which produce excessive lengths of “dead” boundary (continuous garden walls or fences) to such areas and features.



small open spaces are valuable in preserving trees.....

Housing Adjacent to New Planting

6.12 As well as the relationship of housing to existing trees, developers must also consider the relationship of dwellings and associated gardens to new mass planting, particularly in open spaces and Greenroutes and adjacent to highways. For example, as outlined under "Greenroutes", no building will normally be permitted within 10 metres of such planting.



.....or growing new ones

6.13 Building foundations must be adequate to cope with nearby planting, and layouts must ensure that gardens as well as buildings will not be unduly overshadowed in the future, and that potential future conflicts between trees and television reception are minimised. Guidance on foundation depths for buildings adjacent to trees is contained in the N.H.B.C. Practice Note 3 (Revised 1992): "Building near Trees" and supplement. (See also 6.32.)



variation in height of buildings generates interest

Height of Buildings

6.14 It is assumed that most development will be two-storey, but there may be scope for some three-storey and single-storey development to avoid monotony and allow advantage to be taken of views out from the land.

House Types

6.15 As explained in Paragraph 2.5, special provision needs to be made within the brief area for housing for local needs. In addition a variety of house types will be sought within the development to avoid monotony and the creation of large characterless estates, and to encourage a mix in occupancy. Although it is realised that market demand and other considerations may at any given time encourage concentration by developers on a single house type, the Council will not approve proposals for large developments which do not exhibit adequate variation in size and type.

6.16 Developers will be encouraged on sloping parts of the site to introduce specialist housing types, such as split level housing, single aspect housing, and detached garage units at different levels, provided they can be accommodated within the existing landscape. Particular consideration will be given to ensuring that housing facing Calmore Crescent is well related to the existing houses on the north side.

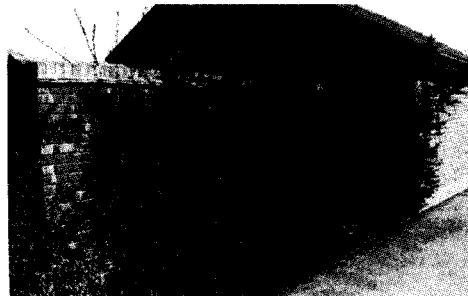
Open spaces and landscaping can take many different forms.....all contribute to the quality of the environment



Open spaces over gas main



Housing adjacent to open space



Areas of planting adjacent highway



Greenroute

Identity and Sense of Place

- 6.17 Each housing area should promote a sense of place with an individual identity created by the relationships of houses to each other, to site features and to the road.
- 6.18 In the past the most widely used way of achieving identity has been the use of housing groups around cul-de-sacs where all through traffic is excluded. There are however other layout solutions which will achieve this requirement such as housing groups off linked and looped access roads and shared surfaces and some forms of linear developments associated with housing groups. Housing courts as a variation on the cul-de-sac theme have worked successfully elsewhere providing that parking and use of materials is carefully considered. The use of such variations would avoid slavish adherence to cul-de-sac development and introduce a greater degree of flexibility in design without sacrificing safety and intimacy within the housing areas. Much obviously depends upon the skill of the designer.

Garden Size and Definition

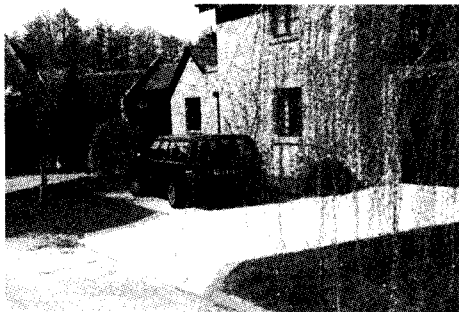
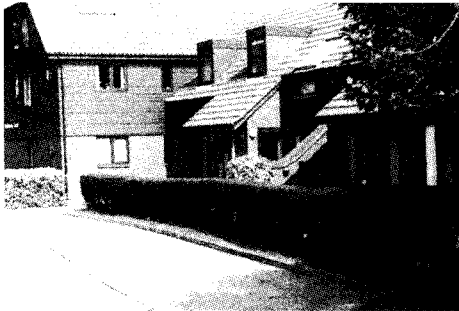
- 6.19 All dwellings will be expected to have enclosed front gardens, except:
 - i) in small paved “courtyard” developments where frontages may be paved;
 - ii) in small housing groups off private drives where enclosed frontages would be too dominant and would destroy the spatial relationship between units;
 - iii) in shared surfaces where frontage enclosure would create isolated grass strips over the public utility service margins.
- 6.20 In order to ensure that front gardens can contribute to the environmental quality of housing groups, should any front garden within a shared surface access way be less than 4 metres from building to back of service margin, the road must be designed as a mews court, and attention given to hard detailing.
- 6.21 Rear garden size will be largely determined by standards of proximity and privacy (see 6.8 - 6.10) but in no case should the garden area be less than the ground floor area of the dwelling it accompanies.
- 6.22 Where rear or side boundaries abut the highway, the District Council will require brick walls as an enclosure element in preference to fences. In both cases planting will usually be sought as an additional boundary treatment (see Chapter 5).

Car Parking

- 6.23 The District Council's minimum standards for car parking in residential areas (adopted September 1990) are as follows:

Studio/Bedsitter units	2 spaces per unit
1-2 bed unit	2 spaces per unit
3 bed unit	2 spaces per unit
4 bed unit	3 spaces per unit

Only housing layouts which cater for the required minimum standard and thereby minimise the risk of obstruction of the highway by parking will be permitted.
- 6.24 The proximity and form of parking is a major determinant in the success or failure of the housing environment. Considerable emphasis will therefore be placed on this aspect to ensure the car parking is well located, attractively designed, functional, and accommodated without dominating the residential environment. The use of both hard and soft landscaping will be a major element in the successful accommodation of parking areas. All car parking associated with a dwelling should either be on-plot or easily visible from the dwelling to which it belongs.
- 6.25 Additional car parking areas for casual use will be needed in some circumstances, for example where a large number of dwellings are grouped around a small section of road. Further guidance is given in “MARA”.



The way gardens are enclosed affects the appearance of the scheme

Safety in Housing Areas

- 6.26 The design of housing layouts can exert influences both good and bad on security against crime. There are two aspects to this: security of building occupants, particularly against burglary, and security of those using public places, open spaces and the street.
- 6.27 The National House Building Council's Guidance Note "How the Security of New Homes Can Be Improved" gives useful advice particularly on the former aspect of security, and emphasises the role of natural surveillance and self-policing in preventing crime. However, a balance needs to be struck with particular regard to measures designed to minimise public access. Taken to extremes, the desire to limit access can lead to the elimination of pedestrian routes, which not only reduce the 'permeability' and general convenience of the area for residents and legitimate visitors, but also by limiting choice may make them more vulnerable to incidents in "public" places. The District Council will seek to ensure that an appropriate balance is maintained in new housing layouts. Reference should be made to the District Council's Supplementary Planning Guidance on Design for Community Safety.

Materials

Building

- 6.28 Approval of all external materials for housing will be required, either by specification at the planning application stage or by subsequent agreement with the District Council, before development commences.
- 6.29 Materials can be used to assist in creating an identity to an area of housing, and it is assumed that developers will be keen to achieve this. Large areas of housing with a single brightly coloured roofing material should be avoided, especially as extensive views over roofs will be obtained from the higher ground.

Roads and shared surfaces

- 6.30 All shared surfaces must be of block paving or other approved material. Block or brick edging also helps to indicate shared pedestrian and vehicular use and (in addition to a more flexible layout) to distinguish them from other roads (see Chapter 5). Consideration needs to be given to the relationship between the colour of blocks and that of the external materials of buildings.

Walls and fences

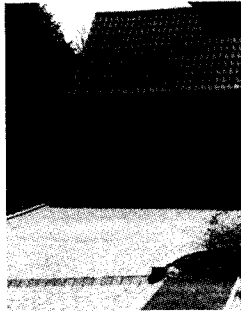
- 6.31 Walls should be constructed of brick or other approved materials appropriate to the nature of the development. Fences to rear and side gardens should normally be 1.8 metres high and built to approved details of pressure-impregnated softwood or hardwood. Panel fencing will not normally be accepted in positions exposed to public view. Frontage enclosure fences should also be of pressure-impregnated softwood or hardwood and of substantial double rail or picket fence construction. It is suggested that wooden fences be stained or painted to assist in the creation of group housing identity. All details must be approved as part of the landscape proposals.

Housing Landscape

- 6.32 Developers will be expected to include within submitted landscape schemes proposals for shrub, tree and hedgerow planting to enclose front gardens and where appropriate against gable walls. Where frontage enclosure may not be appropriate, for example within shared surfaces, consideration should be given to planting hedgerows and providing rails between the plots. No trees should be planted within 5 metres of any house (see also 6.3 - 6.4 and 6.12 - 6.13). The general extent and details of these proposals must be given careful consideration by the developer and his professional designers and discussion should take place with the Council at an early stage.

Services in Housing Layouts

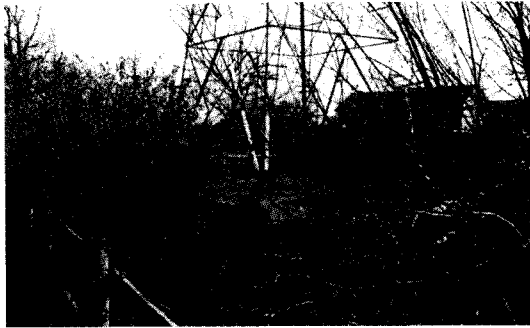
- 6.33 The location of public utilities in development areas is a vital consideration and the provision of gas, water, electricity, telephone cables and public telephones must be considered at the detailed layout and design stage.
- 6.34 The location of all proposed services must form part of detailed applications on a base with all existing trees and hedgerows plotted. No services will be permitted beneath the crown spreads of existing trees or through retained hedgerows. Care should be taken to ensure that there is



Shared road surface



Neatly designed meter cupboards



Some things are quite difficult to hide



Back garden fences can look ugly from the road

no conflict with existing or proposed landscape requirements where access is required to the other side of a retained hedgerow.

- 6.35 No overhead servicing will be permitted: all telephone cables must be located underground.
- 6.36 All servicing within the development area will be located within the 2 x 2 metre service corridors beneath the pavements or service margins / adjacent to distributor and access collector roads, or beneath the one pavement on access roads with only one footway. In the latter case, the margin on the other side should be 1 metre wide. On shared surfaces, all services will be on one side in a 2-metre margin, with 0.5 metres on the other side. Where services run on only one side, ducts must be provided by the developer to cross beneath the carriageway at right angles.
- 6.37 It is important that developers consult with statutory undertakers to agree the precise alignment and location of services on plan and control the location of these services on site.

- 6.38 Although under the provisions of the Town and Country Planning (General Permitted Development) Order 1995 planning permission is not generally required from the District Council for small sub-stations, pumping stations and gas pressure reduction stations, detailed housing proposals will be expected to show their locations together with all necessary points of access in order to establish satisfactory integration with the development layout. Where such apparatus is exposed to public view it must be enclosed in a suitably designed structure in materials to match adjacent walls and buildings.
- 6.39 Developers are urged consult the Hampshire County Council document MARA, the National Joint Utilities Group booklet "Provision of Mains and Services by Public Utilities on Residential Estates", and "Sewers for Adoption" (see Appendix C).
- 6.40 The constraints imposed by existing services are discussed in Chapter 9.

Noise

- 6.41 Consideration has been given to the noise levels likely to be generated by traffic on the Totton Western Bypass. From information provided by the County Surveyor, it is understood that none of the areas shown for development on the brief plan will experience noise levels greater than 68 dB(A) on the L₁₀ (18 hour) scale. No noise attenuation measures or other noise-related development restrictions will therefore be required, other than the width required for planting (see Chapter 5).
- 6.42 In accordance with Government guidance and local planning policy housing design and layout will be expected to have regard to the conservation of energy.

7

Open Space and Greenroutes

Open Space

- 7.1 Open space within the brief area will have a number of purposes:
- a) Provide recreational spaces varying in size and appearance for formal and informal use - all open spaces being linked by Greenroutes and footpaths to housing and other land uses;
 - b) Ensure retention of existing landscape features and wildlife habitats and allow for additional tree and shrub planting screen development;
 - c) Define identifiable areas of development and provide a focus for housing;
 - d) Provide a functional land use and ensure future maintenance for areas where development is restricted by, for example, Tree Preservation Orders, service easements for public footpaths.

Open Space Standards

- 7.2 In assessing public open space requirements for new development, the District Council assumes that the population of the development will be equal to the number of dwellings plus the number of bedrooms. The number of dwellings expected within the brief area has been arrived at on the basis of an assumed “standard” three-bedroom dwelling (see Chapter 6), and the assumed occupancy level at outline planning stage is thus 4 persons per dwelling.
- 7.3 To meet the recreational requirements of the expected population within the brief area in accordance with the standard of 2.8 hectares per thousand population set out in the New Forest District Local Plan, the open space requirement is $370 \times 4 \times 2.8/1000$, or 4.14 hectares, divided as follows:

	Standard per thousand (hectares)	Requirement in brief area (if 370 dwellings built) (hectares)
Informal	1.1	1.63
Formal	1.7	2.51
Total	2.8	4.14

- 7.4 Informal areas include:
- Children's play areas
 - Kick-about space
 - Outdoor equipped children's playgrounds and adventure playgrounds
 - Tree squares (see below)
 - Other casual or informal open space.

- 7.5 Formal areas include:
- Pitches, greens, courts, athletics tracks, putting greens, sports training areas and similar facilities available for public use.
- 7.6 This standard is a minimum and may be exceeded. In particular:
- i) The arrangement of land uses shown on the Proposals Plan is designed not only to meet the District Local Plan minimum open space standard but also to produce useful and attractive open spaces and retain existing features in accordance with other requirements of the brief. Recognition is also given to the implications of site constraints such as the gas main which runs through the brief area. This results in a total area of informal open space of approximately 3.1 hectares.
 - ii) Further areas are likely to remain undeveloped for other reasons:
 - 1 service requirements (e.g. balancing ponds and pumping stations and sewers)
 - 2 public footpaths
 - 3 land between highways and trees/hedgerow lines
 - 4 land required for roadside planting.

These areas, where their locations are known, have been taken into consideration in the formulation of the Plan. They should be adopted as part of the open space even where they are not required by virtue of the minimum open space standards.
 - iii) Associated with informal open space are distance criteria:
 - spaces for children and old people should be within 400 metres of their homes (but see also paragraph 7.17);
 - informal open space for others should be within 1000 metres of their homes.

In parts of the brief area this will mean that children's play areas (see below) need to be provided within the areas shown for development on the Proposals Plan and thus additional to the 3.1 hectares shown as informal open space.
 - iv) Application of the minimum standard to individual development proposals will be based on the actual number of dwellings proposed rather than the densities set out in this brief (see Paragraphs 6.2 to 6.7). This may give rise to a further increase in total open space within the area.

Central Open Space

- 7.7 The principal open space in the brief area is a broad wedge occupying much of the lowest land and running from Calmore Road towards the proposed Western Bypass planting belt.
- 7.8 The area encompasses Hazel Copse and Footpath No. 25 and provides a continuation of the setting for Hazel Farm. It also incorporates all the largest trees on the site. Hazel Copse (see para. 4.10) is expected to be open to the public and is thus regarded as making a contribution towards meeting the minimum open space requirements associated with the development.
- 7.9 The open space is within easy reach of the housing either directly or via the Greenroute. It will consequently form a major focal point and must

be designed to relate closely and attractively to both the housing and the roads which enclose it.

7.10 All hedgerows and trees that bound the open space are to be included within it by the erection of all fences, walls and boundary lines at least 2 metres distant on the "development side" of these features. Additional planting will both reinforce the space as a division within the development and assist in subdividing it into a series of functional areas. New planting proposals will include:

- reinforcement and replacement of hedgerows
- new woodland planting
- screen planting to obscure rear elevations
- new hedgerows, trees and shrub planting
- levelling, draining and re-seeding works.

Playing fields

7.11 The District Local Plan allocates 3.58ha of land at Loperwood Lane for a playing field extension to King George's Recreation Ground. Developers of the brief area will need to make provision for 2.51ha of the total allocation either by the acquisition and laying out of the land or alternatively by a financial contribution towards the facility's future provision. Car parking for this extension to the playing fields and allotments could be provided by an extension to the existing car park. Trimtrack facilities forming a circuit around the extended recreation ground could be included.

Provision of the playing field will need to be secured through agreements under S.106 of the Town and Country Planning Act 1990 and/or other appropriate legislation, before planning permission will be granted for development of any of the land covered by the brief.

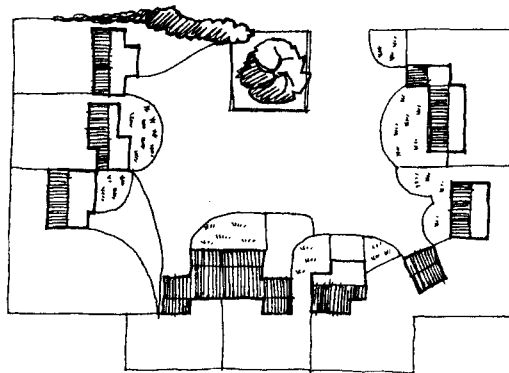


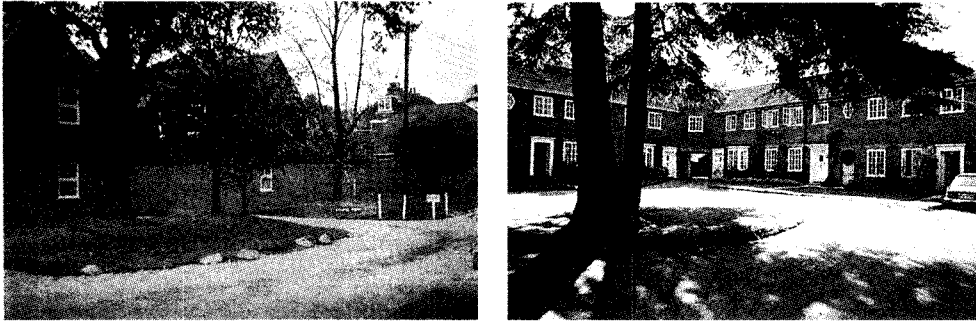
Diagram of a tree square

Tree Squares

7.12 Tree squares are small open spaces, usually adjacent to access roads or shared surfaces, of minimum size approximately 0.05 hectare (22 m x 22 m). They provide an opportunity to establish an imaginative and distinctive character to housing and to the associated access road.

7.13 They are designed to:

- 1) Establish a mature tree within the housing area set in its own space;



Examples of tree squares

- 2) Provide a focus for an imaginative surrounding housing arrangement or access loop road network;
- 3) Provide a larger space treated in a manner that will promote a change of character within the housing or access loop road environment;
- 4) Provide a communal non-equipped recreational space (though seats may be incorporated).

7.14 Locations for these spaces are not specified in the brief. They will however be particularly appropriate as a means of achieving the distinctive character for the loop roads.

7.15 Different developers will wish to adopt different design solutions for these squares. Thus some may have an open character, crossed by paths, whilst others may have more of an enclosed aspect with iron railings, low brick walls, hedgerows and seating. Shrub planting and attention to detailing are likely to be common to most solutions. No vehicle parking will be permitted within the perimeter of the square, and the edges must be detailed in such a manner as to prevent vehicles encroaching. Some design ideas are illustrated to indicate both the design of the space and possible relationships with adjacent housing.

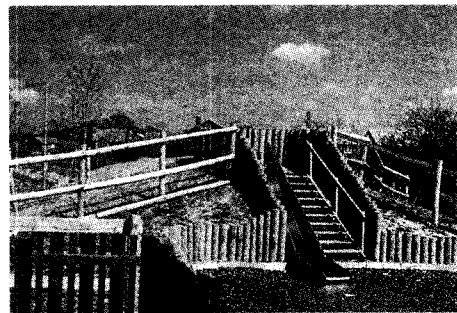
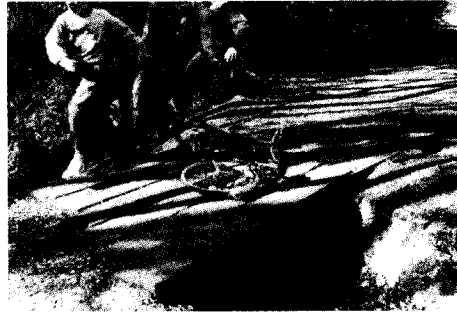
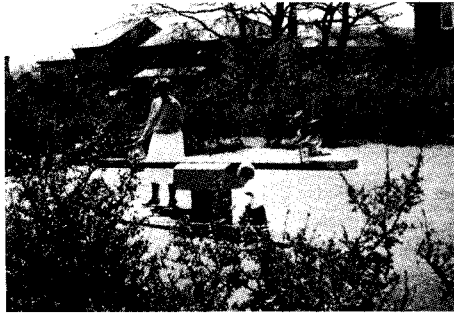
7.16 Housing should generally front onto the space. Tree squares will be conveyed jointly to all the properties that face directly onto them (see Chapter 10).

Children's Play Area

7.17 Provision for children's play is an important element of any major housing development. Of the 1.1 hectares of informal open space required per thousand population, a minimum of 0.2 hectares will be required in the form of children's play areas. Precise locations are not specified on the Proposals Plan, and within the distance criteria set out, some spaces may be located in housing areas and some in areas shown on the Proposals Map as open space.

7.18 Reference should be made to the general design criteria set out in Appendix A. In addition the following design criteria should be adopted according to the type of play area:

- i) **Preschool:**
 - a) Located along the Greenroutes and principal footpaths.



Children have varied needs for play

- b) Most of the equipment should be static, though the provision of cradle-type swings and spring-mounted seats will be encouraged.
- c) The 3 adult seats (see Appendix A) should be located in such a manner as to encourage supervision.
- ii) Primary age:
 - a) Located in areas of open space usually on, or adjacent to Greenroutes, and in an attractive and landscaped setting. Both internal design of play areas and their relationship to the routes into the adjacent housing areas should be carefully considered at the design stage in order to attract children into them.
 - b) Most equipment should be mobile, but also robust and rugged.

The Greenroute

Purpose

7.19 The Greenroute will form the main axial route for cyclists and pedestrians within the brief area. It will continue the system already proposed and largely completed through the development area to the south (West Totton Development Brief No 2). The intention is that it will be part of a footpath and cycle-route system that links the development area to the countryside and the town centre, to the waterside at Eling, and to the longer distance cycle route to Southampton.

- 7.20 The Greenroute will thus provide a largely traffic-free route through the brief area and beyond, and will link housing with major areas of open space, woodlands, and recreational facilities.
- 7.21 However, the Greenroute system is much more than a shared route for pedestrians and cyclists. It is a system of planting and functional open space which links into adjacent housing areas in an attractive, interesting and safe manner. To achieve this it will incorporate existing hedgerows and trees, service corridors which would otherwise be undevelopable, and existing routes.
- 7.22 There is no fixed design for the way in which the Greenroute relates to the adjacent development: instead, basic design criteria are set out and possible design solutions illustrated.

Appearance

- 7.23 The Greenroute will take two distinct forms. Firstly, where it passes through developable land, it will have an average width of 14 metres, including planting on both sides. The planting is designed to be attractive and functional in that it will screen parts of the adjacent development, reduce the linearity of the route and provide wildlife habitats within the residential areas. Planting may take many forms but will be mostly of indigenous species protected by fencing designed to be removed following plant establishment. Secondly, where the route passes through undevelopable areas it will be open in character with a minimum width of 3 metres.
- 7.24 The housing and other uses adjacent to the Greenroute will link directly onto it as frequently as possible in order to encourage maximum use of its facilities. As far as possible, houses should not back onto it but should face or flank onto it to encourage surveillance and to integrate the route into the housing environment. Since many of the planting species to be used on the route may grow to a large size, sufficient room must be provided for their proper long-term establishment. No building will normally be permitted therefore within 10 metres of the edge of the Greenroute.
- 7.25 The Greenroute should be included with the planning application for any adjoining residential development (i.e. within the “red line”). In addition to any financial contributions required towards “off-site” sections (see 10.9), developers will be required to construct those parts of the Greenroute which are within their development sites and referred to in their Section 106 agreements.
- 7.26 Developers are advised to approach the District Council’s Planning Directorate with sketch ideas and plans to ensure their proposals will be acceptable before submission of final detailed plans. All detailed design and planting on the Greenroute must be included with the detailed landscape scheme that accompanies the applications for adjacent development.

The Greenroute and Open Space Calculations

- 7.27 Where the Greenroute runs across otherwise developable land, the total width of the route will be adopted and treated as part of the on-site informal open space provision.
- 7.28 Where the Greenroute runs across otherwise undevelopable land (gas

and sewer easements and existing public highways, including all verges, ditches and adjacent hedgerows), no part of it except for play areas will be counted as part of the open space provision.

The Greenroute in the Brief Area

- 7.29 Between Michigan Way and Loperwood Lane, the Greenroute accommodates several existing hedgerows, and parts of the existing gas main easement, and may also accommodate a new foul and surface water sewer easement. It crosses the main area of open space on the site as a footpath/cycleway and links into Footpath No. 25, a new proposed footpath parallel to Calmore Road, and a new footpath which runs in a northwesterly direction to Loperwood.
- 7.30 Since opportunities for planting over sewers will be severely restricted, allowance must be made for the location of the appropriate easements in the design of individual sections of the Greenroute.
- 7.31 The width of the Greenroute will incorporate all existing ditches, trees, and hedgerows that run beside it (see illustrations), and the running surface should be outside the crown spread of all trees.
- 7.32 As the section of Greenroute between Calmore Crescent and Loperwood Lane does not fall within the developable area, it will be constructed either by developers or using contributions collected from them as part of the Greenroute costs.

Design Criteria

- 7.33 All sections of the Greenroute will share the following features:
- a) A minimum 3-metre shared running surface of green chipping surface-dressed bitmac to highway authority standards. Adjacent to play areas, trim-track equipment, activity areas and sitting areas along the route, the running surface should be edged with a light grey concrete block soldier course.
 - b) A verge of minimum 0.5 metres on either side of the running surface to enable plants to overhang and not restrict movement. This verge may be formed by grass or ground cover/low shrub planting protected by a low rail, or hard surface associated with an adjacent space.
 - c) All new running surfaces will have flexible alignments exploiting the full width of the Greenroute to achieve good relationships with adjacent development and open space.
 - d) To encourage use and provide frequent exits from the route, there will be no section longer than 60 metres without a path linking to the route, and no section longer than 50 metres without a separate designed space on or adjacent to the route incorporating recreation or leisure facilities.
 - e) Lighting will be required on all Greenroutes, consisting normally of 4-metre columns set within the verge, although in special circumstances bollard lighting may be used.
 - f) All routes must be readily accessible to maintenance vehicles via removable lockable bollards or rails.

- g) Sight lines onto the Greenroute should be of the following minimum dimensions:
- from a footpath link, 2 metres x 14 metres
(in the form of a T junction);*
- onto an access road, 3 metres x 30 metres;*
- onto an access collector road, 3 metres x 40 metres.*
- h) On the approach to any junction there will be a double row of concrete blocks across the running surface and set slightly above it to act as a warning rumble. At crossings of major roads, barriers will be erected across the running surfaces to prevent cyclists from entering the road at speed. At Michigan Way a controlled crossing facility may be provided. This should, if required, be provided at the developer's expense.
- i) All Greenroutes will be signed with Department of the Environment, Transport and the Regions standard cycle warning signs set on wooden posts.

The Greenroute in Developed Areas

- 7.34 A minimum width of 5 metres of structural planting will be required on each side of the route. Where entrances and links come into the route and other planting types are used, this minimum dimension may be reduced (see illustrations). Structural planting will be predominantly of indigenous species with more ornamental planting at points of interest such as changes of direction, corners and junctions, and adjacent to play areas.
- 7.35 All planting will be enclosed and protected by Greenroute fencing as illustrated, generally 1.2 metres high but dropping to 450 mm in sight lines. All low fencing will be permanent: higher fencing will be removable after 3-5 years, following plant establishment.

Greenroute Links

- 7.36 In many places it will be necessary to enable cyclists to reach the Greenroute from roads which lie one or two plot widths away. To provide for this and prevent footpaths being used illegally by cyclists, short sections of "Greenroute Link" will be constructed with a shared surface passing between plot boundaries to the following specification (see illustration):
- 1 Minimum width of running surface 3 metres (may be wider dependent upon its manner of entry onto the road system).
 - 2 Surface entirely block paved and block edged (together with the alignment and length of the link, this will help to keep down the speed of cyclists between the two systems).
 - 3 Maximum length of link 30 metres, with at least one change of direction along the route.
 - 4 A minimum width of 5 metres of planting alongside the link (shrubs on both sides and trees on one side): approximately 2 metres of this will need to be low planting adjacent to the running surface. Planting must be protected by a stout low rail or a series of well bedded 'dragon's teeth' (chamfered posts 450 mm high - see illustrations).

The Greenroute

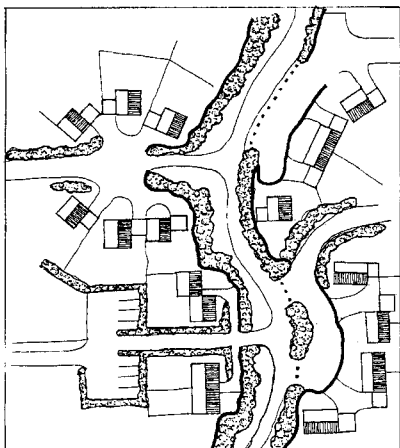
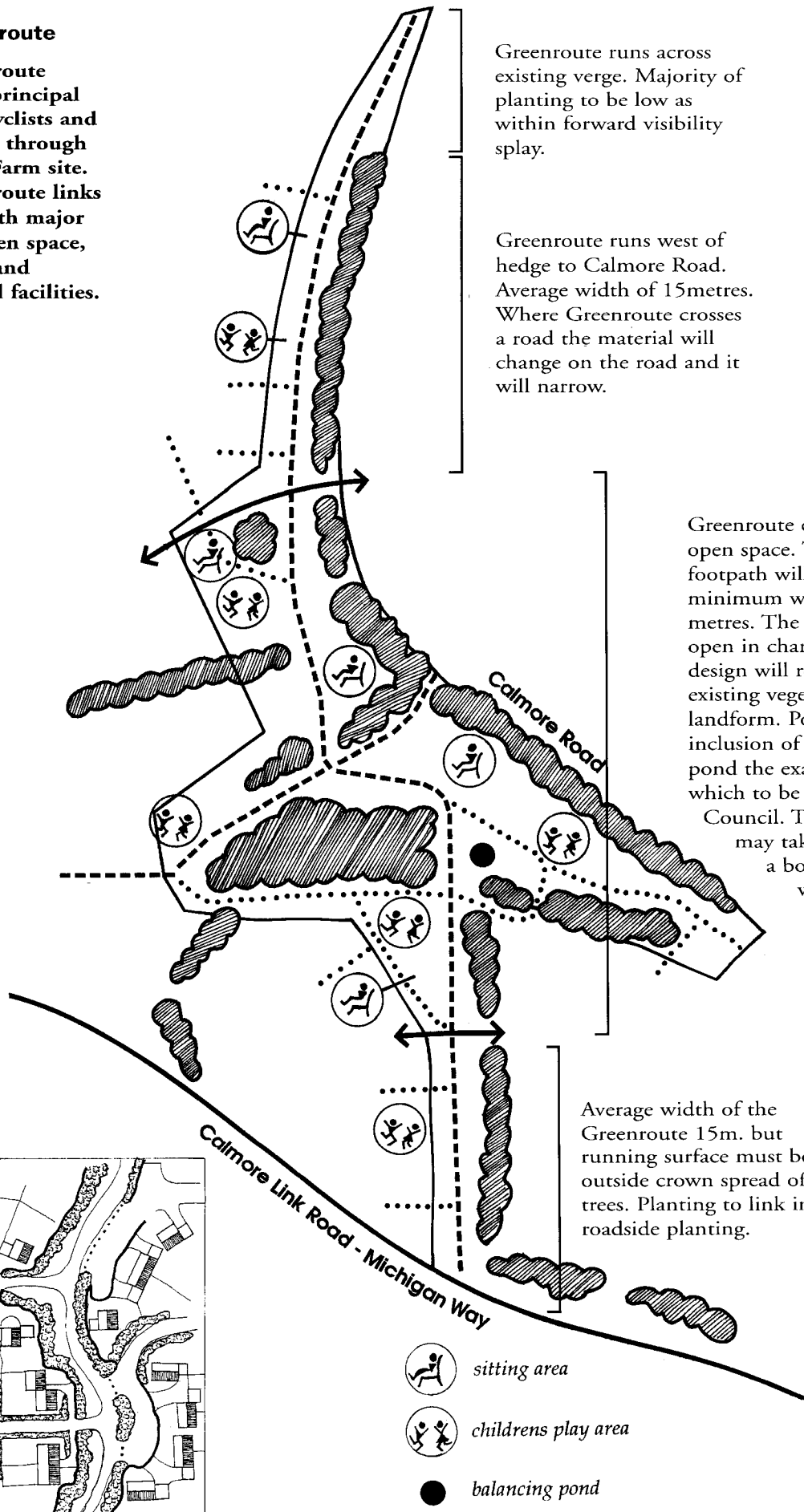
The Greenroute forms the principal route for cyclists and pedestrians through the Hazel Farm site. The Greenroute links housing with major areas of open space, woodland and recreational facilities.

Greenroute runs across existing verge. Majority of planting to be low as within forward visibility splay.

Greenroute runs west of hedge to Calmore Road. Average width of 15metres. Where Greenroute crosses a road the material will change on the road and it will narrow.

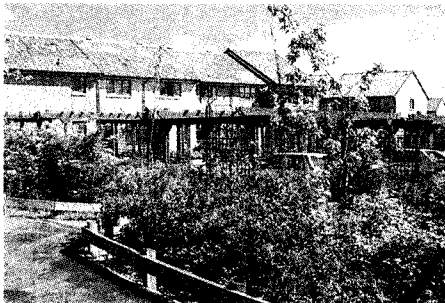
Greenroute crosses area of open space. The cycleway/footpath will have a minimum width of 3 metres. The route will be open in character and its design will relate to the existing vegetation and landform. Possible inclusion of a balancing pond the exact location of which to be agreed by the Council. The Greenroute may take the form of a boardwalk over wet areas.

Average width of the Greenroute 15m. but running surface must be outside crown spread of trees. Planting to link into roadside planting.

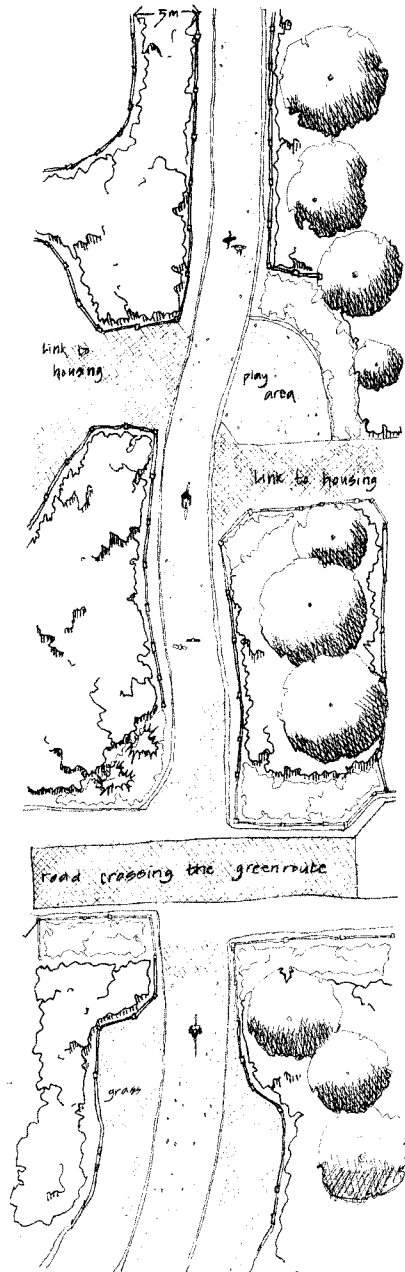


Housing relating to the Greenroute

- 5 Where links are enclosed on either side by garden fence or wall, consideration must be given to the loss of privacy in gardens by the relative elevation of cyclists adjacent to garden fences; however, at no point should more than one of two enclosing structures be higher than 1.0 metre.
- 6 Where links enter public roads, there must be barriers to slow cyclists down but which are also lockable and removable to allow access for maintenance vehicles, and a lowered kerb to allow cyclists to pass between the link and the road.



Examples of Greenroutes



Planting along the Greenroute

8

Shopping and Community Facilities

- 8.1 Concentrating development in urban areas, rather than scattering it through the countryside, enables many of the daily necessities of life to be provided in locations accessible to the majority of residents by foot, or bicycle. By minimising dependence on the motor car, this can help to reduce environmental damage from pollution and natural resource consumption. In the face of competition for developable land, it may be necessary to reserve appropriate sites for shops, schools and other facilities if such necessities are actually to be provided locally: at the same time, such reservations must be realistic in terms of the population needed to support a given facility.
- 8.2 The population of the brief area is likely to be in the order of 1,500. Whereas in an isolated location without close competition from existing facilities nearby, such a population might justify and support shops, medical facilities and even a permanent community centre, the brief area is located within reach of a number of such facilities which already exist and of other locations where provision is shortly to take place or land has been set aside.
- 8.3 No shops or other built community facilities are therefore expected to be provided within the brief area. However, since provision within neighbouring areas is still by no means complete, and development in the brief area will both increase demand for, and benefit from, future provision in these areas, contributions will be sought towards such provision from the developers of land within the brief area. Specific requirements are set out below.

Shops

- 8.4 Immediately to the south of the brief area, on the other side of Michigan Way, lies a supermarket. At a distance of about one kilometre from the brief area, is the West Totton Local Centre (Ringwood Road) which comprises shops, chemist, doctor and dentist. There are also established local shops (including a post office) within shorter distances on Calmore Road and at Nutshalling Close.
- 8.5 No contributions have been sought from developers towards the provision of shops.

Community Centres

- 8.6 A proportional contribution will be required from developers towards new community facilities serving the West Totton area, including new community centres (see below) and the upgrading of Calmore Village Hall and/or other existing local facilities (see DOE Circular 16/91, Annex B, Paragraph 8 (3)).
- 8.7 Community centres are being provided on the basis of revised standards set out in West Totton Development Brief No. 2. They comprise three community centres - a large central one and two smaller ones.
- i) The main community building for the area forms part of the

“local centre” at Ringwood Road. It contains a large hall suitable for public meetings and performances, as well as smaller meeting rooms, bars etc. These facilities have been provided by developers’ contributions.

- ii) The two smaller community centres will be at Hanger Farm (next to the playing fields)(north of Ringwood Road) and at Briarwood Road (south of Ringwood Road). The former is particularly well placed to serve residents in this brief area.

Medical Facilities

- 8.8 No requirement for the provision of medical facilities within the brief area has been identified by the local Family Practitioner Committee. A health centre incorporating doctor's surgery, dental surgery and pharmacy is being provided on land owned by the Totton and Eling Town Council at the West Totton Local Centre; similar facilities are also available in the town centre on Salisbury Road.

Schools

- 8.9 No requirement for new schools or other educational buildings within the brief area has been identified. The nearest schools are the first and middle school at Calmore (reached via Calmore Drive or via a footpath leading off the east side of Calmore Road) and the new first school (Hazelwood) at West Totton. The area is also served by Testwood and Hounslow comprehensive schools and Totton College.
- 8.10 Both the comprehensive schools and the sixth form college are likely to generate significant numbers of daily journeys by bicycle. The County Council recognises the desirability of providing safer routes for cyclists in urban areas, and the construction of the Greenroute together with a new route from Calmore to Water Lane, proposed in the New Forest District Local Plan, will assist in this process.

Allotments

- 8.11 An area north of Loperwood Lane is proposed for use as allotments. Contributions will be sought from developers towards the acquisition and establishment of this area for allotments by the Town Council. It is anticipated that a small car park may be needed to serve the allotments. This could be provided adjacent to the existing car park servicing the King George playing fields off Calmore Road where a car park extension is also needed to serve the playing field extension.

9

*Services***Foul and Surface Water Drainage**

- 9.1 The existing sewage disposal system, including foul sewers currently being laid in the development south of Michigan Way, has sufficient capacity for the anticipated flow from housing development in the brief area.
- 9.2 Surface water sewers in the development south of Michigan Way are likely to be able to receive flows from most of the brief area. Some surface water however may have to be discharged to the Calmore Canal via the existing culvert under Calmore Road. Such flows will need to be balanced. A balancing pond located immediately to the east of Hazel Copse could be most successfully integrated into the landscape framework of the site: however the location of the pond will need to be agreed with the local planning authority in the light of engineering considerations, and detailed assessment for this purpose may result in a different location, possibly elsewhere within the proposed area of open space running southeast from this point. Particular attention should be given to the effect of development on the watercourse running between Loperwood Lane and Calmore Crescent in order to avoid increasing the risk of flooding in the vicinity of Calmore Cottage, which is a listed building.
- 9.3 A balancing pond was provided in association with the Totton Western Bypass (Stage 3). Outfall is released at a controlled rate into the existing 450mm diameter surface water drain in Loperwood Lane.
- 9.4 The consent of the Environment Agency will be required for any discharge of surface water to an existing watercourse.
- 9.5 Developers will be responsible for providing both on-site and off-site sewerage as far south as Michigan Way. Southern Water will construct any foul sewer sections required downstream of the development, subject to developers entering into a requisition agreement under Section 98 of the Water Industries Act 1991. Developers will also be required to pay the statutory infrastructure charge for sewerage. The District Council's Environment Directorate and the Environment Agency should also be consulted at an early stage over all surface water drainage proposals affecting the land drainage system.
- 9.6 Developers shall enter into an agreement under Section 104 of the Water Industries Act 1991 for the construction and subsequent vesting of the sewers on their particular development.
- 9.7 All foul and surface water drainage proposals should be the subject of consultation with the Developer Services Group of Southern Water Services Limited at an early stage. The alignment and form of new foul and surface water sewers through the development area will have to be discussed and agreed with the District Council in order to avoid damage to existing natural features and restrictions on future planting.

- 9.8 A private sewer runs through the area, parallel to Calmore Road and Calmore Crescent. This will need to be accommodated or diverted within new development.
- 9.9 The existing system of field drains is to be retained as far as possible (see paragraphs 4.18 - 4.20). In considering all development proposals the District Council will have regard to the effect which development may have on streamside trees by the diversion of existing flows away from the watercourses into the sewerage system.

Water Supply

- 9.10 Reinforcement of the water main network will be necessary to provide a supply to major new developments. This is not expected to present a major problem, but developers will be required to pay the statutory infrastructure charge for water supply.**

Electricity

- 9.11 There is adequate capacity available to serve the proposed development. New substations will however be required, and their location and design should be discussed with both Southern Electricity and the District Council at the time of preparation of detailed layout proposals. As a guide, one sub-station is required per 150 houses. The sub-station site will need to be 3 metres x 3.5 metres with hard access to within 6 metres and a facility to crane in.
- 9.12 Access from Calmore Road to the existing sub-station close to Footpath No. 25 will need to be retained in the development of that part of the brief area. (See paragraph 6.38 for requirements for new sub-station location.)
- 9.13 The brief area is crossed by a number of 6 kV/ 11kV overhead lines. Developers will be responsible for arranging the undergrounding of these lines by Southern Electricity, who will not carry out the work until the roads, or at least kerb lines, are in and levels known.

Gas

- 9.14 The developer may be required by British Gas Southern to contribute towards the cost of reinforcement of the gas supply network to serve the site.
- 9.15 A 20" main runs through the brief area from a point close to the Greenroute crossing of Michigan Way, beneath the farm track and on up the hill in a north-north-westerly direction, to pass beneath the line of the proposed Western Bypass.
- 9.16 Within 6 metres of this main, no buildings (whether habitable or not) may be erected. Furthermore, only in exceptional cases will the use of land within this corridor for front or back gardens be permitted and in such cases British Gas will require their rights of access to be maintained.
- 9.17 The following works may be undertaken within the 2 x 6 metre corridor:
- (i) Earth mounding up to 1 metre in height;
 - (ii) Surfaced footpaths, subject to suitable protection and supervision of construction;

- (iii) Roads, preferably crossing at right angles, and subject to adequate protection and supervision of construction;
- (iv) Planting of shallow-rooted trees and shrubs (for details see current British Gas guidance note);
- (v) Areas of hard standing, including play areas and car parks, provided they are not directly over the main.

9.18 Particular care must be exercised by developers and their contractors when working in the vicinity of the gas main, and it is recommended that the 2 x 6 metre corridor is securely fenced off during the course of adjacent construction.

9.19 Reference should be made to paragraphs 6.33 to 6.39 of this document.

10

Implementation

Phasing

- 10.1 There are no restrictions on the timing of development related to matters outside the brief area. Development will of course be dependent on completion of access roads and drainage to individual sites.

Open space maintenance and management

- 10.2 For all open spaces other than the large central area and playing field, the developer will be responsible for design, laying out, landscaping and first three years' maintenance in accordance with his approved landscape scheme(s). The open space, including all related Greenroute and footpaths, must be brought into use in a phased manner in step with housing development. The implementation programme, and phasing if any, must be agreed with the local planning authority.
- 10.3 To secure this process and the making of other contributions, including maintenance payments, developers will be expected to enter into agreements with the local authority under Section 106 of the Town and Country Planning Act 1990 or other appropriate legislation. Where the adopting authority or organisation is determined at the time of granting planning permission, they should also be party to such an agreement.
- 10.4 In the case of the large central open space, in order to bring the land into public use at the earliest opportunity, it should be passed over to the local authority at an early stage of development together with a maintenance payment and sufficient capital to carry out the works required to bring it up to the standard required by the brief.
- 10.5 All the design, specifications and tender documents will be prepared by the local authority on base information supplied by the developers and the work carried out and supervised at the expense of the developer.
- 10.6 On completion of the work the land will then be transferred to the Town Council on the basis of a 999 year lease, in accordance with agreed procedures.
- 10.7 Open spaces will be offered for adoption as follows:
- Central open space (including Hazel Copse and the full width of all footpaths), playing fields and Greenroute (excluding running surface): Totton and Eling Town Council.
 - Greenroute running surface: Hampshire County Council or their highway maintenance agents.
 - Highway planting beside Michigan Way and partly adjacent to access road within the brief site: Totton and Eling Town Council
 - All other highway planting (Western Bypass and associated accommodation works, service margins and sight lines, and footways associated with adopted roads): Hampshire County Council or their highway maintenance agents.

Tree Squares

- 10.8 To ensure their success, tree squares will be either conveyed to the Town Council, or conveyed jointly to those properties that overlook or abut the space in which case purchasers must be made aware of their responsibilities from the outset. Conveyance documents (including plans) will need to be acceptable to the District Council as local planning authority to ensure all maintenance aspects are catered for. Control of quality will be by the local authority via the approved landscape scheme.

Developers' contributions

- 10.9 Before granting planning permission for any part of the development described in the brief, the District Council will need to be satisfied that developers have provided adequately to meet the requirements set out below either by dedication of appropriate areas within their site or on other land within their ownership, or by financial contributions, or by a combination of the two. In certain cases (for example the sections of the Greenroute not lying within the proposed development site), financial contributions will be apportioned amongst the developers of the various parts of the area. In all cases this is likely to require developers to enter into agreements under Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980, and authorities adopting open space and other areas should also be aware of such agreements.

The relevant requirements are as follows:

- 1 Totton Westem Bypass (Stage 3). Contribution towards dualling of the Bypass and improvements to the junction between Michigan Way and Calmore Road.
- 2 Other road works required to serve development as shown in the brief, including related off-site traffic management measures.
- 3 Acquisition and construction of sections of Greenroute, Greenroute links and other footpaths, including contributions towards a new cycle route via Calmore to the town centre.
- 4 Acquisition, drainage, laying out (including all necessary access and other works) and future maintenance of open space and woodland set out in the brief, including land at Calmore Road and Loperwood Lane.
- 5 Roadside and structural landscape planting.
- 6 Acquisition and establishment of an allotment site.
- 7 The provision and upgrading of community facilities in the West Totton area.
- 8 Adequate surface or foul water drainage of the site.

Requirements for planning applications and the design and implementation of landscape schemes

- 10.10 Prospective developers are strongly advised to refer to the New Forest District Council supplementary guidance document Landscape Requirements for New Development, which gives detailed guidance on

requirements for planning applications, the survey and protection of existing vegetation, landscape scheme production and implementation and the adoption of public open space by Parish/Town Councils. Developers will be expected to comply with these requirements.

Appendix A

Play Facilities

Design and Implementation of Play Facilities

- 1.1 All the play areas will be designed and built by the developer in whose area they fall. The detailed design will form part of the landscape details attached to the planning application. These plans will be included within the Section 106 Agreement signed by the developer.
- 1.2 The requirement for play facilities will provide the developer or his professional agents with the opportunity to design attractive, colourful and imaginative functional play areas. The quality of detail and finish will be important to achieve safety, longevity and practicality of maintenance.
- 1.3 All play areas will be included in the calculation of open space areas and will be the subject of commuted maintenance payments. Following an initial period of maintenance after practical completion, play areas will be adopted by the Town Council provided they and the District Council are satisfied with their condition.

Design Criteria for Play Areas

- 2.1 All play areas must be designed internally to form a series of smaller spaces by the use of equipment, planting, fencing, level changes etc. This is particularly important in play areas for preschool children, where the size of the space should relate closely to the user.
- 2.2 All play areas must be capable of surveillance from at least part of the perimeter and must have at least two points of entry.
- 2.3 Each play space must be designed to achieve its own sense of identity created by location, function, type of equipment, planting, and forms of enclosure. It should provide for a variety of activities (minimum of 5 pieces of equipment is suggested) and include 3 adult seats. The acceptability of the designs will be determined by the District Council as planning authority at the time of the planning application.
- 2.4 Each play space must be designed for ease of access and maintenance in both location and use of materials. In particular, a maintenance tractor and trailer must be able to drive up to the entrance to facilitate removal of equipment; all timber used must be of a high quality and well treated, being free of splinters etc.
- 2.5 All play spaces are to be carefully aligned and designed to minimise disturbance to adjacent dwellings. This will be achieved by detailed design of the spaces and their overall integration into the site, which will be designed in the full knowledge of the disturbance factors generated from play spaces.
- 2.6 Changes of level and surface texture will be encouraged within the play spaces. Items such as log steps, log retaining walls and timber surfaces will be located to form additional play features in addition to being

retaining structures. All materials used must be new: previously used materials such as wooden telegraph poles and railway sleepers will not be acceptable.

- 2.7 All play areas must be secure against entry by dogs and other animals by the erection of an adequate picket fence of minimum height 1.2 m. The entrances must therefore be closed by self-closing gates or animal grates, or a combination of both.
- 2.8 The design and construction of all play areas must comply with BS 5696.
- 2.9 Play surfaces must be adequately drained either to adjacent planting beds or to central gullies and then to adequate soakaways.
- 2.10 All planting in or adjacent to play areas must be well protected by low rails or fences to minimum height 450 mm and preferably also by a change in level.
- 2.11 All equipment must be sited on an area of impact-absorbing safety surface to BS 7188 in accordance with the manufacturer's instructions. Developers are specifically asked to consult the Town Council over the current type of safety surface being used. Loose fill material such as play bark will not be acceptable.
- 2.12 Areas which are expected to take the hardest wear, such as entrances, principal routes and surfaces around seats, should be finished in a hard paved material. Loose fill material or surface dressings will not be acceptable as they will cause contamination of the adjacent safety surfacing. It is suggested that materials be discussed with the District Council Environment Services Directorate and Town Council before design finalisation. The developer must be prepared to deposit an agreed percentage (normally 10%) of the ground materials with the Town Council for future maintenance and repairs.

Childrens' Playspace Access Standards

Facillty	Time	Walking distance	Minimum size (including buffer planting)	Nearest House
Local Area for play(i)	1 minute	100m	400sq m (0.04 ha)	5m from activity zone
Local equipped area for play (ii)	5 minutes	400m	3.600 sq m (0.36 ha)	20m from activity zone
Neighbourhood equipped area for play (iii)	15 minutes	1000m	8.500 sq m (0.85 ha)	30m from activity zone

- (i) Local area for play (LAP) - small, low key games area (may include demonstrative play features). These areas are aimed at younger children. Provision is expected for any development of 15 dwellings or more.
- (ii) These areas are aimed at children of up to around 8 years old. Provision is expected for any development of 50 dwellings or more.
- (iii) This is a strategic provision aimed mainly at older children which may be laid out on areas shown on the proposal maps as open space. Consideration will also be given to the needs of younger children in association with this provision.

Appendix B

Useful Addresses

New Forest District Council

Environment Services Directorate
Appletree Court
Lyndhurst SO43 7PA
Tel (01703) 285300 /285322 /285355

Totton & Eling Town Council

D I Biggs Esq Clerk
Civic Centre
Library Road
Totton Southampton SO40 3AP
Tel (01703) 863138

County Surveyor

Hampshire County Council
The Castle
Winchester
Hampshire SO23 8UD
Tel(01962) 841841

Environment Agency

Area Planning Liaison Manager
Sarum Court
Sarum Road
Winchester SO22 5DP
Tel (01962) 74713267

Southern Water Services Ltd.

Sparrowgrove
Otterbourne
Winchester SO21 2SW
Tel (01962) 714585
Contact Mrs Billingham

Southern Electricity

Director of Engineering
Southern Electricity House
Littlewick Green
Maidenhead
Berkshire SL6 3QB
Tel (01628) 822166

Southern Gas

Senior Planning Analyst
Bristol Gas Transco
Brittanic Road
Southampton SO14 5AX
Tel (01703) 822350

Wessex Regional Health Authority

Highcroft
Romsey Road
Winchester SO22 5DH
Tel (01962) 863511

Southampton & South West Hampshire Health Authority

Trust HQ
Central Health Clinic
East Park Terrace
Southampton SO9 4WN
Tel (01703) 725400

Hampshire Council of Community Service

Beaconsfield House
Andover Road
Winchester SO22 6AT
Tel (01962) 854971

New Forest Council of Community Service & Volunteer Bureau

76a Brookley Road
Brockenhurst
Hampshire
SO42 7RA
Tel (01590) 624141

Arboricultural Association

The Stable Block
Ampfield House
Braishfield
Romsey
Hampshire
SO51 9PA
(01794) 368717

Forestry Commission

Arboricultural Advisory & Information Service
Alice Holt Lodge
Wrecclesham
Farnham Surrey GU10 4LN
Tel (01420) 22255

The Landscape Institute

6/7 Barnard Mews
London
SW11 1QU
Tel (0171) 738 9166

British Standards Institute

2 Park Street
London
W1A 2BS
Tel (0171) 629 9000

Appendix C

Useful Publications

- 1 Totton District Plan: Hampshire County Council 1981 (superseded)
- 2 New Forest District (East) Local Plan: New Forest District Council 1995
- 3 New Forest District Local Plan: New Forest District Council 1995
- 4 New Forest District Council Landscape Supplementary Planning Guidance (1995)
- 5 Movement & Access:-Residential Areas ("MARA"): Hampshire County Council 1992
- 6 Design Bulletin 32 "Residential Road & Footpaths" DOE: HMSO
- 7 Social Aspects of New Housing Development: Policy Guidelines approved by the County Council and the Hampshire Consultative Committee: Corporate Planning Unit, Hampshire County Council 1981
- 8 Trees on Development Sites: Arboricultural Association 1985: Ampfield House Romsey SO51 9PA
- 9 Provision of Mains & Services by Public Utilities on Residential Estate (Publication No 2) : National Joint Utilities Group (Available from NJUG Secretariat, c/o The Electricity Association 30 Millbank Street London SW1P 4RD (Tel 0171 834 2333)
- 10 Sewers for Adoption: A Design & Construction guide for developers (Third Edition) Water Research Centre (For Water Authorities Association) Henley Road, Medmenham POBox 16 Marlow Bucks SL7 2HD
- 11 Building Near Trees: NHBC Practice Note No 3 (1992)
- 12 Survey & Analysis: Lanscape & Development: County Planning Department Hampshire County Council 1981
- 13 West Totton Development Brief No 2 (Revised) New Forest District Council et al 1987
- 14 West Totton Development Brief No 3: New Forest District Council et al 1987
- 15 The Quality of the External Residential Environment on New Housing Estates in the Private Sector (Draft) : Stuart Farthing & John Winter, for Bristol Polytechnic 1987 (The preliminary results of a sample survey of West Totton residents/officers/developers).
- 16 Directory of Registered Landscape Practices available from the Landscape Institute 6/7 Barnard Mews, London SW11 1QU (Tel 0171 738 9166)
- 17 Directory of Landscape Contractors available from British Association of Landscape Industries Landscape House, 9 Henry Street, Keighley W Yorks BD21 3DR (Tel 01535 606139)
- 18 Design for Community Safety: New Forest District Local Plan Supplementary Planning Guidance: New Forest District Council, 1998

Appendix D

New Forest District Local Plan

Policies of particular relevance to the Hazel Farm site
in the deposited New Forest District Local Plan
(November 1995)

(including proposed changes, subject to the outcome of the Public Local Inquiry
into objections to the Local Plan)

Policy DW-T17

New and improved footpaths and cycleways (extract)

The following improvements to the network of footpath and cycle routes are
proposed during the plan period:

Totton and Eling

.20 Calmore - Hammonds Green - Water Lane (cycle route using existing
footpath and road)

Policy DW-T18

Safeguarding proposed footpaths and cycleways (extract)

The following footpath and cycleway routes, for which proposals may or may not
come forward during the plan period, will be safeguarded:

Totton, Eling, Netley Marsh and Ashurst

72 West Totton Greenroute (extended) - Tatchbury Lane; existing
footpath (upgrade to cycleway)

Policy BU-H3

Affordable housing in built-up areas (extract)

The District Council will negotiate with developers for the provision of affordable
housing on the following sites:

Hazel Farm, Totton

(Policy TE-15, Section F24);

and on further suitable sites which become available for housing development (see
para. F2.10).

On sites where the local planning authority considers that it would be appropriate
to provide affordable housing it may be prepared to accept as an alternative:

- a) an appropriate contribution of serviced land; or
- b) a financial contribution sufficient to enable a housing association to provide
the agreed number of affordable dwellings elsewhere either by new building
or by buying into the existing stock.

Policy TE-15

Land at Hazel Farm

Approximately 15 hectares of land at Hazel Farm, Totton is allocated for
residential development, including affordable housing negotiated to the
satisfaction of the local planning authority in accordance with Policy BU-H3,

Section F2 (target is 111 units) provided that:

- a) Hazel Farmhouse and its main barns are retained and re-used for residential purposes; and
- b) public open space is provided in accordance with Policy DW-R3, Section C10, which shall include provision of the open space at Calmore Road (Policy TE-24) and contributions towards the costs of acquiring and laying out the open space at Loperwood Lane (Policy TE-23); and
- c) the developer contributes towards:
 - i the dualling of the Totton western bypass and improvements to the junction between Michigan Way and Calmore Road,
 - ii the provision of a new cycle route via Calmore to the town centre (Policy DW-T17.20, Section C9), and
 - iii community facilities in the west Totton area including the allotment site at Loperwood (Policy TE-30).

Policy TE-23

Land at Loperwood Lane

3.58 hectares of land at Loperwood Lane is allocated as public open space.

Policy TE-24

Land at Calmore Road

3.51 hectares of land at Calmore Road is allocated as public open space.

Policy TE-27

Totton “Greenroute”

Land is safeguarded for the completion of the “Greenroute” (footpath/cycleway) through the development areas to the west of the town, linking them to the proposed Bartley Park recreational area. The construction and maintenance of the Greenroute will be funded by contributions from development in these areas.

Policy TE-30

Land at Loperwood Lane

0.7 hectares north of Loperwood Lane is allocated for allotments.