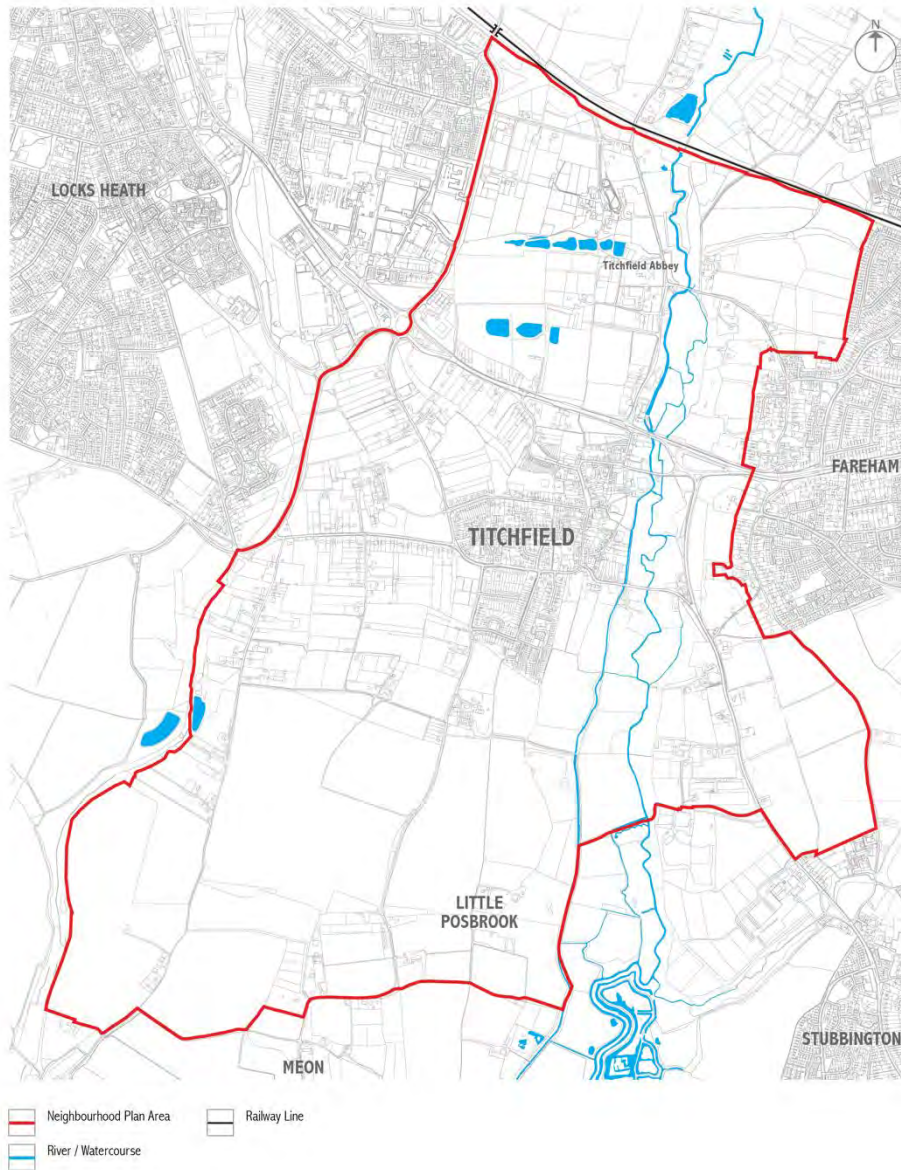


Titchfield Neighbourhood Plan 2018 - 2034



Prepared by
Titchfield Neighbourhood Forum - 2018

TITCHFIELD NEIGHBOURHOOD PLAN

CONTENTS	PAGE NUMBER
Foreword	5
Titchfield Neighbourhood Plan Boundary Map	6
Chapter 1 – Summary	7
1.1 The Neighbourhood Plan	
1.2 Housing	
1.3 Getting Around	
1.4 Commercial and Economic Considerations	
1.5 The Built Environment	
1.6 Historic Titchfield	
Chapter 2 - A Brief History of Titchfield	9
Chapter 3 - Titchfield Today	11
Chapter 4 - How the Neighbourhood Plan developed	13
4.1 Neighbourhood Plan-Making and Planning	
4.2 The Forum and Titchfield Village Trust (TVT)	
4.3 Consultation and Monitoring	
4.4 Resources	
Chapter 5 - The Neighbourhood Plan Area	15
5.1 The Plan takes the village as its focus	
5.2 Urban Area Boundary	
5.3 Strategic Gap	
Chapter 6 - The vision for Titchfield	19
Chapter 7 - Turning the Vision into a Plan	19
7.1 Strategic environment assessment	
7.2 The Titchfield Neighbourhood Plan, the National Plans and the FBC Plan	
7.3 NPPF Achieving Sustainable Development, Table 1	
7.4 Support for FBC Local Plan	
7.5 Support for Adopted Local Plan Key Policies, Table 2	
Chapter 8 - The structure of the Plan	25
Chapter 9 -: Housing	27
9.1 Background and rationale	
9.2 Meeting future housing needs in Titchfield	
9.3 How many houses are needed?	
9.4 Type of dwellings in Titchfield?	
9.5 What sort of dwellings do we need?	
9.6 Where will new houses be built?	
9.7 Aims, objectives, policies and task	
Policy UAB1 Urban Area Boundary	31
Policy H1. Windfall Development	32
Policy H.2: Affordable Housing	32
Policy H3. Smaller Dwellings /Local Need	32
Policy H.4 – Quality Design and Local Character	32
Policy 5. Smaller Dwellings	
Policy H.6 Brownfield sites	

9.8 Supporting Evidence	32
	PAGE NUMBER
Chapter 10 - Getting Around	33
10.1 The Neighbourhood Plan and Traffic Issues	
10.2 Introduction	
10.3 Background	
10.4 Where we are now	
10.5 Pedestrians	
10.6 Parking	
10.7 Car Parks in the Plan Area	
10.8 Residents Parking	
10.9 Buses	
10.10 Cycling and Footpaths	
10.11 Cycling	
10.12 Footpaths	
10.13 Trains	
10.14 Transport Aims, objectives, policies and tasks	
Policy T.2.1 Pedestrian and Cycling Routes	40
10.15 Parking aims, objectives, policies and tasks	
Policy P.1. New Development Parking	42
10.16 Supporting Evidence	
Chapter 11 - Commercial and Economic Objectives	43
11.1 Current commercial activities within the Plan area	
11.2 Aim, objectives, policies and tasks	
CE. Policy 1. Loss of retail premises	44
CE. Policy 2. Accessibility	44
Chapter 12 - The Built and Natural Environment	45
12.1 The land	
12.2 The Plan area	
12.3 Care of the Environment	
12.4 Open Spaces	
12.5 Aims, objectives, policies, tasks	
12.6 Energy	
12.7 Aims, objectives, policies, tasks	
Policy E.1.New Development	47
12.8 Aims, objectives, policies, tasks	
Policy EN.1 Energy Efficiency	48
12.9 Aims, objectives, tasks	
12.10 Footpaths	
12.11 Aims, objectives, tasks	
Chapter 13 - Historic Titchfield	51
13.1 The buildings, the land, the conservation area	
13.2 Titchfield Abbey and Fishponds	
13.3 The Abbey	
13.4 The Ponds	
13.5 The Great Barn	
13.6 St Peter's Heritage Church	
13.7 Stony Bridge	
13.8 The Historic Houses Project	
13.9 Archaeological Survey	
13.10 Titchfield Canal	
13.11 Titchfield Carnival	
13.12 The Heritage	
13.13 A Sense of Identity	
13.14 Publications	
13.15 Aims, objectives, policies, tasks	
Policy HT.1. Preserving Historic Environment	55

PAGE NUMBER

Chapter 14 - Monitoring and review 57

Chapter 15 - Glossary of Terms and Abbreviations 58

Appendices - All appendices are hyper-linked

to the website www.titchfieldmatters.org.uk

and available in hard copy

Appendix 1	Groups and Societies
Appendix 2	Constitution
Appendix 3	Terms of Reference
Appendix 4	Diary of Events
Appendix 5	Shop Window Display
Appendix 6	Questionnaire survey 2016/17
Appendix 7	Report on Housing survey
Appendix 8	Traffic survey
Appendix 9	Accessibility Audit
Appendix 10	Newsletters
Appendix 11	Frequently Asked Questions
Appendix 12	Emblem
Appendix 13	Rationale for Titchfield Boundary Plan
Appendix 14	The Boundary Plan Map
Appendix 15	Screening Decision, FBC
Appendix 18	The History of Titchfield
Appendix 19	Background to Traffic in Titchfield
Appendix 20	Traffic sub-group report
Appendix 21	Traffic information from Open Meeting 07.07.17. investigate
Appendix 22	Informal meeting with HCC
Appendix 23	Estimated costs
Appendix 24	Footways and cycling report
Appendix 25	Network of footpaths around the village
Appendix 27	Hampshire Local Transport Plan 2011 - 2031 - use link
Appendix 28	FBC Traffic Plan - see their website
Appendix 29	Housing Needs post - An update from the Forum
Appendix 31	AECOM Housing Needs Assessment
Appendix 32	Forum Assessment of Housing Needs
Appendix 33	Boundary proposal to FBC
Appendix 34	Forum Site Assessment Report - see separate file
Appendix 35	The Built and Natural Environment
Appendix 36	Housing



Titchfield Square from South Street



FOREWORD

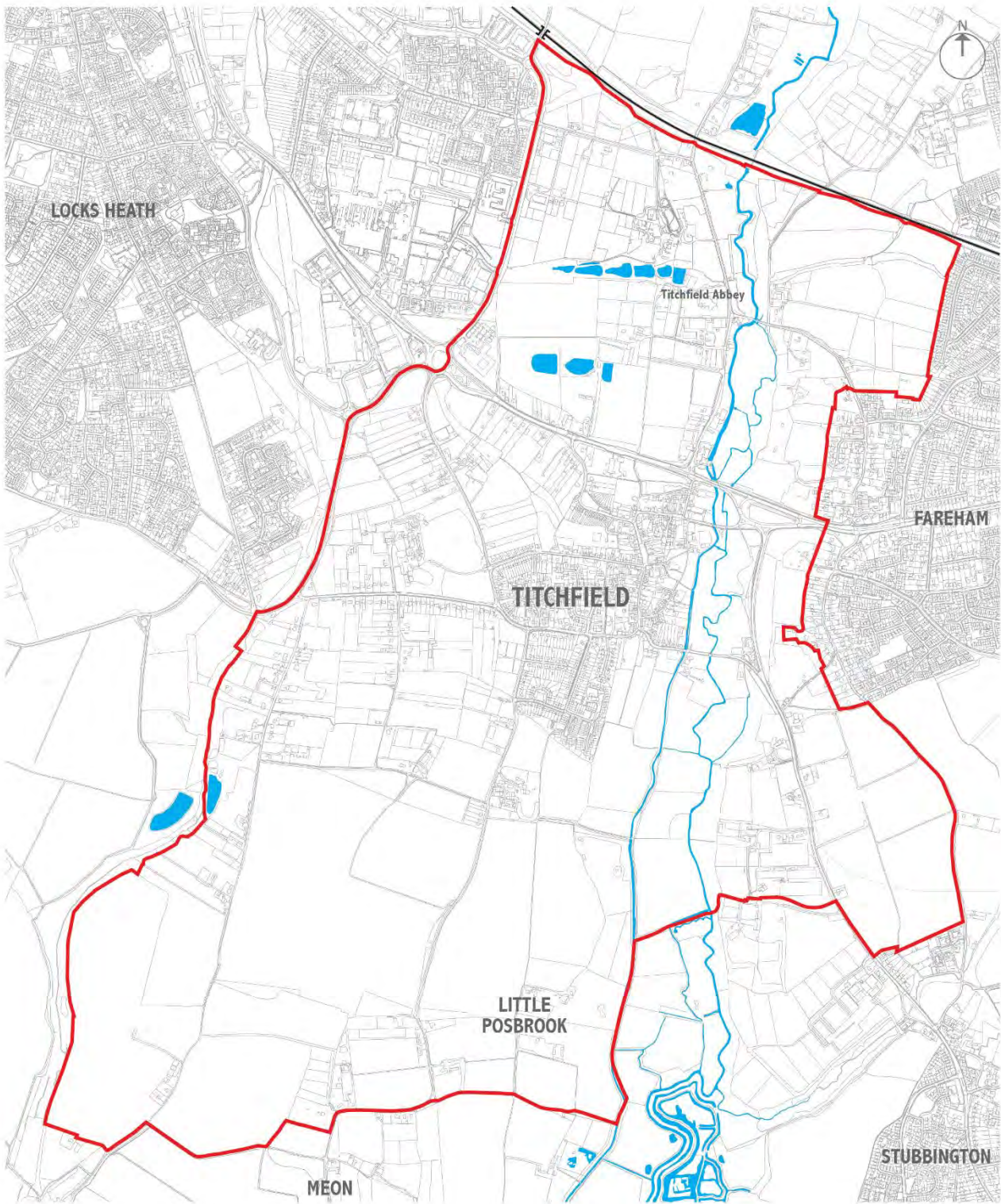
The Titchfield Neighbourhood Forum was set up in January 2016 by a group of 25 people keen to ensure that Titchfield continues to be a good place to live, work and play and to ensure that the area gets the right type of development. With the aim of improving the Neighbourhood Plan area and delivering sustainable development over the coming years, the Forum asked residents to identify issues they felt were important to the area. These include:

- the lack of affordable housing
- traffic and parking
- maintaining the historic ambience of the village
- health and the environment, including litter
- access to the country park
- presentation and promotion of the village

In March 2017 the Forum was designated by Fareham Borough Council (FBC) for the purpose of producing a neighbourhood plan. The Forum then produced this Neighbourhood Plan. This Plan is for everyone in the boundary plan area regardless of their age, ethnicity, impairment or sexuality. Unlike most wishes for the village, however, this Plan will have the force of law and has been drawn up in consultation with residents throughout the process.

I would like to thank the Forum members for working assiduously in the preparation of the Plan. I also appreciate the support and help we have had from many members of the public and local businesses.

Ann Wheal
Chair
Titchfield Neighbourhood Forum



- Neighbourhood Plan Area
- Railway Line
- River / Watercourse

Map 1 – Titchfield Neighbourhood Plan Boundary Area

Chapter 1 - Summary

1.1 The Neighbourhood Plan

The Titchfield Neighbourhood Plan sets out the aims, objectives and policies for the growth of Titchfield over the period 2018 to 2036. The aim of the Plan is to endeavour to conserve and enhance the local built, historic and natural environment of Titchfield and to enhance the special interest, character and appearance of the area and its historic setting.

The Neighbourhood Plan has been drawn up by the Titchfield Neighbourhood Forum following two and a half years consultation and involvement with residents via public meetings, newsletters, questionnaires and the Forum website, www.titchfieldmatters.org.uk. This document sets out the aspirations of the community and is intended to be a template for the development of the village over the Plan period. It incorporates the work of Forum sub-groups that have investigated specific topics.

The health and well-being of the residents is reflected throughout, not just by policies and tasks, but by the accessibility audit carried out in July 2017 and the Health Day in September 2017.

The **key policies** contained in this document relate to: *Map 1 - Plan Area on facing page*

1.2 Housing

During the life-time of the Plan, an average of 10 dwellings per year will be needed, with the emphasis on affordable rental housing and smaller homes to buy. History (FBC Emerging Local Plan 2018 - 2036, p. 32, policy H1 Strategic Housing Provision) shows us that approximately 10% of the housing demand will be met by windfall sites (see Glossary p59) within the Borough. As such, housing needs within the Plan area are expected to be met, through windfall sites and small-scale infill development preferably within the proposed extended settlement boundary. Housing needs can be reviewed every 5 years.

1.3 Getting Around

Traffic policies and tasks are proposed that are designed to reduce the impact of traffic throughout the Plan area so that the safety and environmental needs of pedestrians are given priority.

1.4 Commercial and Economic Considerations

The area has a thriving local economy at its centre offering employment opportunities as well as services for residents. Policies are proposed to ensure the continued success and focus of business premises in the High Street, The Square and South Street. Proposals to convert business or commercial premises into residential use will be resisted.

1.5 The Built and Natural Environment

Policies are proposed to ensure that Titchfield remains a village with an enhanced environment and valued open spaces.

1.6 Historic Titchfield

The objective of the Plan is to respect and preserve the history of the area for future generations whilst allowing it to continue to develop and grow.

If the Neighbourhood Plan is successful at referendum, it will become part of the statutory development plan for the area. Consequently, decisions on whether or not to grant planning permission in the neighbourhood area will need to be made in accordance with the Neighbourhood Plan. This would be part of the statutory local development plan unless material considerations indicate otherwise - Locality, Neighbourhood Plans, Roadmap Guide.



The Great Barn

Chapter 2 - A Brief History of Titchfield

Titchfield was established in the 6th century by a tribe of Jutes from Denmark known as the Meonwara. By the time of the Domesday Book, Titchfield was a flourishing village of 150 souls. St. Peter's Church, built in the 7th century, is still a place of worship today. Titchfield Abbey was built in the 13th century. At the Restoration it was turned into Place House by the first Earl of Southampton. Eight monarchs, from Richard II in 1393, through Henry V before Agincourt to James II in 1686 all visited the Abbey. Shakespeare may have taught at the Old Grammar School in Mill Lane, established by Henry VI after his marriage to Margaret of Anjou in the Abbey in 1445.



Titchfield Abbey



The Old Market Hall

Medieval Titchfield was an important port. The Square had a market hall - later taken down due to the poor state of repair. It was moved to Barry's Meadow but eventually was rebuilt at the Weald and Downland Living Museum, Sussex. There was a tannery (now a small industrial estate), several breweries and the area became famous for its strawberries. At the height of strawberry growing, in the early 20th century, a rail connection was built at Swanwick so that Titchfield strawberries could be shipped easily and quickly to London markets.

For over 100 years Titchfield carnival was famous throughout the south and attracted thousands of people to its afternoon and evening processions. Recently its future has become uncertain due to the high costs of putting on such an event.

Appendix 18 gives a brief history of Titchfield from medieval times until 1781.



Breast Cancer Haven, Titchfield

Chapter 3 - Titchfield Today

A large part of the Plan area is a conservation area and many of the houses in Titchfield village are listed. The Abbey, controlled by English Heritage, is key to much of the history of the area. The 14th century Barn, adjacent to the Abbey, is used as a theatre, concentrating mainly on Shakespearian plays.

The original medieval village, consists of The Square, High Street, West Street, Church Street, East Street, Southampton Hill and South Street. The growth of Titchfield, which was a major port until 17th century, fell into decline due the silting up of the estuary as well as the development of the town of Fareham and the major port of Portsmouth.

The expansion of the village into its present form began with the development of the Bellfield estate in 1932 to the south west of the village and the more recent Garstons estate to the west. There has been some in-filling within the conservation areas. The A27, a dual carriageway to Fareham and Southampton, bisects what was originally a complete village. This leaves the Abbey, the Barn, three small lakes, recreation ground plus two pubs and 2 garden centres on the other side of the dual carriage way. There is shortly to be a country park. Access from the south side of the village on the north side is via a pedestrian crossing and traffic lights. Some new buildings have been developed on the north side of the A27 and currently a retirement home complex is being built there. Despite the A27 dividing Titchfield, the communities are well integrated.

Today, Titchfield is a desirable place in which to live. It has a thriving community with a wide range of organisations including:

- a Boxing club
- the Arts Society
- an Allotment society
- several Bridge clubs
- two WIs
- a History society
- three theatre companies
- three hairdressers
- two beauty salons
- five pubs all serving food
- two coffee shops
- a doctors' surgery
- a dentist
- car repair services
- a community centre
- the parish rooms
- an Old English Bowls club



For a list of all the clubs and societies in the village see [Appendix 1](#)

Titchfield house prices are relatively high compared to other local areas and very few young people can afford to buy property here. We need to redress the balance.

Like most villages, Titchfield has a traffic/parking problem, especially in the rush hours when the village is used as a traffic short-cut from the A27 to Lee on Solent, Stubbington and Fareham.



South Street

Chapter 4 - How the Neighbourhood Plan Developed

The Titchfield Neighbourhood Forum started out as a sub-committee of the Titchfield Village Trust (TVT). In October 2015 comments, complaints, and suggestions were made by residents to TVT regarding the village and the surrounding related areas. The Trust asked TVT member, Ann Wheal, to set up a working party to look at the issues. Eight people joined the group at the first informal meeting on Thursday October 20th, 2015. They met monthly after that until January 2016 when a Neighbourhood Plan (NP) was suggested as the best way to influence current and future developments in the area.

In January 2016 a Forum was formed, consisting of 25 members from a cross-section of residents.

4.1 Neighbourhood Plan-Making and Planning

Neighbourhood planning, introduced in 2011 by the Localism Act, gives the Titchfield community direct power to develop a shared vision for the neighbourhood and shape the development and growth of the local area. The Neighbourhood Plan (NP) must contain policies which are in line with the National Planning Policy Framework (NPPF) and support FBC Local Plan.

Neighbourhood Plans must also conform to European Regulations on Strategic Environmental Assessment (SEA) and habitat regulations. The Neighbourhood Forum (NF) has worked with Fareham Borough Council (FBC) to assess the need for a SEA. No requirement has been confirmed by FBC, Historic England, Natural England and the Environment Agency. Full details are contained in Appendix 15.

The starting point was to define the area that would be covered by the Plan. This took some time but was finally agreed after discussions with FBC. Then the views of residents were canvassed. Over 500 questionnaires were sent to residents, businesses and local groups. 152 questionnaires were returned. These were analysed and the results published and presented at a meeting of the Forum in February 2016.

The results of the survey have been key factors in the development of the Neighbourhood Plan. Since January 2016 there has been much activity. Sub-groups of the Forum have worked on specific topics. There have been 5 public meetings and there have been obvious changes within the village and surrounds. For example, Titchfield entered the Britain in Bloom Competition and a vibrant interest in the appearance of the village has ensued. More details are to be found on the Forum's website <http://www.titchfieldmatters.org.uk>

4.2 The Forum and TVT

In January 2017 it became clear that for the NP process to continue, the NP Forum would need to be an independent organisation – no longer a sub-committee of TVT. The Forum now has its own constitution - Appendix 2 and terms of reference – Appendix 3. Having been approved in March 2017, it is a statutory body formally recognised by the Secretary of State and FBC. The finances of the Forum are separate from TVT but NP funds are held in the TVT bank account as TVT is a charitable organisation so meets the necessary criteria for grants and funding.

The Forum has been able to draw on much valuable historic data and on contributions made by individuals and the many societies in the village.

4.3. Consultation and Monitoring

The most important requirement of a Neighbourhood Plan is that at all stages the Forum must reflect the views of residents. To this end the Forum has:

- held 5 open meetings
- had one television interview
- given two newspaper interviews
- made presentations to local groups
- took a stand at the church fete in 2016, 2017 and 2018
- maintained a regular discussion service on its website.



Open days

Throughout the process we have kept the community informed by:

- by-monthly newsletters
- articles in the parish magazine
- open meetings
- publishing information on the [Forum website](#)



4.4 Resources:

- public exhibitions, meetings and events [Appendix 4](#)
- shop window displays [Appendix 5](#)
- a questionnaire/survey sent to over 500 households [Appendix 6](#)
- housing survey, [Appendix 7](#)
- a traffic survey [Appendix 8](#)
- accessibility audit [Appendix 9](#)
- updates on the Forum website
- via Facebook
- via the Parish magazine
- contact with local businesses and groups
- smaller focus groups within the village
- consultation 'windows' during which comments have been invited on the Draft Plan documents.
- bi-monthly newsletters sent to over 700 residents via e mail [Appendix 10](#)
- [FAQ leaflets](#) distributed from September 2017, initially at the Health Day [Appendix 11](#)
- an audit trail of the key meetings is posted on [Appendix 4](#)

Chapter 5 - The Neighbourhood Plan Area

The NP area is shown on Map1 on page 6.

5.1 The Plan boundary takes the village as its focus

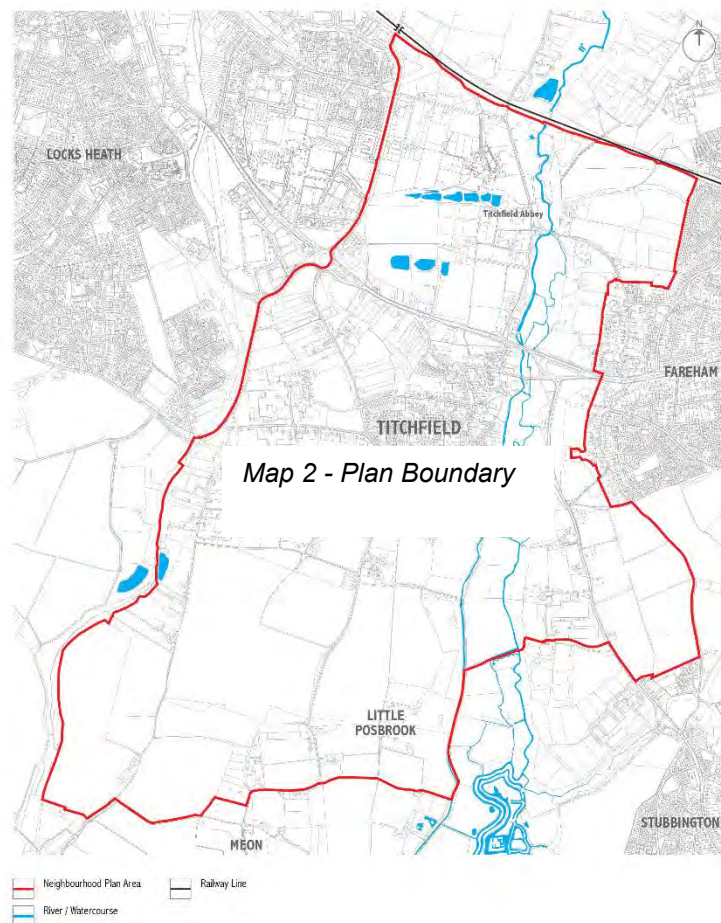
The Plan boundary takes the village as its focus. To the north, Titchfield Abbey conservation area and the railway line create a clear physical boundary. To the west, the Plan area is defined by the built-up edge of Locks Heath and Park Gate, following Cartwright Drive, Warsash Road and Brownwich Lane. Similarly, the eastern boundary is defined by the built-up edge of Fareham and housing along Abbeyfield Drive and Catisfield Lane.

There are protected public open spaces such as Chilling Woodland (Thatcher's Copse) and Titchfield Haven National Nature Reserve. These woodland blocks and open spaces provide a distinctive southern approach to the village, characterised by large open vistas across fields to surrounding urban areas.

The approach to Titchfield from all directions involves changing from an urban area through water meadows, valley and woodland towards the village centre.

A more detailed explanation of the Plan area is in [Appendix 13](#) and a map is in [Appendix 14](#).

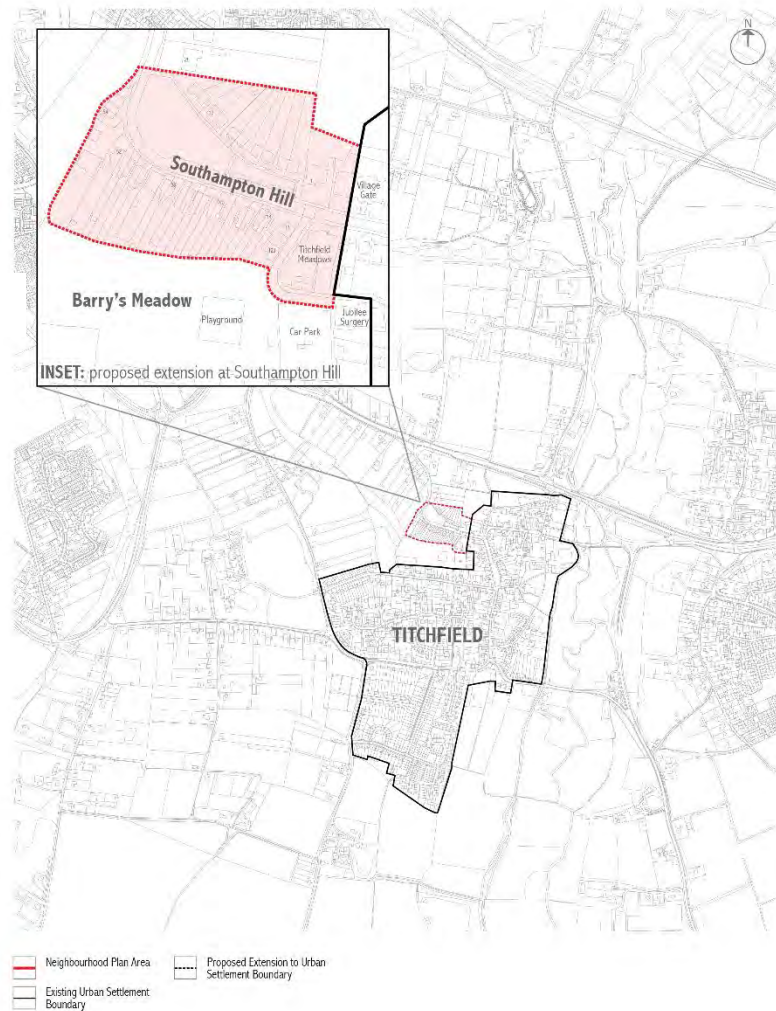
Two important considerations in respect of the Plan area relate to the Urban area boundary for Titchfield (Core Strategy Adopted 2011) Policies CS2, CS6, CS9 and CS11 which deals specifically with Titchfield) and the Strategic Gap (Policy CS22).



5.2 Urban Area Boundary

The NP Policy H.3. recommends extending the existing Urban Area Boundary for Titchfield to include properties along Southampton Hill. On the northern side of Southampton Hill the existing Urban Area Boundary stops at the Village Gate housing complex. On the southern side it cuts through the more recent Titchfield Meadows housing development and Jubilee Surgery.

Map 3 – Urban Area Boundary

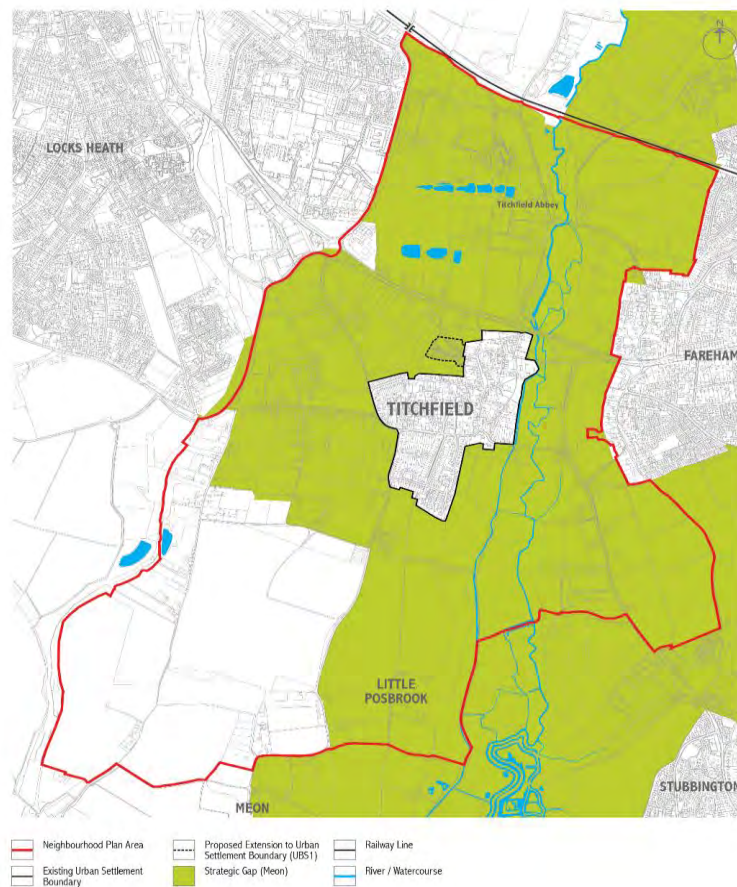


During consultation on the Neighbourhood Plan, this part of Southampton Hill was seen to form an integral part of the village footprint. The properties clearly read as part of Southampton Hill entirely in keeping with the village character and the view along the street leading to and from the village centre. Their inclusion within the Urban Area Boundary for Titchfield would provide potential opportunities for small scale infill development in line with Policy CS11 (Core Strategy Adopted August 2011).

5.3 Strategic Gap

Adopted Core Strategy, Adopted August 2011, Policy CS22 identifies land around the village between Fareham/Stubbington and the Western Wards as the Meon Gap – a Strategic Gap. Importantly, all of this land is treated as countryside. This means that proposals for development will not be permitted, either individually or cumulatively, if they would significantly affect the integrity of the gap. Similarly, in the case of the physical and visual - separation of settlements. In effect the gap represents a green jacket around the village.

A recent review of the Strategic Gap designations as part of the Local Plan Review (Fareham Landscape Assessment – Part Three, 2017) has considered it critically important to retain the Strategic Gaps in the Borough. In particular, the Meon Gap, which plays a vital role in helping to maintain the separation of Titchfield from settlements to the west and east of the valley. The Meon Gap is shown on map 4.



*Map 4 -
Strategic Gap*



The Old Baker's House – now a hairdressing salon

Chapter 6 - The Vision for Titchfield

A clear vision for the future of Titchfield reflects the aspiration of the community. It covers these core themes:

1. Preserving village life and amenities together with conservation issues
2. Ensuring that any new housing meets the criteria set out in this Plan
3. Addressing traffic and parking issues to ensure a safe and healthy environment
4. Ensuring that the local economy for employment and facilities will continue for residents and visitors
5. Having an enhanced environment
6. Sustaining a sense of community and heritage
7. Giving the Plan area a sense of identity including design and promoting a village emblem, supporting the Britain in Bloom village entry

Chapter 7 - Turning the Vision into a Plan

The plan sets out aims, objectives and policies in the following areas. These came from the initial survey plus the work of the Forum sub- groups and consultation meetings with residents.

:

- Housing
- Getting Around
- Commercial and Economic
- The Built and Natural Environment
- Historic Titchfield

7.1 Strategic Environmental Assessment

FBC as the Responsible Authority in this matter, is required to determine whether a Strategic Environmental Assessment (SEA) needs to be carried out for this Plan.

The Forum has received the SEA and has been informed that at the present time, no action needs to be taken. In conjunction with Natural England, the Environment Agency and Historic England, FBC has analysed and assessed the draft Plan and the processes which led up to its production. They have decided that a SEA is not required. The full document can be seen in the audit trail, *April 2015 SEA Screening decision - HNP final*, [Appendix 15](#).

7.2 The Titchfield Neighbourhood Plan, the National Plans and the FBC Plan

The NPPF and Sustainable Development

The golden thread running through both plan-making and decision-taking within the NPPF is the presumption in favour of sustainable development (NPPF, para 14). Sustainable development, which is defined as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (Resolution 42/187 of the United Nations General Assembly), incorporates the three inter-related dimensions of: an economic role, a social role and an environmental role. Plans need to take local circumstances into account so that they respond to the different opportunities for achieving sustainable development in different areas and in different ways that ultimately seek to (NPPF, para 9):

- *make it easier for jobs to be created in cities, towns and villages*
- *move from a net loss of bio-diversity to achieving net gains for nature*
- *replace poor design with better design*
- *improve the conditions in which people live, work, travel and take leisure*
- *widen the choice of high quality homes.*

Table 1 (below) sets out in broad terms how the Neighbourhood Plan supports the planning policies of the NPPF and need for achieving sustainable development.

7.3 Table 1 Titchfield NP Support for the National Planning Policy Framework (NPPF) and Achievement of Sustainable Development.

Titchfield NP Policies	NPPF Achieving Sustainable Development								
	1. Building a Strong, Competitive Economy	2. Ensuring the Vitality of Town Centres	4. Promoting Sustainable Transport	6. Delivering a Wide Choice of High Quality Homes	7. Requiring Good Design	8. Promoting Healthy Communities	10. Meeting the Challenge of Climate Change, Flooding & Coastal Change	11. Conserving & Enhancing the Natural Environment	12. Conserving & Enhancing the Historic Environment
UAB.1. Urban Area Boundary		✓		✓					
H1. Windfall Development		✓		✓		✓		✓	✓
H2. Affordable Housing				✓		✓			✓
H3. Local Need				✓		✓			
H4. Quality Design & Local Character	✓	✓	✓	✓	✓	✓	✓	✓	✓
GA1. Pedestrian Safety			✓			✓			
GA.2 Cycle Links			✓			✓			

GA5. Air Quality						✓	✓	✓	
PO1. Parking	✓	✓	✓	✓	✓				
CE1. Conversion of Commercial Premises	✓	✓			✓				
CE2. Access to Shops & Amenities		✓	✓	✓		✓		✓	
BNE1. Built & Natural Environment			✓			✓	✓	✓	
BNE2. Wider Impacts of Development	✓	✓	✓			✓	✓	✓	✓
BNE3. Renewable Energy & Efficiency					✓	✓	✓	✓	✓
BNE4. Protection of Local Green Areas						✓	✓	✓	✓
HIS1. Conserving and Enhancing the Historic Environment			✓						✓

7.4 Support for FBC Local Plan

The statutory Development Plan applicable to the NP area currently comprises:

- Local Plan Part 1: Core Strategy (Adopted 2011)
- Local Plan Part 2: Development Sites & Policies (Adopted 2015)

FBC has committed to a review of its Local Plan (Fareham Draft Local Plan 2036) to reflect emerging housing and employment needs until 2036.

Within the adopted Local Plan, Titchfield is recognised as an important village location which is expected to maintain its role as a local centre. The Local Plan recognises that changes of use away from retail will be resisted in the centre to ensure the retention of local services, vitality and viability, and wider hierarchy of centres (Strategic Objective SO4, Policy CS3). Only small-scale development is envisaged within the settlement boundary (Policy CS11). The key factors shaping future development in Titchfield are its important historic environment, which includes three of Fareham's six Scheduled Ancient Monuments, and its position in the Meon Valley separating the two main urban areas within Fareham.

A summary of the relationship between the NP and Key Policies of the Adopted Local Plan is set out in Table.2. (Below)

7.5 Table 2. Titchfield NP Support for Adopted Local Plan Key Policies.

Titchfield NP Policies	Fareham's 5 Key Local Plan (Part 1) Policies				
	CS1 Employment Provision	CS2 Housing Provision	CS3 Vitality & Viability of Centres	CS4 Green Infrastructure, Biodiversity & Geological Conservation	CS5 Transport Strategy & Infrastructure
UAB.1. Urban Area Boundary		✓	✓		
H1. Windfall Development		✓	✓		
H2. Affordable Housing		✓		✓	
H.3. Local Need		✓			
H4. Quality Design & Local Character	✓	✓	✓	✓	✓
GA1. Pedestrian Safety	✓	✓	✓	✓	✓
GA2. Cycle Links	✓	✓	✓	✓	✓
PO1. Parking	✓	✓	✓		✓
CE1. Conversion of Commercial Premises	✓		✓		
CE2. Access to Shops & Amenities		✓	✓		✓
BNE1. Built & Natural Environment	✓	✓	✓	✓	✓

BNE2. Wider Impacts of Development	✓	✓	✓	✓	✓
BNE3. Renewable Energy & Efficiency	✓	✓	✓	✓	✓
BNE4. Protection of Local Green Areas				✓	
HIS1. Conserving and Enhancing the Historic Environment	✓	✓	✓		



An Open Meeting

Chapter 8 - The Structure of the Plan

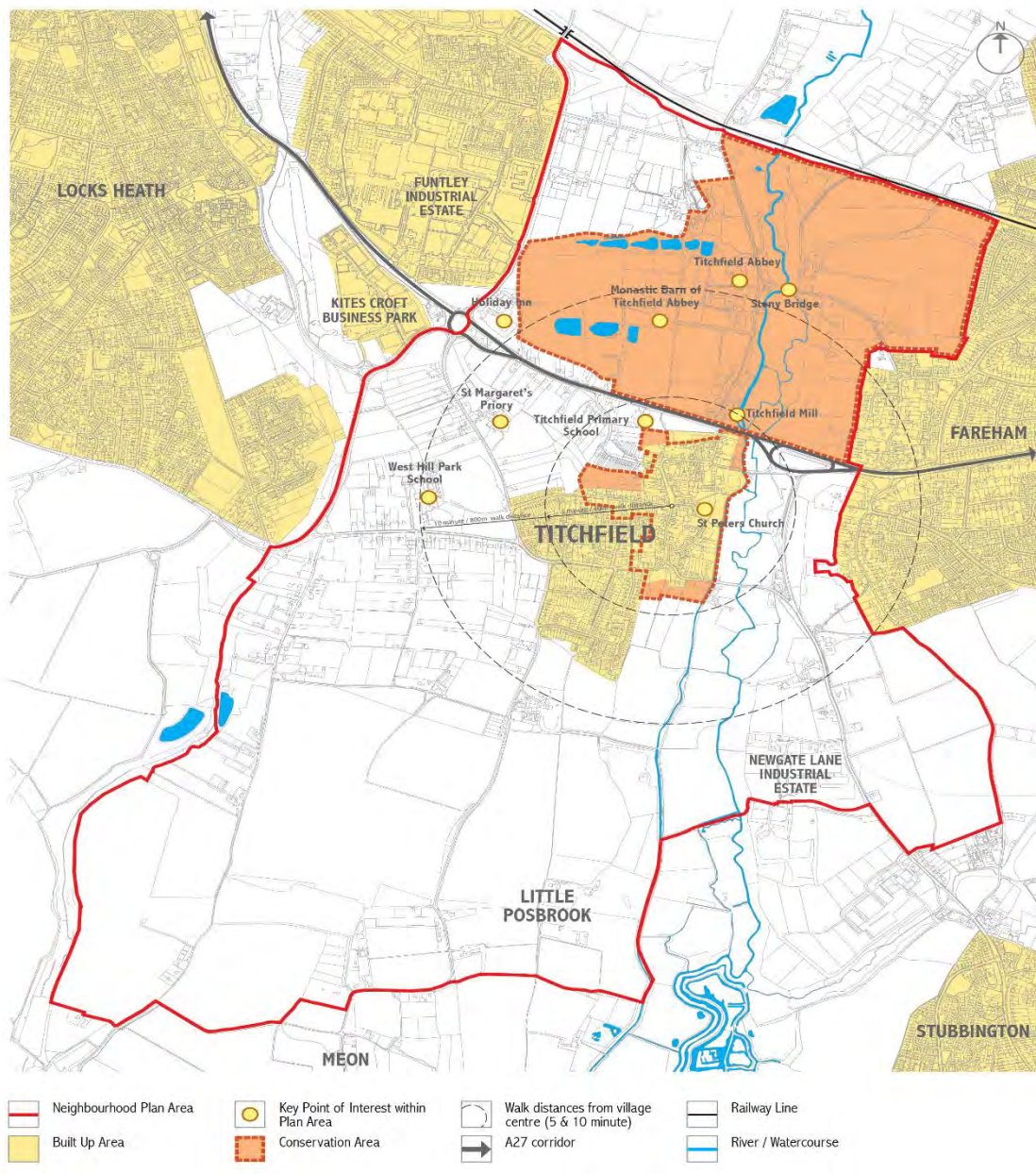
Aim – highlighted in lavender

Objectives – highlighted in red

Policies which form part of the Neighbourhood Plan– highlighted in pale blue

Aspirational tasks to be undertaken by the Forum and community – highlighted in orange.

Note: Tasks do not concern land use matters and as such are not part of the formal Neighbourhood Plan. However, they set out the aspirations of the community, and are a significant part of what the community is trying to achieve.



Map 5 - Housing

Note - The Urban Settlement Boundary is the area referred to as the 'built up area'.

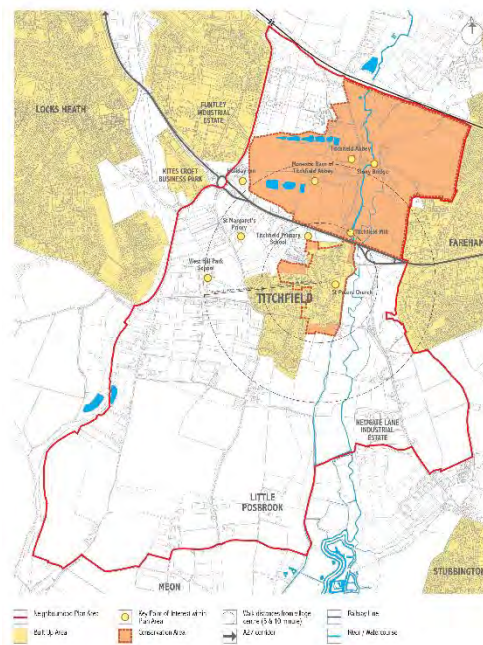
Chapter 9 - Housing

9.1 Background and rationale

Map 6 (inset and on facing page) shows the main housing locations and some of the key features within the Plan area. The historic core of the village, including the village square is covered by the Titchfield conservation area. This area contains many Grade II listed buildings plus St Peter's Church which is a Grade I listed building. To the north of the A27, Titchfield Abbey conservation area covers a large area which includes the ruin of Titchfield Abbey (Place House), a Scheduled Ancient Monument as well as the surviving medieval fishponds to the west.

The history and heritage of the area is such that an archaeological investigation is required prior to any development within the two conservation areas. A policy for this is included in this Plan, policy HT2, Historic Titchfield.

Housing development is mainly located to the south-west of the village centre either side of Coach Hill. These include the Garstons' estate to the north and the Bellfield estate to the south. Originally the Bellfield estate was made up of rented properties but currently over 54% of the homes are owner occupied (FBC). This home ownership of properties throughout the village means there are less properties available to rent than previously.



Map 6 - Housing

Titchfield house prices are high compared with other properties in the borough and young people cannot afford to buy property here. This plan proposes to redress the balance.

9.2 Meeting future housing needs in Titchfield

Forecasting housing needs is not an exact science. When new developments occur, it is not always possible to know the quantity and type of property that will be built until the build process is completed. Market forces and planning issues can change the original plan as building is in progress.

Also, at the time of writing, the NPPF is under review. There are proposals to change the methodology for assessing local housing needs. In the light of these proposals, it is likely that FBC will reassess the housing requirement for the borough, but the results are unlikely to be published until the finalised NPPF is published – expected to be late 2018.

That said, what follows is based on the best data available at the time of writing:

- A Housing Needs Assessment, [Appendix 31](#) commissioned by the Titchfield Neighbourhood Forum in 2017. The assessment, carried out by AECOM was financed by a grant from Locality, a government sponsored organisation.
- Data gathered by the Forum Housing Needs Questionnaire [Appendix 7](#)
- The Forum's assessment of current housing stock [Appendix 32](#)
- The Forum's Site Assessment Report [Appendix 34](#)
- Data from the [2011 Census](#)

9.3 How many additional houses are needed in Titchfield?

The Forum commissioned a Housing Needs Assessment from AECOM Infrastructure & Environment UK Limited ("AECOM"). The report was completed in 2017 - [Appendix 31](#).

The AECOM report para 20 states "Therefore, in arriving at a final housing figure, we do not judge there is any justification to make an uplift to the figure beyond 262 dwellings for the Neighbourhood Plan period."

The period covered by the AECOM Report is for 2018-2034, which at the time the report was commissioned was the NP Plan period, so the AECOM report was proposing a housing increase of 262 additional dwelling over a 16 year period - ie approx. 16 dwellings per year.

The AECOM figure does not take into account:

- 20 dwellings (6 houses and 14 apartments) completed since 2011.
- 86 retirement homes currently being built and due for completion in 2018, and
- 3 dwellings under construction on the old Titchfield Motors site.

So, by the end of 2018 a further 109 dwellings – approximately seven years supply - will be completed or under construction.

This leaves a requirement of 153 dwellings to be provided by 2034.

This equates to approximately 10 dwellings per year

Note. Whist the AECOM study was in progress the Fareham Draft Local Plan 2036 was published so the Titchfield NP period (originally 2018-2034) has also changed to align with FBC. However, we believe that it is reasonable to assume that the dwellings per year requirement is still likely to be valid.

Any change to this figure can corrected when the Plan is reviewed after 5 years.

9.4 Types of dwellings in Titchfield?

Fig 3 (below) taken from the 2011 Census shows the type of dwellings that exist within the NP area. Most are owner occupied. There is a higher proportion of rented and private accommodation compared with the rest of the Borough - but lower than national levels.

	%.	Number
Detached.	35.5	453
Semi-detached.	31.8	405
Terraced.	22.3	284
Flats, maisonettes, apartments	7.5	96
Shared homes.	1.3	20
In commercial buildings.	1.6	20

Fig 3

9.5 What sort of dwellings do we need in Titchfield?

The following extract from the Forum's own housing needs survey, [Appendix 7](#) , Fig 4, (below) shows that residents have a strong preference for 'affordable to buy' and 'social housing'. Social housing is now known as 'affordable rented housing'. See policy H.2.

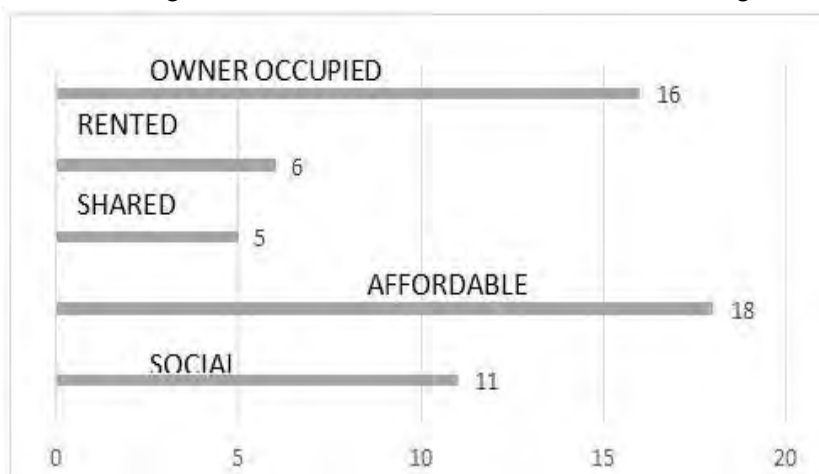


Fig 4

- The Forum's Housing survey shows a community preference for smaller dwellings i.e. 1,2 or 3 bedroom houses. [Appendix 7](#)
- The community does not support the loss of smaller properties within the NP area
- This Plan requires all development to demonstrate good quality architectural and landscape design that reinforces or promotes the local character of the village and makes provision, where viable, for suitable open green spaces accessible to the public

9.6. Where will the new houses be built?

The Housing group of the Forum identified, assessed and ranked a number of potential sites within the Plan area. Potential sites were identified but no sites fully met our policies or the adopted policies in the FBC Core Strategy, Adopted 2011, Policy CS11.

The Forum is therefore not specifying sites in this Plan. However, the position will be reviewed every 5 years.

This is in line with Fareham Local Plan 2036, 5.46:

'Titchfield is a small settlement, with a rich historic character and a thriving local centre. Few development opportunities have been identified, apart from small scale infilling proposals.'

The approach is that windfall development within the revised Urban Area Boundary will meet 10% of the required housing need. See Policy H1. Windfall Development.

Community consultation showed a preference for new development to be on Brownfield sites as opposed to Greenfield sites. See policy H6, Brownfield Sites.

The Plan acknowledges the contribution that the nearby Southampton Road, Titchfield Common site will make towards meeting Borough housing needs but recognises that it cannot satisfy any of the NP housing need. This development is just outside the NP area but within the Titchfield Ward boundary and is less than 1km to the west of the Plan area. The site is allocated (H3) in the emerging Local Plan and is for 400 new homes, mostly smaller 2-3 bedroom homes with a significant amount of social housing.



Map 7 The Southampton Road Site, known locally as the Hambrook Site

9.7 Housing Aims, Objectives, Policies and Tasks

Aim

To provide for the future housing needs in the Neighbourhood Plan area in accordance with the policies set out in this Plan and the FBC Adopted Local Plan, Part 1 and 2 and emerging plan 2036.

Objective H1.

New housing should be provided within the revised Urban Area Boundary.
See Policy H.3.

Objective H2.

Future housing should meet local needs
See policy H.5. and policy H.6.

Objective H.3. Sites should provide affordable housing where appropriate.
See policy H.2.

Objective H.4.

All new housing to deliver high quality standards of sustainable design in keeping with the existing character of the surrounding area.
See policy H.4.

Policy UAB.1. Urban Area Boundary

This Plan proposes a review of the Urban Area Boundary for Titchfield to include properties along Southampton Hill as shown on Map 7. Page

Policy H1. Windfall Development:

Housing growth will be met, as far as possible, by small scale infill development (up to ten residential units per development) within the revised Titchfield Urban Area Boundary shown on Map 3. Page 5

Policy H.2. Affordable Housing

Sites should provide affordable housing where appropriate

Policy H.3. Local Need

Future Housing should be mainly smaller dwellings for those who wish to downsize, young single people, couples and families needing a first home.

Policy H.4 – Quality Design and Local Character

Development that takes the opportunities available for enhancing local distinctiveness will be supported where it:

- a) relates to local building forms and patterns of development within the village, in terms of scale, density, massing, height, landscape, layout, access, boundary treatments and visual impact;
- b) uses local materials, building methods and details which enhance the local distinctiveness of the village
- c) respects established building lines;
- c) creates a clear distinction between public and private areas;
- d) respects existing skylines and should only stand out from the background of buildings if it contributes positively to views and vistas as a local landmark;
- d) is well landscaped and includes private amenity spaces;
- e) incorporates appropriate green technologies;
- f) retains as many existing trees and hedges as possible within sites and along the boundaries;
- g) provides adequate parking (in accordance with FBC Residential Car Parking Standards SPD, Table 1)

9.8 Supporting Evidence

- Urban Area Boundary Proposal to FBC, [Appendix 33](#)
- Housing needs website post, [Appendix 29](#)
- Forum Housing Needs Survey, [Appendix 32](#)
- The Forum Housing Needs Questionnaire, [Appendix 7](#)
- The Forum's Site Assessment Report, [Appendix 34](#)
- Data from the 2011 Census
- FBC Core Strategy 2011 Part 1 and 2
- FBC Emerging Plan 2036

Chapter 10 - Getting Around

This section deals with **Traffic, Parking, Pedestrians, Cycling and Footpaths.**

10.1 The Neighbourhood Plan and Traffic Issues

The Forum recognises that Neighbourhood Plans cannot deal retrospectively with traffic issues so much of what follows is aspirational. However, a significant concern emerging from the village survey and open consultations is the present traffic and parking situation.

Many of the community aspirations set out in this plan have been identified as tasks, in the hope that, by working with appropriate stake-holders, further improvements to traffic management in the Plan Area can be made.

The Forum recognises that Hampshire County Council (HCC) is the highway authority and is responsible for the up-keep, improvement and expansion of the highway network within Hampshire borders.

10.2 Introduction

The Village survey, [Appendix 6](#), carried out by the Forum in 2016, included the question: 'What are the main problems in the village?'

Traffic and parking issues made up 72% of the responses.

In answer to the question: 'What would make Titchfield a better place to work, live and play?' the top two items were:

- **20 mph speed limits and**
- **Safer crossing places**

10.3 Background

Titchfield has a history of traffic problems and action being taken to mitigate them. The A27 Titchfield bye-pass (mid 1930s) is a prime example where the solution to a traffic issue was found by cutting a swathe through the area. More recently the change to the road configuration in South Street (circa 1960) has improved some aspects of road safety but still South Street is a daily cause of congestion and frustration to motorists and pedestrians alike – especially during peak traffic times. See [Appendix 16](#).

10.4 Where we are now

Areas where traffic issues dominate are set out in [Appendix 19](#):

For more details see the Forum Traffic Group Report – [Appendix 20](#)

10.5 Pedestrians

As traffic has increased over the years the needs of pedestrians has taken second place. The HCC Transport document for South Hampshire has over 5,000 words but the word 'pedestrian' features only 4 times.

There are only two official crossing points in the area.

- One is at the bottom of Southampton Hill - an island with a 'Keep Left' sign which enables residents to cross to the centre of the road and wait before moving on.
- The other is the pedestrian crossing at the traffic lights on the A27. Elsewhere pedestrians have to take great care and be patient when wanting to cross the road.

People such as those in wheelchairs, using walking aids or pushing buggies are especially disadvantaged by lack of pavements, restricted access on narrow pavements, very few dropped kerbs and no safe crossing points in busy areas – see [Accessibility Report, Appendix 9](#) carried out by the Forum in 2017.

Crossing the Square is difficult for all pedestrians and there is a need for at least one crossing point.



Vehicles speeding through the Square in each direction had to be stopped to enable this wheelchair user to cross the Square.



*Corner of Coach Hill/
South Street*

A particular area of concern for pedestrians is where South Street meets Bridge Street and Coach Hill. The pavement on the north side of Coach Hill is dangerously narrow so pedestrians and wheelchair users must use the south side of the road - ie they must cross to the east side of South Street before crossing at the end of Bridge Street to use the pavement on the south side of Coach Hill.

A crossing point is needed here.

People walking to the recently enlarged and busy Titchfield theatre, have to negotiate St Margaret's Lane, where for the most part there is no footpath. St Margaret's Lane is notorious for speeding cars.

10.6 Parking

When the NP traffic group met with HCC's representative he explained that the ratio of cars per household in Hampshire is the second highest in the country. The growth of car ownership has not been offset by any significant increase in parking facilities.

The growth of Titchfield as a business focus, together with the higher than national average of car ownership of residents has increased pressure on parking in the older parts of the village where many houses have no off-road parking.

The village survey indicated that the majority of workers in local businesses are not village residents so use cars to commute, thereby adding to the problem. Staff in local businesses have been asked by FBC to park in the community centre car park rather than occupy places in the High Street and Square. Some have co-operated.



Lorries in the Square

The parking problem is worse when there are events in the village – and Titchfield has many events all year round.



Parking on the kerb in West Street

There are some places e.g. Church Street, Mill Lane, West Street, where cars are parked partially on the kerb to ease movement of other traffic, but this in turn means that pedestrians have no choice but to walk in the road. For some, such as wheelchair users, this makes the street virtually impassable unless they take to the road.

There are currently few restrictions on roadside parking.

10.7 Car Parks in the Plan Area

- The Community Centre car park has 121 spaces. No charges apply to people using this facility and there is no time limit - but no overnight parking.
- There is a car park with 46 spaces and a 3-hour limit behind Jubilee Surgery adjacent to Barry's Meadow
- There is a car park with 15 spaces at the Bridge Street end of the village - no time limit. It is used mainly by people intending to walk the canal path. This car park is poorly signposted and often visitors to the village get into South Street and are re-directed back to the car park they have unwittingly passed.
- There is also a car park (60 spaces) north of the A27 serving the boxing club, tennis courts and play area but its location means that it is not often used by visitors and shoppers.

- There will also be a car park provided off Cartwright Drive to serve the Country Park when the adjacent residential development is complete.
- The other main options for car parking may be found in The Square (some spaces have limited stay times) and the adjoining roads.

All roads that are close to The Square have a mix of resident and visitor parking. There are commuters who regularly park in the Square then car-share or take the bus to their eventual destination. In the event of a serious incident, emergency vehicles could be severely handicapped when trying to access certain areas due to parked cars partially blocking roads.

10.8 Residents' Parking

The Forum investigated the options for resident parking and controlled parking zones and was informed by telephone that the current FBC policy is 'There will be no more controlled parking zones in the Borough unless they are in Fareham town centre.' Given the strength of feeling across the local village residents, this policy needs to be reviewed.

10.9 Buses

The village is served by two bus routes X4 and X5. These services connect Titchfield, Fareham, Southampton, Portsmouth and Gosport. Only the X4 passes through the village centre. As recently as 2016 the X5 passed through the village via Southampton Hill and East Street but now the X5 travels along the A27 so is not as well used as before.



The new, larger buses passing through the village via South Street - where the road is narrow in places - regularly creates difficulties and road rage incidents are commonplace. Views are equally divided, however, on the issue of 'buses passing through the Square'. [Appendix 8](#) shows the results of the traffic questionnaire completed by the residents.

The Forum supports the retention of two bus routes, but strongly recommend that options are investigated to improve the situation within the village.

10.10 Trains

The nearest train stations are Fareham and Swanwick. From Fareham there are direct services to Portsmouth, Southampton, London, Gatwick and South Wales.

10.11 Cycling and Footpaths

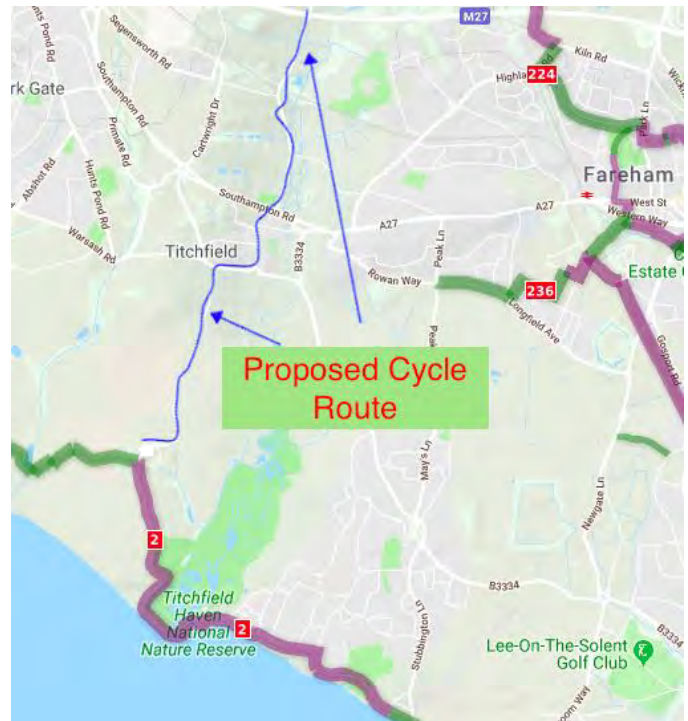
What follows is based on the Footpath and Cycling sub-group report, see [Appendix 24](#).

10.12 Cycling

Cycling in and around Titchfield is difficult and hazardous in most areas. There is no definable cycling route within the Boundary Plan area.

Ideally there should be a definable cycle path connection from the Abbey area in the north to the canal and Titchfield Haven in the south.

The NP recommended cycle route from Titchfield to the beach is via Posbrook Lane, because it would then link with the National Cycle Network (NCN) route along the South Coast. However, Posbrook Lane is narrow and speeding cars make it very dangerous. Some cyclists therefore have taken to using the canal path despite the fact that cycling on the canal path is not allowed. The canal path is well-used by visitors and residents and is a favourite place for families to walk with their children.



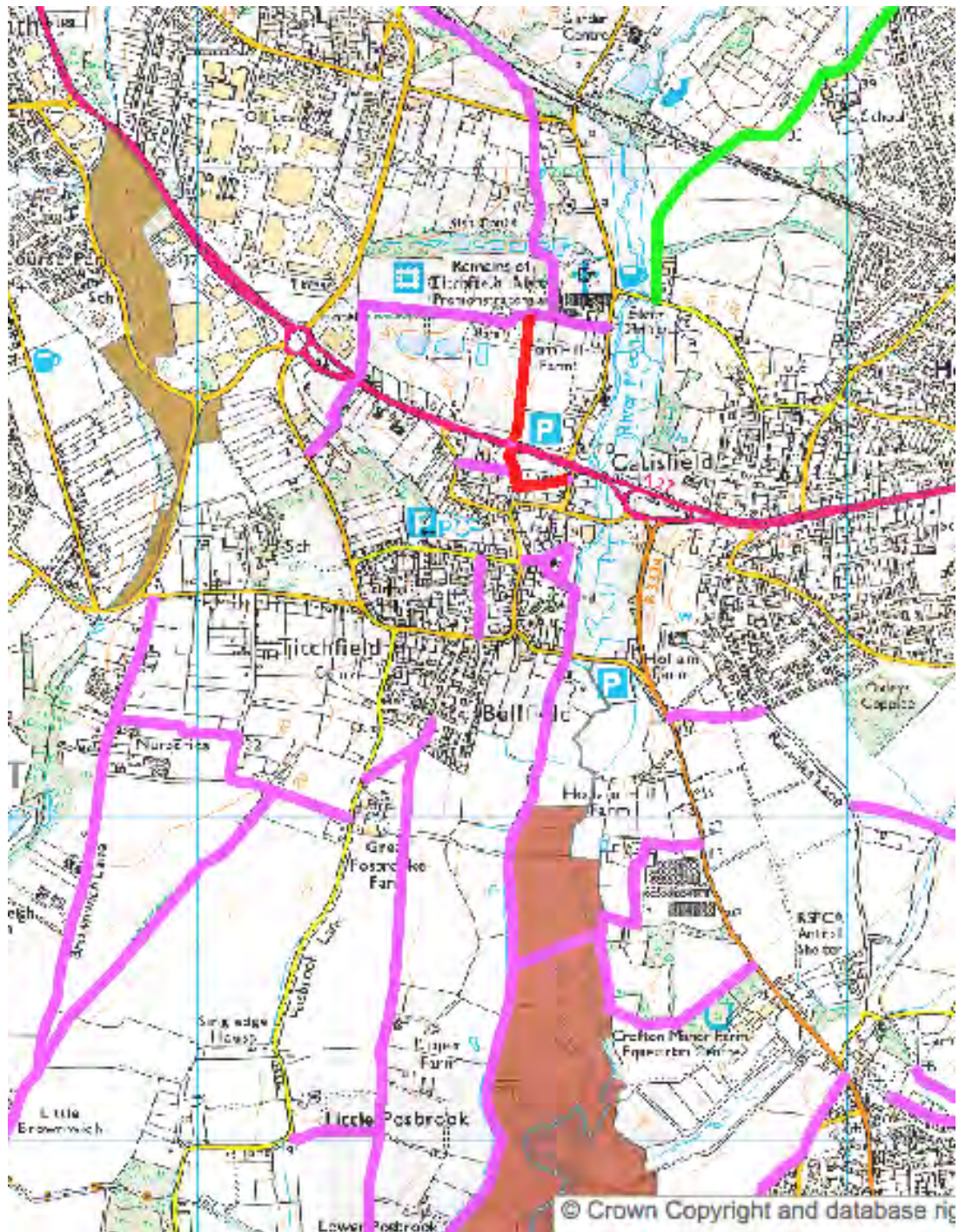
Map 7

It is not safe to have speeding cyclists and walkers using the canal path at the same time.

The NP is not in favour of cyclists using the canal path. The NP recommends having a designated safe route for cyclists via Posbrook Lane to link with the National Cycling Network along the South Coast.

10.13 Footpaths

The main areas of concern are safe routes to schools and condition of pavements around the village. The Forum therefore wishes to consult and work with FBC and HCC and other parties on the improvement and maintenance of all footpaths as well as the promotion and signage of recreational footpaths.



Map 8

10.14 Transport aims, objectives, policies and tasks

Sustainable Transport, Policy INF2: Sustainable Transport - Fareham Local Plan 2036

The Fareham Local Plan 2036 states:

The objectives of national planning policy guidance on transport³² are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable travel choices both for carrying people and for moving freight. This approach seeks to support national economic competitiveness and growth, by delivering reliable and efficient transport networks. Ensuring that homes, jobs, shops and services are accessible by good quality, safe and convenient transport is essential to achieving sustainable development. Satisfying travel needs for individuals and businesses whilst reducing the need to travel, particularly by car, and promoting less environmentally damaging forms of transport is also essential to sustainability. Increasing the proportion of journeys made by public transport, cycling, and walking benefits all sections of society. It provides a means of reducing delay, costs, greenhouse gas emissions, pollution and accidents, conserving resources and sustaining balanced communities that might otherwise become restricted to those with access to a car.

Aim

The aim for traffic and parking in Titchfield is to create a pollution free traffic and parking environment that enhances the safe movement of pedestrians, vehicles, cyclists, visitors and residents. This should seek to meet the needs of all, fit or disabled, affording full and safe access to all amenities.

Objectives

Traffic Objective T.1.

Improve highway safety for pedestrians by introducing additional pedestrian crossing points and traffic calming measures.

Traffic Objective T.2

Reduce pollution caused by traffic to contribute to the delivery of the Council's Air Quality Action Plan.

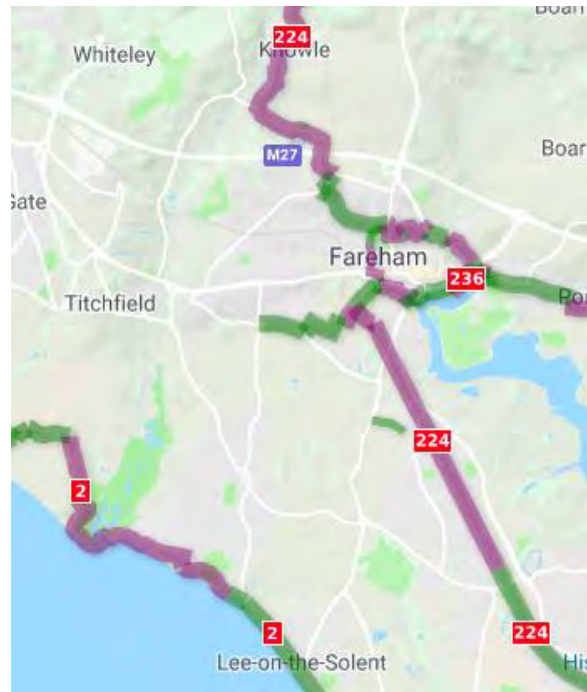
Traffic Objective T.3.

Enhance safe walking and cycling routes within the Plan area.

10.12 Traffic Policies and Tasks

Policy G.A.1 Pedestrian Safety
New development should seek to respond to opportunities to provide new and improved safe and convenient pedestrian routes through the Plan area.

Policy G.A.2 Cycle Links
New development should provide cycling routes to other areas, communities and the National Cycling Network. This to be in accordance with FBC Green Infrastructure Strategy and forthcoming Active Travel Strategy.



Map 9 – Showing lack of connections to National Cycling Grid

The tasks listed below are to be agreed with the highways authority (HCC) if connected with highways.

Task T.1 Work with HCC/FBC to install a pedestrian operated crossing on Coach Hill.

Task T.2.: Negotiate with HCC/FBC to put in place safe crossing points for pedestrians in the following places: Bridge Street, The Square (2), Coach Hill and Posbrook Lane.

Task T.3.: Negotiate with HCC/FBC to create more traffic calming measures that will reduce the speed at which traffic can flow along the roads in and around the Plan area including Mill Lane on the north side of the A27

Task T.4.: Continue to negotiate with HCC/FBC to extend the existing area covered by the 20mph limit.

Task T.5.: Investigate the possibility of providing cycle lanes within the Plan area.

Task T.6. Negotiate with FBC/HCC for additional pavements to increase pedestrian safety – see Accessibility Audit, [Appendix 9](#)

Task T.2.1

To continue to work with HCC and FBC to improve and maintain the canal paths and canal waterway for the benefit of walkers.

Task T.2.2

To continue to work and consult with FBC/HCC and other parties on the improvement and maintenance and advertising of recreational footpaths.

Task T. 2.3

To recognise and work to continually to improve the conditions to meet the needs of the various cycling communities eg schoolchildren and leisure cyclists.

10.13 Parking objectives, policies and tasks

Parking Objective 1

Provide adequate off-road parking for motorised vehicles and cycles.

Policy P.1. New Development Parking

Any new, expanded, commercial or housing development within the Neighbourhood Plan Area must be completely self-sufficient in terms of off-road parking, which means:

- a. development proposals should, wherever possible, include the maximum level of off-street parking. See FBC Adopted SPDs on residential and non-residential parking standards. See also policy H.4
- b. To encourage cycling as a method of travel, safe accessible cycle parking facilities should be provided within residential developments and in appropriate locations and destinations within the Plan area – e.g. the village centre.

Task PO.1. To continue to negotiate for controlled parking primarily in the Square and surrounding streets.

Task PO.2. Negotiate with HFC/HCC for improved signage and lighting for parking areas.

Task PO. 3. Continue to negotiate with FBC to establish additional parking provision.

10.14 Supporting evidence

- the Village Survey carried out in February 2016, [Appendix 6](#)
- the Forum accessibility report_- July 2017, [Appendix 9](#)
- the initial report from the traffic sub-group to the Forum, [Appendix 20](#)
- information gathered at open meetings, [Appendix 21](#)
- an informal meeting with a HCC representative, [Appendix 22](#)
- July 2017 Open Meeting traffic questionnaire results, [Appendix 8](#)
- Estimated costs, [Appendix 23](#)
- HCC Traffic Plan, [Appendix 27](#)
- FBC Traffic Plan, [Appendix 28](#)

Chapter 11 - Commercial and Economic Objectives

Titchfield is mainly a residential community. There is, however, a considerable amount of business and commercial activity in the Plan area.

There are small business units in the converted tannery site. These include a carpet retail outlet, a car repair and spraying business and an IT consultancy. Also, there are smaller business activities which provide services and employment in the neighbourhood area. In line with the Core Strategy, Adopted 2011, the residents value the local retail and commercial activities.

11.1 Current activities within the village:

- Retail - Two small grocer/supermarkets, butcher, chemist, greengrocer, charity shop, jeweller, emporium, two estate agents, travel agent, an antiques shop, hairdressers and beauty shops
- Undertaker
- Hospitality - one hotel, five pubs, two cafes
- Agricultural - 3 garden centres
- Several farms as well as fruit and vegetable growers
- Motoring - 1 garage and 2 body shops
- The Tanneries business centre
- Building services - architects, builders, painters and decorators, plumbers, electricians
- Domestic services - cleaners, gardeners, tree surgeons, pet services
- Creative - designers, potters, glassworkers, soft furnishing providers
- Education - primary school, independent 8 - 13 years school as well as specific types of education that take place in the Community Centre and the local public house
- Welfare services - sheltered accommodation, therapists, Earl of Southampton Trust sheltered properties and day centre, doctors' surgery, dentist,
- There are also home-based businesses



The Square from High Street

11.2 Aims, objectives, policies and tasks

Aim

The area needs to maintain a thriving local economy at its centre offering employment opportunities and services for residents and visitors.

Objectives

CE. Objective 1.
To preserve vibrant economic retail and businesses within easy access to residents.

Policies

CE. Policy 1. Loss of retail premises
Proposals that result in the loss of retail premises in the High Street, South Street and the Square will be resisted unless the property has been marketed for at least 2 years on a market rent.

CE. Policy 2. Accessibility
The Plan will support housing development in the Neighbourhood Plan area so long as it is within walking distance of local shops and amenities.
Note. Walking distance is defined as 2 kilometres or 1-2 miles or 5-10 minutes walk (Planning policy guidance – note 13 Transport 2000-2010). See Map 5.

CE Task.1
Encourage local businesses to recruit local people wherever possible in order to maintain a sustainable community. This to be done by, for example, advertising in local news and websites and posters on local boards when jobs are available.
CE Task. 2
Support any initiative that encourages the frequent use of local shops and services by residents and visitors.

Chapter 12 - Natural Environment

The population of the Plan area is approximately 2500 residents (ref: AECOM Housing Needs Survey). The importance of maintaining the strategic gaps between the main settlement areas in the Borough is a key planning principle at this time.

12.1 The Land

The land surrounding the village includes small scale pasture with a variable cover of trees, open floodplain pasture and complex wetlands to the flat or gently undulating coastal plain. Wetland vegetation is a feature of the river valleys, which are particularly species rich and of high ecological value. There are areas of farmland under arable cultivation and horticultural use.



12.2 The Plan Area

The village is situated in a valley and has within it the Titchfield canal. The canal path from the village to the Meon Shore adjoins the Titchfield Haven National Nature Reserve. The Plan area also borders other sites of national and international importance. These are the Solent and Southampton Ramsar and Special Protection Area sites, relating to wetlands and assemblage of waterfowl. Within the area there are a number of sites of importance for Nature Conservation.

The local population and the Haven share a common interest and responsibility to protect the area and its species. See 'Protect and where possible enhance the natural environment', [Appendix 35](#). There is a footpath along most of the canal but there is no official access for cycles and limited access for those in a wheelchair or on a disability scooter.

In times of heavy rainfall the River Meon overflows, resulting in areas adjacent to the canal being flooded. The water meadows give protection and must be retained. The canal is monitored to maintain appropriate water levels and sluice gates are adjusted as needed. Titchfield Haven undertakes this task.

There are two conservation areas, one in the village and the other centred on the Abbey area. There are other listed buildings which are shown on the Plan in Section 1 Housing. The environment of the village is attractive and of historic importance and should be preserved and improved. The landscape within the whole Plan area is one of importance in respect of its character, quality, distinctiveness and its ecological and heritage features.

The traffic and parking issues have been noted in a separate section of the Plan. Both these issues have a negative impact on the overall environment and preservation of the village. The area has no official cycle ways to enable cyclists to avoid the busy roads. Neither are there any bridleways.

12.3 Care for the Environment

The environment can be improved by energy efficiency measures. Housing improvements could be achieved with higher efficiency boilers and heaters and the appropriate use of solar panels. The conservation areas restrict the use of solar panels but other housing is not restricted. The use of appropriate fuel and the reduction of open fires will also help.

Storm water run-off from existing buildings can be eased by planting trees, hedges and shrubs and by the minimisation of paving and the provision of soakaways.

New buildings and developments should be constructed to the highest energy efficiency standards. The use of sustainable storm water drainage (SuDS) should be used where possible. Landscaping including the planting of trees, hedges and shrubs and other biodiversity measures should be encouraged.

A culture of a litter free area will be encouraged and support for the FBC vigilant approach to fly tipping should be adopted.

12.4 Open spaces

In the Plan area there are valued open spaces whose future should to be assured. These are:

- The village green
- The 'Stones' area off West Street
- Barry's Meadow
- Southampton Hill green space
- Allotments adjacent to Titchfield Community Centre
- Allotments off West Street
- Allotments and cemetery at corner of Posbrook Lane
- Allotments at Segensworth Lane East
- The bowling green and car park
- The Church and cemetery
- The canal path and river banks
- Children's play area – Bellfield
- The Country Park area and lakes
- Abbey and grounds
- Water meadows
- Mill Lane recreation ground



The Village Green

These spaces are variously owned and maintained by private individuals, the Earl of Southampton Trust, FBC, HCC, Historic England and the Church. All these spaces could be protected under the Assets of Community Regulations 2012. This might be a future development after consultation with residents.

There is also a network of public footpaths around the village – see Getting Around para **10.13**.

12.5 Natural Environment - Aims, objectives, policies and tasks

Aim

To maintain an area with a continually improving natural environment.

Environment objective E.1
Ensure the country park is designed to enable access for all walkers and the disabled.

Environment objective E.2.
Ensure any proposed new development takes account of the natural environment. [Appendix 35](#)

Policies

Policy E.1.New Development
Proposals for new development will be supported provided:

- The main objectives of the Plan are met
- The impact on air pollution, energy, water supply, drainage, waste disposal, traffic volumes and transport routes are assessed and considered.

Tasks

Task E.1. Provide support to the Solent and Southampton SPA , the Ramsar areas and the Titchfield Haven and SSI site. Also support non-statutory sites within the Plan area – eg SINC's and sites identified as important in the Solent and Brent Geese Strategy 2010.

Note: leaving the EU may result in changes to these regulations.

Task E.2.
Continue to liaise with FBC to ensure residents' wishes regarding the country park are taken into consideration

12.6 Energy

12.7 Aims, objectives, policies and tasks

Aim

To encourage appropriate energy installations in new developments

Energy Objective EN.1.

Encourage appropriate renewable energy installations.

Policy EN.1 Energy Efficiency

The NP supports the draft Local Plan 2036. This Plan supports the development proposals which, through design and layout, promote the efficient use of energy. The Plan also recommends the effective use of sustainably sourced materials, minimising waste and reduction of CO2 emissions.

12.8 Open spaces

12.9 Aims, objectives and tasks

Aim

To value our local open spaces

Objective

To monitor and maintain the areas identified as open spaces in the introduction – see p 46.

Tasks - To continue to work with The Earl of Southampton Trust and FBC to improve the play area and access to Barry's meadow

To continue to monitor invasive species along the canal path and advise relevant authorities

12.10 Footpaths

12.11 Aims, Objectives, Tasks

Aim

To preserve existing footpaths in the NP area

Objective GA.1

Protect and improve footpaths to improve access to rural walks

Objective GA.2.

In the event of future development in the Neighbourhood Plan area, Community Infrastructure Levy (CIL) funding monies will be used to improve area amenities and infrastructure following consultation with NP residents and priority list formed.

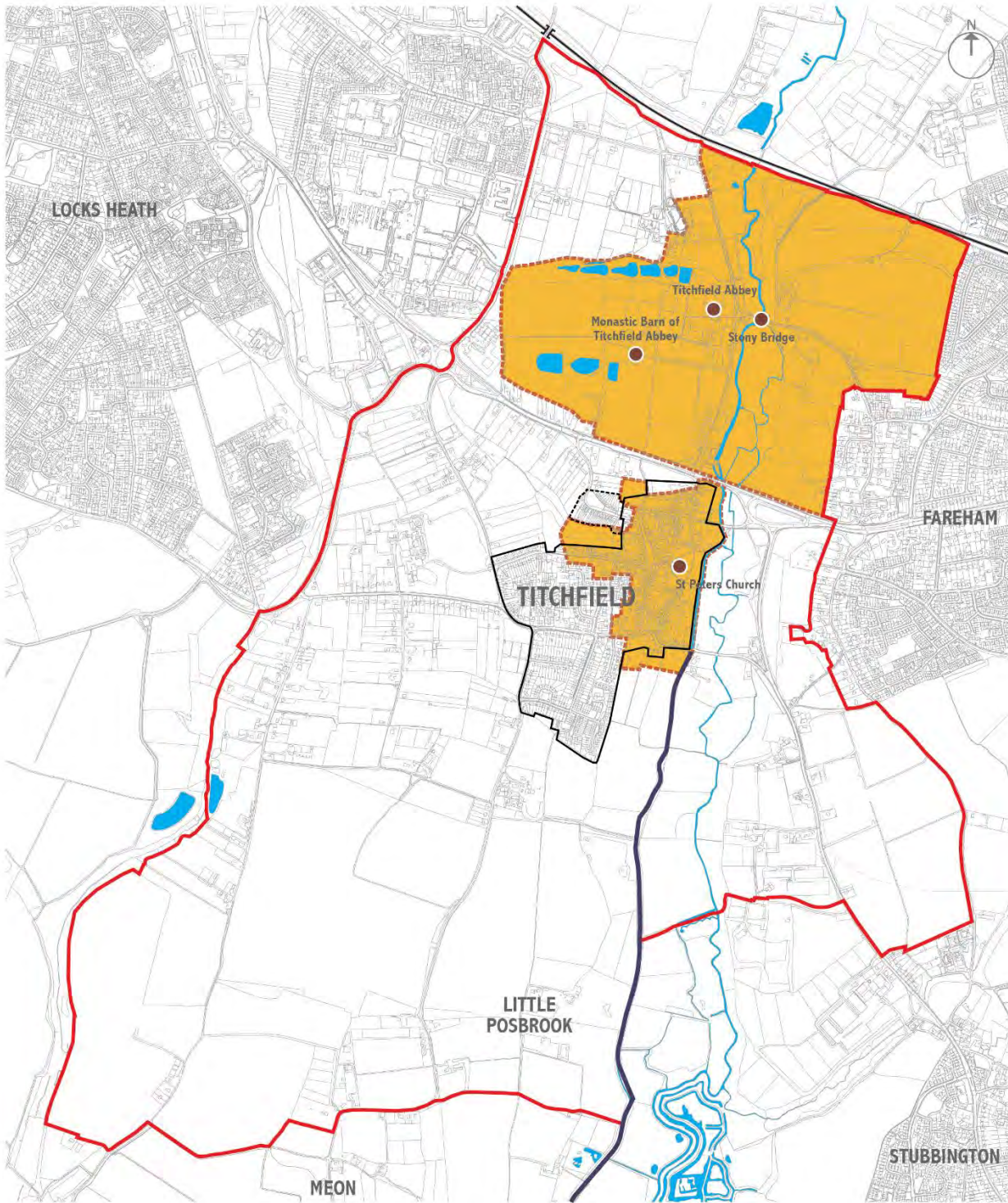
Task GA.1

Encourage landowners to remove anything unnecessary from Public Rights of Way

Encourage landowners to ensure that footpaths and stiles are accessible and encourage landowners to waymark and signpost footpaths

Work with HCC to ensure public rights of way are clearly signposted and easily passable.

Continue to work with HCC and FBC to ensure that the canal walkway is accessible for disabled people and for walkers at all times



- | | | | |
|------------------------------------|---|--------------------------------|---------------------|
| Neighbourhood Plan Area | Proposed Extension to Urban Settlement Boundary | Key Historic Point of Interest | Railway Line |
| Existing Urban Settlement Boundary | Conservation Area | Titchfield Canal | River / Watercourse |

Map 9 – Titchfield Conservation Area

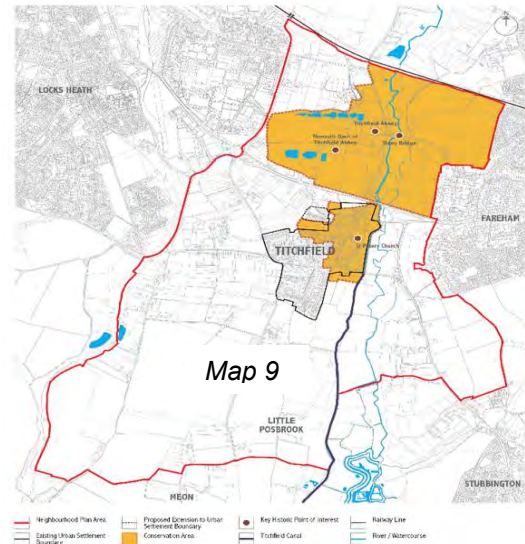
Chapter 12 – Historic Titchfield

13.1 Titchfield Historic Buildings

As mentioned on page 9, A Brief History of Titchfield, the area has a wealth of historic buildings including the Abbey, the 14th century barn (sometimes known as the Great Barn) and St Peter's Church. The village has two conservation areas and many of the houses are listed buildings.

Whilst we appreciate that heritage and conservation come under specific legislation it is imperative that these buildings and areas are preserved for future generations.

The Titchfield Conservation Area was designated in 1969 and the boundary was subsequently amended to include a larger area in 1994. The village grew from a medieval core, comprising High Street, Church Street, South Street and the lower end of West Street. Its attractive character arises from use of traditional local materials, the small scale of the buildings and the mixture of building styles which range from Tudor and Jacobean through to Georgian and Victorian.



The Titchfield Abbey Conservation Area was designated in 1994. It includes a portion of the Meon Valley, between the A27 north of Titchfield Village and the railway from Fareham to Southampton. This part of the Meon Valley has considerable architectural and historic interest and provides a setting for a number of important scheduled ancient monuments and listed buildings, most notably those associated with Titchfield Abbey. The valley provides a remarkably unspoilt rural backdrop to these historic buildings.



Weighbridge

Titchfield has seen many changes over the years. There is still evidence of this throughout the village such as the weighbridge once used to weigh the coke from the gasworks. Several breweries not only made beer but owned most of pubs in the area. Titchfield Mill is probably on the site of the 'King's Mill' mentioned in the Domesday Book. The present building dates from 1830.



Titchfield Mill

Both Conservation areas have issues with traffic. The setting and promotion of the Abbey could also be improved. This Plan makes proposals to address both issues.

13.2 Titchfield Abbey and Fishponds - This is a scheduled monument under the Ancient Monuments and Archaeological Areas Act 1979 as amended, as it appears to the Secretary of State to be of national importance. *Historic England*

13.3 The Abbey was converted and became Place House in 1537 when it was re-built into a home for the Chancellor of Henry VIII, Sir Thomas Wriothesley, who became the first Earl of Southampton and for his successors.

Although popular with visitors, the outer environs of the Abbey are bleak. The Abbey is on a busy main road and is easily missed by passers-by. The presentation of the Abbey needs improvement. Mill Lane and the adjacent Fisher's Hill have traffic management issues such as speeding cars, heavy lorries and a huge number of cars especially during rush hour.

In the wall in the Abbey grounds there is clear evidence of a doorway. The owner of the land on the other side of this doorway has suggested, in consultation with English Heritage, that this entrance should be re-opened and a visitors' centre provided. This new access would not only mean that the busy road junction to access the Abbey is avoided but it would also mean that pedestrians, wheelchair and buggy users as well as children could access the Abbey safely.

The visitors' centre could also house information on other important aspects of the Neighbourhood Plan area.

13.4 The Ponds - Excavations of the Monastic ponds have shown they were constructed in the 13th century and were maintained in use after the Dissolution of the Abbey in the 16th century. Neither the Monastic ponds nor the newer ponds which were built approximately 40 years ago, are accessible to the public but the Monastic ponds are bisected by a public footpath so one can walk by the two lower ponds. The ponds are maintained by the fishing club and landowner. Both sets of ponds are in the Strategic Gap.

13.5 The Great Barn, often erroneously referred to as the Tithe Barn, is a magnificent example of a Medieval Aisled Barn being one of the largest in the South of England. This Grade I listed building has been dendrochronologically dated 1408/09. This is just before the Battle of Agincourt and as Henry V stayed at Titchfield Abbey on several occasions around this date, there is a strong belief that the Barn was constructed to store his war goods.



Following various agricultural uses over the centuries, the Barn fell into disrepair and was purchased by the Harris family, local market gardeners, who renovated it and used it in conjunction with their business. In later years, the Barn was again abandoned and was acquired by FBC in conjunction with the surrounding land to be designated a Country Park. Titchfield Festival Theatre leased the Barn and then purchased it to create a Theatre and Wedding Venue. The Barn has been substantially restored to suit these purposes. The Theatre presentations concentrate on Shakespearian productions, due to his association with Titchfield.

The entrance road to the Barn has many potholes so the road needs re-surfacing. The area surrounding the Barn needs improvement which would enhance the appearance of the barn itself.

13.6 St Peter's Heritage Church – The church was founded in approximately 689 AD by St Wilfred and has been the centre of the village ever since. In June 2017 it became a Heritage church indicating its' significance as probably the oldest church in Hampshire and also one of the oldest churches in England.

There are many different types of architecture within the church, namely Anglo-Saxon, Norman, Early English (13th century), Decorated (1300-1350), Perpendicular (15th century), 17th century about 1670, Georgian (1776-1801), Victorian (1866-1867), Edwardian 1895 and the present day (Chapter Rooms 1989).

The interior of the church contains significant memorials to various families and people who have had an influence on the village down the ages, not least, the medieval memorial to William Pageham in the south chapel which is unique in England. Also, within this chapel stands the nationally important Wriothesley Monument, circa 1594.

The fact that this church is still thriving and flourishing today indicates its' significance to the village and surrounds.

13.7 Stony Bridge, also known as the Anjou Bridge, is a scheduled monument and is Grade II listed. The bridge spans the river Meon linking Fishers Hill to Mill Lane. It was the lowest crossing point of the river and also the coaching route to the village. The Stony Bridge is largely post-medieval in date but built with medieval fabric. It is associated with the marriage of Henry VI and Margaret of Anjou in 1445. Similar promotion to that for the Abbey should be provided.

13.8 The Historic Houses Project is putting together previous research by members of the History Society and adding to this body of work through further investigation into the most interesting properties and residents from the past 500 years. Titchfield has over 50 listed buildings, the oldest dating back to 14th century. Many of the houses are medieval with an early timber frame structure. Once research is complete, the aim is to identify a small number of locally important sites and, in discussion with FBC conservation staff, consider a commemoration plaque. Work so far includes physical evidence found of the earlier Titchfield Rectory, documentation identifying a philanthropic resident supporting the Foundling Hospital in London and a family following the Mayflower to the New World.

13.9 Archaeological survey - The archaeological significance of the village is established in Hampshire County Council and English Heritage's Extensive Urban Survey of Hampshire and the Isle of Wight's Historic Towns (1999). Together with its accompanying strategy document this has been published as part of a countywide survey of Hampshire's historic towns. It identifies areas that are of archaeological importance, and those that are of 'high archaeological importance'. *Titchfield Conservation Area Appraisal & Management Strategy 2013*.

It is considered essential that should any building development be considered in the future then before this takes place an archaeological survey should be carried out to ensure that buildings of historical interest are not under the ground and so lost by the proposed development.

13.10 Titchfield canal was built by the 3rd Earl of Southampton in the 17th century and is believed to be the second oldest canal in Britain. It runs from the village to the coast and is an integral part of the heritage of the village. It is important that the whole canal path is upgraded to enable easy access to the sea for pedestrians at all times of the year. It is also important that the canal is maintained to ensure a steady flow of clean water.

13.11 Titchfield carnival has been taking place for some 134 years. It has been run by an historic group known by residents as the Bonfire Boys. The carnival has been an integral part of the village life but sadly, due to the high cost of policing, insurance etc it has not taken place since 2016. Ways should be found to support the Bonfire Boys to enable the bi-annual carnival to recommence.

13.12 The heritage - As part of Historic England services there is a scheme looking at streets within historical towns and villages. It looks at making improvements to public spaces without harm to their valued character, including specific recommendations for works to surfaces, street furniture, new equipment, traffic management infrastructure and environmental improvements. They have also brought uses back to our historic streets, such as markets and social spaces. The result is Streetscapes that are both more attractive and useable and that celebrate their distinctive character.

Their programme offers advice which sets out five clear goals for the improvement of historic streets:

- An inclusive environment
- Economic benefit
- A high-quality environment
- A healthy environment that supports our wellbeing and cohesion
- Public safety and ease of movement -see:

<https://historicengland.org.uk/images-books/publications/streets-for-all/>

as part of this work the proliferation of dull, unattractive, and often unnecessary, street signs should be considered.

13.13 A wayfarer map of historic sites should be provided on the village green and in the community centre car park to guide visitors appropriately.

13.14 Publications - it is essential that children, as well as adults, should be enlightened on the history of Titchfield over the ages. With this in mind it is intended to publish an historical story book suitable for all ages to read which will contain a flavour of life from the early 6th century until 1950 This proposed publication will complement the books already published by the History Society.

A Timeline has already been produced showing many historical events throughout the ages and it is anticipated that a full record of the history of Titchfield will now also be produced.

13.15 Aims, objectives, policies and tasks

Aim

To preserve and protect the valued heritage assets of the Plan area

Objective HT.1.

To preserve the historic and valued assets of the Neighbourhood Plan area, including the designated conservation areas.

Objective HT.2

To improve and upgrade the environs of Titchfield Abbey and the Great Barn

Objective HT.3

To produce a written record for each historic property in the conservation areas

Objective HT.4

To raise the profile of the Titchfield canal as an ancient waterway

Objective HT.5

To make long-term improvement in the presentation and promotion of Titchfield and its surrounding areas in order to encourage more visitors.

Policy HT.1. Preserving Historic Environment

Development proposals that fail to preserve the historic environment of the Titchfield Conservation Area, the Titchfield Abbey Conservation Area, the scheduled ancient monument of Titchfield Abbey and the listed buildings within its environs will not be permitted except where the public benefits are overriding. (NPPF guidelines 2013)

Policy HT.2 Archaeological Assessment

Due to the historical importance of the area, any development sites within the conservation areas should be subject to archaeological assessment and, if merited, further investigation.

Task HT.2.

To co-operate and negotiate with Historic England and local businesses to create a visitors' centre and a re-opened entrance to the Abbey.

Task HT.2.2

Work with HCC and FBC to improve traffic management of Mill Lane and Fisher's Hill in the proximity of the Abbey.

Task HT.2.3

To investigate ways of funding the resurfacing of the entrance road and also to look at ways of improving the area surrounding the barn.

Task HT.3.1

To support the historic houses project to ensure the historic details are not lost. It will also provide property owners with documented historical details of their properties and support the identification of some properties suitable for blue plaques. This project is a History Society project.

Task HT.3.2

To support the local schools, FBC and the Historic Houses project in producing easy to read and understand information on the area as well. A history story book suitable for all to read should be produced which will give a flavour of life through the ages of Titchfield.

Task HT.4

To work with all stakeholders to upgrade the continuation of the canal path beyond the NP area from the point known locally as Posbrook Bridge to the coast at Titchfield Haven. Negotiate with other relevant bodies to fund further improvements and maintenance.

Task HT.5.1

To negotiate with HCC and FBC for the erection of new signs at the entrance to the village relating to the history of the village. These signs should contain a 'Welcome to Titchfield' message as well as a coloured historic emblem approved by the residents. See [Appendix 12](#).

HT

Task HT. 5.2

To negotiate with all stakeholders to improve internal village signage and remove all obsolete signs

Task HT.5.3

To encourage and support the continuation of community events such as the carnival

Task HT.5.4

To use societies and media to promote the history of the Neighbourhood Plan area.

Supporting evidence for Historic Titchfield

The Emblem, [Appendix 12](#)

The History of Titchfield, [Appendix 18](#)

Chapter 14 - Monitoring and Review

The Forum recognises:

“It is important to note that Neighbourhood Forums exist to produce Neighbourhood Plans and have a designation of five years only. They do not have a formal role in the implementation of a neighbourhood plan. The members of a neighbourhood Forum may want to consider how they can stay involved and support implementation, perhaps through the creation of another type of formal group” Locality Road Map page 54

*Titchfield,
a place to go to rather than go through*

Chapter 15 - Glossary of Terms

AECOM a consultancy organisation funded by the Government to support Neighbourhood Forums.

Backland the process of developing on private land in a legal capacity

Biodiversity - the variety and diversity of life in all its forms, within and between both species and the ecosystems

Brownfield Land - Previously developed land, or land that contains or contained a permanent structure and associated infrastructure

Conservation area - area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance

FBC - Fareham Borough Council

Forum - volunteers who have been working to produce the Neighbourhood Plan

Greenfield Development – Land that has not previously been used for urban development. It is usually land last used for agriculture and located next to or outside existing built-up areas of a settlement.

Infill - Infill development is the process of developing vacant or under-used parcels of land within existing urban areas that are already largely developed

Neighbourhood Plan (NP) - a document drawn up by the Neighbourhood Forum with the help of the community. It helps communities decide the future of the places where they live and work.

Scheduled Monument - is a nationally important archaeological site or historic building, given protection against unauthorised change.

Strategic Gap - relates to areas of open land/countryside that have been defined by FBC to prevent the joining up of urban areas.

TVT - Titchfield Village Trust.

Urban Area Boundary - the boundary between the urban area of the village and the surrounding countryside. A substantial part of Southampton Hill is now included in the Urban Area Boundary for planning reasons. This urban boundary is a true representation of the village.

Windfall sites refers to those sites which become available for development unexpectedly and are therefore not included as allocated land in a planning authority's allocation.

END

