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**Date:** *25 March 2015*

#### **NOTIFICATION OF PORTFOLIO HOLDER DECISION**

On 25 March 2015, Cllr Vickers, the Planning and Transportation Portfolio Holder, made the following decision. Any member of the Council, who is not a Portfolio Holder, who considers that this decision should be reviewed should give notice to the Monitoring Officer (Grainne O'Rourke) (in writing or by e-mail) to be received **ON OR BY WEDNESDAY, 1 APRIL 2015**.

Details of the documents the Portfolio Holder considered are attached.

#### **DECISION:**

To agree the publication of the New Forest District Local Development Framework Monitoring Report 2015.

#### **REASON(S):**

As set out in the report.

#### **ANY ALTERNATIVE OPTIONS CONSIDERED AND REJECTED:**

As set out in the report.

#### **CONFLICTS OF INTEREST DECLARED:**

None

**For Further Information Please Contact:**  
James Ives, Policy & Plans Team  
023 8028 5388  
[james.ives@nfdc.gov.uk](mailto:james.ives@nfdc.gov.uk)

**Background Papers:**  
Monitoring Report 2015

## **NEW FOREST DISTRICT LOCAL DEVELOPMENT FRAMEWORK MONITORING REPORT 2015**

### **1. INTRODUCTION**

- 1.1 The Council is required to monitor progress on its Local Plan and key planning indicators. The purpose of this report is to seek approval of the 2015 Monitoring Report, attached at Appendix 1.

### **2. CONTENTS OF THE REPORT**

- 2.1 The report monitors progress towards achieving the objectives of the Council's Core Strategy. This is done by reporting on 'indicators' by which progress towards achieving objectives is measured.
- 2.2 The Monitoring Report is factual in nature and generally reports on planning applications considered, or development completed, within the monitoring year from 1<sup>st</sup> April 2013 to 31<sup>st</sup> March 2014, although more recent developments are also referred to where relevant. Progress in the implementation of policies and any implications of monitoring for the review of policies are reported.

### **3. FINANCIAL IMPLICATIONS**

- 3.1 The Monitoring Report has no direct financial implications, but necessary developer contributions secured as part of the planning process are reported in the Report.

### **4. ENVIRONMENTAL IMPLICATIONS / CRIME AND DISORDER IMPLICATIONS / EQUALITIES AND DIVERSITY IMPLICATIONS**

- 4.1 As set out in the Monitoring Report.

### **5. RECOMMENDATION**

- 5.1 It is RECOMMENDED that the 2015 Monitoring Report be approved for publication.

### **6. PORTFOLIO HOLDER ENDORSEMENT**

**I have agreed to the recommendation of this report.**

**Signed: F P VICKERS**

**Date: 25 March 2015**

**For further information contact:**  
James Ives, Policy & Plans Team  
023 8028 5388  
[james.ives@nfdc.gov.uk](mailto:james.ives@nfdc.gov.uk)

**Background papers:**  
Monitoring Report 2015

**New Forest District Local Development Framework**

**Monitoring Report**

April 2015



# CONTENTS

page

<b>ONE: INTRODUCTION</b>	<b>1</b>
Local Plan Monitoring	1
Consultation and Further Information	1
Acknowledgements	2
<b>TWO: PLAN PREPARATION</b>	<b>3</b>
Progress in Plan Preparation	3
The Local Development Scheme	3
Supplementary Planning Documents (SPDs)	3
Community Infrastructure Levy	4
Neighbourhood Plans	4
<b>THREE: CONTRIBUTIONS FROM NEW DEVELOPMENT</b>	<b>5</b>
Policy Requirements	5
Transport Contributions	5
Open Space Contributions	5
Affordable Housing Contributions	6
Contributions Secured	6
Community Infrastructure Levy	7
Performance of Contribution Policies and Need for Review	7
<b>FOUR: HOUSING NEEDS AND PROVISION</b>	<b>9</b>
Housing Provision	9
Housing Trajectory and Housing Land Supply	9
Development on Previously Developed Land	9
Affordable Housing	10
Accommodation for Gypsies and Travellers	11
Performance of Housing Policies and Need for Review	12
<b>FIVE: EMPLOYMENT AND THE ECONOMY</b>	<b>13</b>
Town Centres and Shop Survey Results	13
Primary Shopping Areas	14
Village and Local Centres Shop Survey Results	14
Developments within the Town and Local Centres	15
Development for Retail, Office and Leisure Uses (Town Centre Uses)	15
Performance of Shopping Policies and Need for Review	16
Employment Provision and Land Availability	17
Employment Floorspace Developed by Type	17
Employment Land Available by Type	17
Losses of Employment Land and Retention of Sites	18
Rural Economy	19
Tourism	19
Unemployment	19
Performance of Employment Policies and Need for Review	20

<b>SIX: TRANSPORT AND ACCESS</b>	<b>22</b>
Local Transport Plan	22
Strategic Transport Schemes	23
Transport Contributions Policy, District Transport Statement - Transport Schemes	24
Improving Access by Walking, Cycling and Public Transport	26
Parking	29
Road Safety	29
Performance of Transport and Access Policies and Need for Review	30
<b>SEVEN: ENVIRONMENT AND COMMUNITIES</b>	<b>31</b>
The Countryside	31
Landscape	31
Nature Conservation	31
Built Heritage and Design	33
Village and Town Design Statements	33
Energy Conservation and Renewable Energy	33
Performance of Environment Policies and Need for Review	34
Community Facilities	35
Open Space and Recreation Facilities	35
Utilities	35
Pollution	35
Public Safety	36
Performance of Community Policies and Need for Review	36
<b>APPENDICES</b>	<b>37</b>
<b>Appendix 1: Housing Trajectory</b>	<b>38</b>
<b>Appendix 2: Assessment of five year housing land supply</b>	<b>42</b>
<b>Appendix 3: Site-specific policy monitoring</b>	<b>44</b>
Section C9 Policies	44
Section E11 Efford Horticultural Research Station	49
Section F9 Bransgore	49
Section F10 Everton	49
Section F11 Fawley	49
Section F12 Fordingbridge	49
Section F13 Hardley and Holbury	50
Section F15 Hythe and Dibden	50
Section F16 Lymington and Pennington	51
Section F17 Marchwood	51
Section F18 Milford-on-Sea	52
Section F19 New Milton and Barton-on-Sea	52
Section F20 Ringwood	53
Section F24 Totton	53
<b>Appendix 4: Monitoring: targets and indicators</b>	<b>56</b>

# ONE: INTRODUCTION

## Local Plan Monitoring

- 1.1 This Monitoring Report relates to the Council's adopted Core Strategy and the saved policies of the Local Plan First Alteration. The Council's recently adopted Local Plan Part 2: Sites and Development Management is also referred to, although it did not form part of the statutory development plan during the monitoring period. The report relates to the parts of New Forest District which lie outside the New Forest National Park (referred to as the "Plan Area"). The time period being monitored is 1 April 2013 to 31 March 2014. However, other relevant matters and surveys undertaken since this period are also referred to.
- 1.2 The District Council has established, with County and district partners, a protocol for the supply of monitoring data. This sets out the data requirements and arrangements for the transfer of data between authorities. It incorporates the requirement to provide data to meet the needs of Monitoring Reports.
- 1.3 The policies and plans are monitored to assess the extent to which they are being implemented as intended, and whether objectives are being achieved. It should be noted that the main impact of policies is in negotiating acceptable proposals rather than issuing refusals of planning permission.
- 1.4 As a visual aid in monitoring the effectiveness of policies and to provide an overview of performance, key indicators and outcomes are highlighted with a traffic light system as follows:



Targets/objectives are being achieved.

Targets have not been achieved or poor performance, but no concerns over implementation of policy/objectives.

Monitoring indicates area of concern over implementation of policy/objectives.

- 1.5 The Monitoring Report is divided into different sections. Each section considers plan objectives and policies which are relevant to the topic areas within that section. The report also considers progress in producing the Local Plan and related documents and any neighbourhood plans.

## Consultation and Further Information

- 1.6 The Monitoring Report is made available to relevant statutory bodies, stakeholders and individuals and is published on the Council's website.

- 1.7 Any comments and queries relating to this Monitoring Report should be addressed to:

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Appletree Court  
Beaulieu Road  
Lyndhurst  
Hampshire  
SO43 7PA

Tel: 023 8028 5345

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### **Acknowledgements**

- 1.8 The assistance of Hampshire County Council is acknowledged in supplying development monitoring data in particular.

## TWO: PLAN PREPARATION



### Progress in Plan Preparation

- 2.1 Major progress has been made in achieving development plan coverage for the Council's planning area. Following a 20 month long public examination into the Council's Local Plan Part 2: Sites and Development Management, this plan was adopted (incorporating recommendations made by the examination Inspector) in April 2014.
- 2.2 The statutory development plan for the Council's planning area now comprises:
- the Core Strategy (adopted in 2009), which sets out the planning strategy for the area
  - the Local Plan Part 2: Sites and Development Management which sets out detailed allocations, designations and development management policies – all within the framework set out in the Core Strategy.
  - Policy DW-E12: Landscape Features, which is saved from the previous Local Plan First Alteration (2005)
  - the Hampshire Minerals and Waste Plan adopted in 2013.

### The Local Development Scheme

- 2.3 The Council's latest Local Development Scheme (Fourth Review) was brought into effect in December 2012 and can be seen on the Council's website at [www.newforest.gov.uk/planning\\_policy](http://www.newforest.gov.uk/planning_policy). The adopted Local Development Scheme set the programme for Local Development Documents from November 2012 up to late 2015. It currently includes the preparation of three development plan documents. The first of these – the Local Plan Part 2 – has now been prepared and adopted. The second and third relate to reviews of the Local Plan.
- 2.4 Given that the progress to adoption of the Local Plan Part 2 took longer than was originally intended, and the need to consider the full implications of the National Planning Policy Framework and related Government Planning Guidance, it is now intended to progress immediately to a full review of the Local Plan. Work on this began in mid-2014 after the adoption of the Local Plan with the intention of progressing to adoption by 2017.
- 2.5 The Local Development Scheme is about to be reviewed in the near future to take on board these revised intentions.

### Supplementary Planning Documents (SPDs)

- 2.6 In July 2013 the Council adopted a Supplementary Planning Document: Ringwood Local Distinctiveness. Similar to the previously adopted Lymington and New Milton Local Distinctiveness SPDs, this provides guidance on protecting the local character and distinctiveness of the various parts of Ringwood.
- 2.7 In September 2013 the Council consulted on a draft version of the Mitigation Strategy SPD for recreational pressure from residential development on Designated European Sites. This SPD provides the framework to enable

residential development to proceed in a way that will safeguard the protection of the European nature conservation sites. The SPD was adopted in June 2014 and expands on Policy DM3 of the Local Plan Part 2: Mitigation of impacts on European nature conservation sites. Implementation of the strategy is necessary to comply with the requirements of the Habitats Regulations.

- 2.8 The adopted document contains a number of monitoring requirements for the implementation of the strategy. These will be reported on in the next monitoring report.

### **Community Infrastructure Levy (CIL)**

- 2.9 The Council's submitted proposed CIL Charging Schedule was considered at a joint public examination with the Local Plan Part 2. The Inspector reported in March 2014 and found the proposed charge of £80 per square metre on residential development to be justified. He did not accept the proposed CIL charge on large retail development.
- 2.10 In April 2014 the Council accepted the Examiner's recommendations and resolved to bring the CIL Charging Schedule into effect from 6 April 2015.

### **Neighbourhood Plans**

- 2.11 Parish and town councils lead the creation of neighbourhood plans, supported by the local planning authority. Where a town or parish council decides to prepare a neighbourhood development plan it must be in line with national planning policy, with the strategic vision for the wider area set by the local planning authority (in the adopted Core Strategy and Local Plan Part 2), and with other legal requirements.
- 2.12 Two further Neighbourhood Areas have been approved recently by the council. The designation of Totton and Eling Parish as a Neighbourhood Area was confirmed by the District Council in November 2014. The area covered is the whole of the parish and includes a small area within the New Forest National Park. The designation of New Milton Parish as a Neighbourhood Area was confirmed by the Council in February 2015. It covers the whole of the parish and includes the northern part of the parish within the New Forest National Park.
- 2.13 The designations are the first stage in the process of preparing Neighbourhood Plans for these areas.

## THREE: CONTRIBUTIONS FROM NEW DEVELOPMENT

### Policy Requirements

3.1 The District Council, as local planning authority, collects financial contributions to mitigate the impacts of new developments on existing communities. This is currently achieved by the negotiation of Section 106 legal agreements where developers provide contributions to improve certain types of infrastructure required in association with their development such as:

- Provision or improvement of transportation infrastructure
- Provision of new or improved public open space
- Provision of affordable housing

### Transport Contributions

3.2 Core Strategy Policy CS24 states that contributions will be sought to improve pedestrian and cycle routes and assist public transport to improve accessibility by non-car modes. A transport contributions policy, which seeks to collect contributions on all relevant new developments, has been operating since 1 April 2008. Contributions are calculated using the following formula:

<b>C3 Residential</b>	<b>Cost per Trip</b>	<b>Multi-Modal trips (per dwelling)</b>	<b>Cost per dwelling</b>
1 Bed Dwelling	£535	3.7	£1980
2-3 Bed Dwelling		7.0	£3745
4+ Bed Dwelling		10.2	£5457
<b>B Uses</b>	<b>Cost per Trip</b>	<b>Multi-Modal Trips (per 100 sqm)</b>	<b>Cost per 100 sqm</b>
B1 Business	£230	18.7	£4301
B2 General Industry		7.5	£1725
B8 Warehouse & Distribution		9.4	£2162

3.3 On 11 September 2012, Hampshire County Council, as the Highways Authority, adopted the New Forest District Transport Statement. The Transport Statement provides local transport policy for the District and includes a list of transportation schemes seeking to mitigate the impact of new development on existing transport infrastructure by promoting measures to improve walking, cycling and public transport infrastructure.

### Open Space Contributions

3.4 Core Strategy Policy CS7 provides for a minimum standard of 3.5 hectares of public open space provision per 1000 population. All new residential development is required to meet this standard. Financial contributions are collected towards the acquisition, laying out and landscaping of public open space. Contributions are calculated using the following formula:

$$\frac{((\text{total bedrooms} - \text{existing bedrooms lost through demolition}) \times 3.5)}{1000} \times \text{£}333,800^*$$

\*the current calculated cost of providing 1ha of open space

- 3.5 Following the adoption of the Local Plan Part 2, additional open space is required in order to mitigation of the recreational impacts of new residential development on internationally designated nature conservation sites (in accordance with the Habitats Regulations). Policy DM3 of the Plan increases this provision to 8ha per 1000 population. This policy was not in operation during the monitoring year and so these contributions are not included in the figures below.

### Affordable Housing Contributions

- 3.6 The delivery of affordable housing to help address the needs of local people is a key priority for the Council. Policy CS15 of the Core Strategy sets out the Council's requirements for residential developments to make provision for affordable housing. Affordable housing requirements will normally be met by on-site provision. However, in specific circumstances Core Strategy Policy CS15 allows the affordable housing contribution to be made by payment of a financial contribution.
- 3.7 Where a financial contribution is agreed, the contribution required is based on the following table (as published in "Advisory Note on the Implementation of Core Strategy Policy CS15"):

Sub-Area	Dwelling Type				
	1 & 2 bed flat	2 bedroom	3 bedroom	4 bedroom	5 + bedroom
West	£38,075	£62,000	£83,275	£95,250	individual assessment
South	£34,375	£63,850	£91,800	£97,350	individual assessment
East	£19,025	£45,150	£62,675	£62,675	individual assessment

### Contributions Secured



- 3.8 During the monitoring period, a total of 55 Section 106 agreements involving contributions were negotiated and signed. These agreements secured the provision of 34 affordable dwellings on development sites and a total of £1,976,320.06 (towards affordable housing provision off-site, transport and open space). This is some £500,000 less than could have been expected if the Council's policy requirements had been met in full, which would have been £2,549,870.01 in developers' contributions and 44 affordable dwellings on-site.
- 3.9 Full details of the contributions secured through the negotiation of S106 agreements are given in the following table:

Contribution Type	Full Planning Policy Requirement	Contribution Agreed
Number of affordable housing dwellings on site	44	34
Affordable housing contribution in lieu of on-site provision	£1,420,121.77	£888,269.27
Transport	£712,153.40	£678,635.25
Open space	£417,594.84	£409,415.54
<b>Grand Total</b>	<b>£2,549,870.01</b>	<b>£1,976,320.06</b>

3.10 There were two main reasons why the full level of contributions were not secured during the monitoring period, namely:

- Economic Viability - In some cases it was successfully argued that if the full level of contribution was sought this would render the development un-viable. This can be a particular problem where a site has been acquired at a value that does not realistically reflect current market conditions and planning policy requirements.
- Site Location - Another reason why some affordable housing units were not provided on site was that the site was deemed unsuitable for use as affordable housing (either by its location/accessibility and/or size).

### Community Infrastructure Levy

3.11 The Community Infrastructure Levy (CIL) is a new levy that local authorities in England and Wales can choose to charge on new developments in their area. Local Authorities are called 'Charging Authorities' and must set appropriate CIL charges in a Charging Schedule. This must be subject to a process of 'public examination' prior to its adoption by the Authority. If appropriate, a Charging Schedule can differentiate between different types of development, or different locations, where this is justified by financial viability evidence.

3.12 The Council submitted its Community Infrastructure Levy Draft Charging Schedule to the Secretary of State for Public Examination in June 2012. The Examiner found in favour of adoption of the CIL Charging Schedule (with modifications) and the Council adopted this in April 2014 with an implementation date of 6 April 2015.

### Performance of Contributions Policies and Need for Review

3.13 With an adopted Core Strategy, there is a firm policy basis for securing appropriate developer's contributions. However, in the recent economic climate developers have sought to negotiate reduced contributions on the basis of economic viability. In some instances it has been argued that no developer's contribution should be made. While planning contributions are subject to negotiation, there is undoubtedly a difficult judgement to be made in determining a level of contributions which is sufficient to mitigate the impacts of the development, whilst not stifling development through lack of financial viability.

However, notwithstanding the need for some flexibility in their application, contributions policies have been found to be soundly based in evidence and to provide for necessary mitigation measures in order to allow development to take place. Where a development is not able to mitigate its impacts, i.e. make no contributions, then generally it is not appropriate and is contrary to policy.

- 3.14 The Community Infrastructure Levy (CIL) will, when implemented, replace some aspects of the planning obligations system (S.106 agreements) and will provide more certainty over the planning charges on a development, as the charge will be non-negotiable. Affordable housing itself is exempt from being charged CIL and affordable housing contributions from other residential development in lieu of on-site provision are not included within the CIL payment calculation. Section 106 agreements will therefore continue for the purposes of securing affordable housing provision on a development site and for financial contributions towards affordable housing. They will also continue for other site-specific contributions required by the development such as site-specific highway improvements. Following the adoption of the Council's Mitigation Strategy SPD there will also be a need for further, smaller contributions, towards monitoring and visitor management, neither of which are covered by the definition of Infrastructure. However, since CIL is non-negotiable, matters covered by Section 106 agreements will be "vulnerable" as they will remain the negotiable elements of contributions (with the exception of the habitat mitigation requirements which are a requirement of the Habitats Regulations). The introduction of CIL will need to be carefully monitored, not least to see what impacts it might have on contributions secured under S.106 agreements

## FOUR: HOUSING NEEDS AND PROVISION

### Housing Provision

- 4.1 The Council's Core Strategy contains a housing requirement of 3,920 for the plan area over the period 2006 to 2026. This equates to 196 dwellings per annum. All new housing provided in the plan area, since April 2006, will contribute towards meeting the requirement. In the period April 2006 to March 2014, 2,220 new dwellings were built (119 last year). This is 57% of the requirement. The remaining requirement is 1,700 dwellings.

### Housing Trajectory and Housing Land Supply

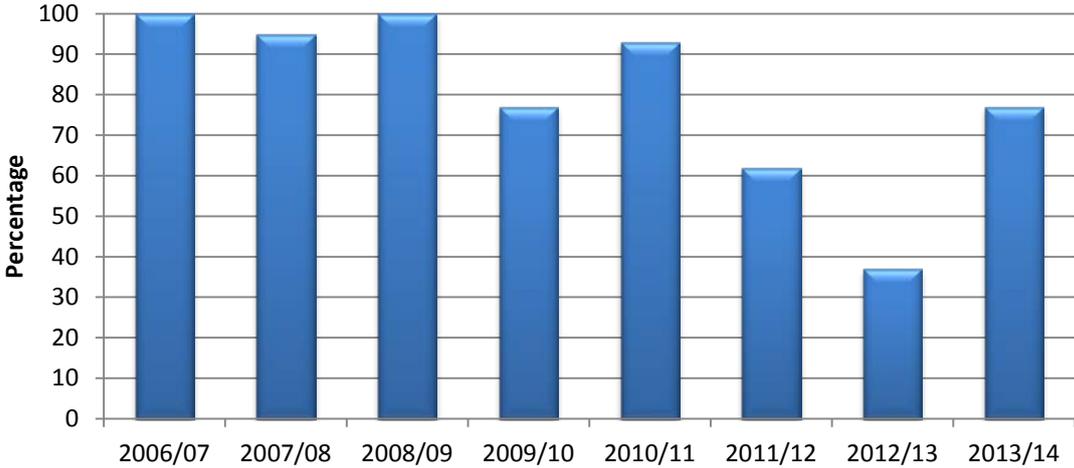


- 4.2 The housing trajectory (Appendix 1) sets out how the Council expects housing to be delivered to meet the requirements of the Core Strategy over the plan period. Local planning authorities are also required to maintain a supply of deliverable sites for housing sufficient to provide for five years supply. The trajectory is used as the basis for calculating the five year housing land supply.
- 4.3 The trajectory shows capacity for around 2,480 dwellings from existing commitments and planning permissions, new allocations, and other development expected to take place within settlements. The delivery of housing is forecast to exceed the overall target by the end of the plan period.
- 4.4 Lower development activity in recent years has clearly affected the number of sites coming forward for development. Last year was the second year when the annualised average requirement for housing provision was not achieved, but significant over-provision against this target in earlier years of the plan period means that overall provision is still well ahead of target. The Council expects that more supply is likely to come forward from currently unidentified sites, particularly given a return to more buoyant market conditions.
- 4.5 Appendix 2 sets out the latest five year housing land supply position. It contains an assessment based on the Core Strategy requirement for the five year period April 2015 to March 2020. It shows that there is 7.9 years supply or 158% of the requirement.

### Development on Previously Developed Land

- 4.6 The Council does not have a target for the provision of new housing on previously developed land and the previous national target of 60% has been removed. This information is presented as general context to housing provision in the plan area. The chart below shows the proportion of new dwellings built on previously developed land during the plan period so far. Last year the proportion was 77%.
- 4.7 Some very high levels were recorded earlier in the plan period largely due to the absence of greenfield allocations in previous local plans and the emphasis on infilling and redevelopment within the built up areas. Also, in previous years residential gardens were classified as previously developed, so much garden infill development was recorded as taking place on previously developed land.

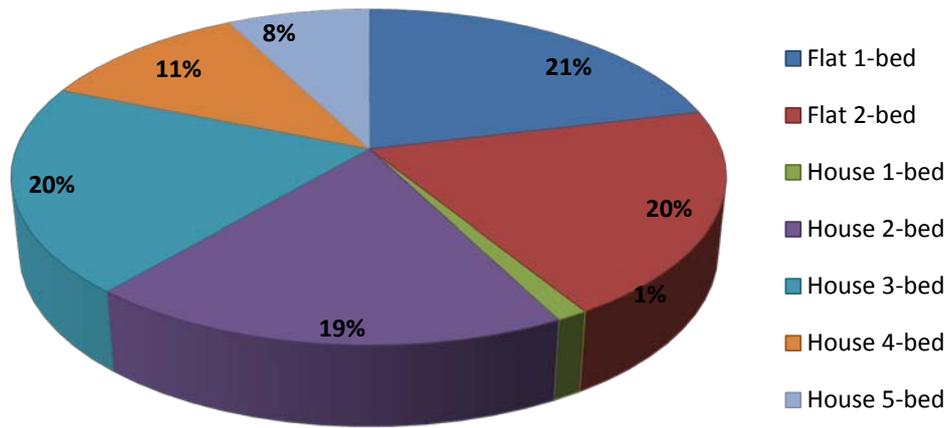
**Percentage of dwellings built on previously developed land**



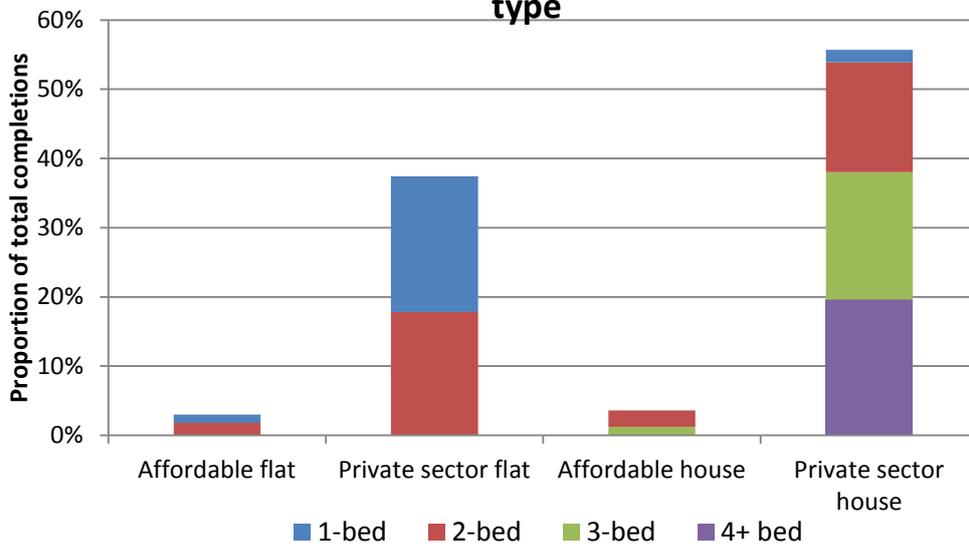
**Affordable Housing**

- 4.8 Policies CS14 and CS15 in the Core Strategy are designed to increase the amount of affordable housing provided on development sites and to provide for affordable housing on new greenfield sites proposed under Policy CS12 and allocated in the Local Plan Part 2.
- 4.9 An additional 11 new dwellings were completed, accounting for 7% of total dwelling completions. Four dwellings were provided at Keyhaven Road, Milford on Sea and seven dwellings were provided at Oleander Way, Totton. Government funding for provision of social-rented housing has been drastically reduced and the effects of this are reflected in new provision. To help address housing needs the Council has been investing resources in providing additional council housing through buying into the existing housing stock. In the monitoring year a total of 29 properties were provided in this way.
- 4.10 Core Strategy Policy CS13: Housing types, sizes and tenure, seeks to promote the provision of more family housing, particularly in the social-rented sector. However, this policy appears to be rarely used in decisions. The charts below show the relative proportions of dwelling types completed in the monitoring year. Around 60% of completions were one and two-bed properties. Around 40% of completions were flats.

**Dwellings completed by type and number of bedrooms**



**Dwellings completed by sector, dwelling and bed type**



**Accommodation for Gypsies and Travellers**

4.11 The Council permitted two caravans for gypsies at East Wellow in May 2013. The site had temporary permission for an extended period and it was accepted that this should become a permanent site on the basis of an assessment under Core Strategy Policy CS16. Permission for two gypsy caravans was refused in August 2013 in the countryside near Fordingbridge on grounds of impact on the character and visual amenity of the area; inadequate access to the road network; and inappropriate traffic generation along an unmade public right of way, contrary to CS16.

- 4.12 The Council is proposing to meet identified needs for gypsy accommodation in two main ways: The Local Plan Part 2 proposes to extend an existing gypsy caravan site at Little Testwood Farm, which will meet most (if not all) of the need; and additionally Policy CS16 provides criteria by which applications for new gypsy and traveller accommodation can be considered.

### **Performance of Housing Policies and Need for Review**

- 4.13 The level of housing completions in the monitoring year was the lowest since the start of the plan period. However, higher completion rates at the beginning of the plan period mean that overall housing provision is still ahead of the (annualised) requirement. Looking at the future supply of sites for housing, the five year land supply is higher than last year. Although a depressed housing market has resulted in fewer “windfall” sites coming forward, new allocations in the Local Plan Part 2 will provide adequate supply over the plan period.
- 4.14 It appears that Policy CS15 has not been effective in securing the levels of affordable housing it requires on development sites (see consideration of developer contributions in Chapter Two). As a result of the wider housing market conditions, the Council accepted that reduced contributions were necessary on many schemes in order to ensure the viability of those schemes. Improvements in the housing market are expected to improve the prospects for delivering affordable housing under CS15. Also, allocations in the Local Plan Part 2, where the requirement is for 70% of development to be affordable, are intended specifically to meet local affordable housing needs.
- 4.15 Policy CS16 has been effective in allowing acceptable proposals for gypsy accommodation and in resisting inappropriate schemes.

## FIVE: EMPLOYMENT AND THE ECONOMY

### Town Centres and Shop Survey Results

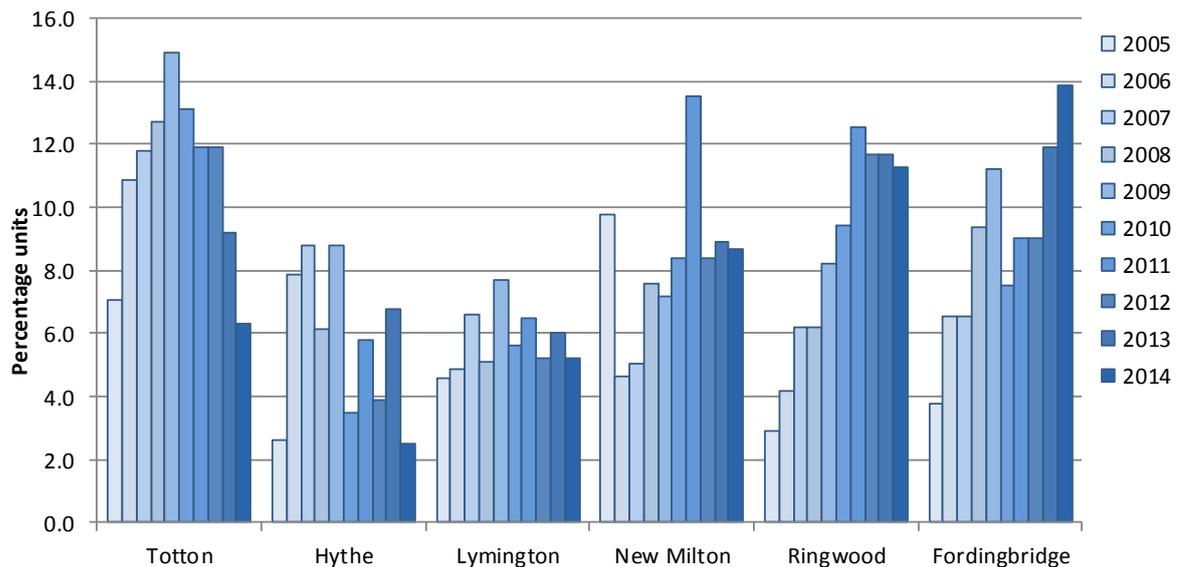


5.1 The town centres are surveyed annually to monitor proportions of retail and non-retail uses and vacant units. The current percentages of vacant units within the defined shopping streets (a term used to refer to the area of the town centre where there is a defined shopping frontage) are shown in the table below.

**Vacant shop units within the defined town centre shopping streets**

Town Centre	Number of vacant units	Percentage of total units
Totton (inc. Rumbridge Street)	14	6.3%
Hythe	3	2.5%
Lymington	16	5.2%
New Milton	20	8.7%
Ringwood	28	11.3%
Fordingbridge	15	13.9%

**Percentage of Vacant Units in Town Centre Shopping Streets (past 10 years)**



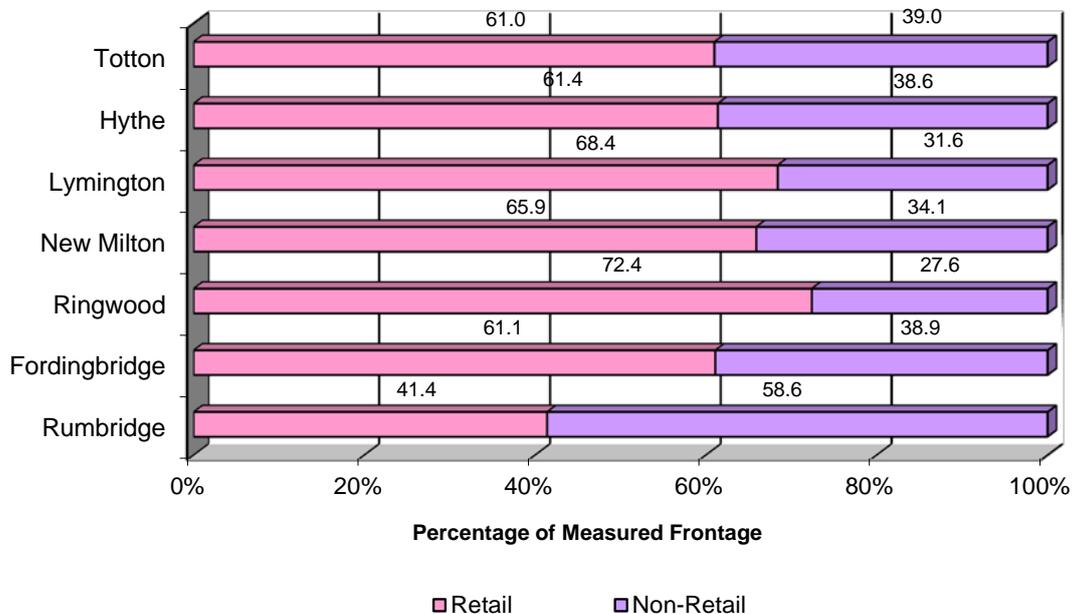
5.2 The chart above shows vacancy rates over the past ten years. The results of the 2014 shop survey show an improvement in all town centres except Fordingbridge. There were significant falls in vacant units in Totton and Hythe. The overall proportion of vacancies across the centres was 8% compared with 9.1% in the previous period.



### Primary Shopping Areas

- 5.3 Within the defined Primary Shopping Frontages policies CS20 of the Core Strategy and DM14 of the Local Plan Part 2 aim to retain a critical level of retail (A1) in order to ensure the continued attractiveness of the centres for shopping. DM14 provides a guideline that no more than 30% of the measured shopping frontage should be in non-retail uses. Levels of non-retail representation are over or very close to the 30% limit in all of the Primary Shopping Areas.
- 5.4 The chart below shows the proportions of retail and non-retail shopping frontage in the Primary Shopping Frontages of the six towns, and in Rumbridge Street (where the limit is 40% - Policy TOT18).

**Retail (A1) and non-A1 frontage in the defined Primary Shopping Frontages and Rumbridge Street 2014**



- 5.5 CS20 and DM14 set out a presumption against the further loss of A1 retail uses, but they also provide for circumstances where a non-A1 use would enhance the vitality of the centre and complement retailing. The guideline has been exceeded in most of the centres because of decisions to permit non-A1 uses where they were considered to enhance the vitality of the town centre. The proportion of retail frontage fell in all centres except Ringwood, where a reassessment of the frontage around The Furlong took place, following new development, resulting in an increase in frontage.

### Village and Local Centres Shop Survey Results



- 5.6 Policies DM17 and DM18 of the Local Plan Part 2 contain targets of 50% of shop units within the local centres of Marchwood, Milford-on-Sea and Bransgore to remain in A1 retail use and 40% in all other local centres and villages (Policy BU-CE6, which was in force during the monitoring year set a higher target of 50% for

Blackfield and Dibden Purlieu). At the time of the shopping survey all local centres had above the specified levels of units in A1 retail use.

- 5.7 Vacancy levels within the local shopping frontages tend to be low. Out of the 20 defined centres 12 have one or more vacant units. Overall, vacancies account for around 8% of units. Fawley has one-third of its units (five units) vacant which is by far the highest proportion in any centre.

### Developments within the Town and Local Centres

- 5.8 New cafes and coffee shops were permitted in Totton, Lymington, New Milton and Ringwood. With the exception of Ringwood (where the 30% guideline for the proportion of non-retail uses has not been exceeded), these permissions were granted as exceptions to the Core Strategy’s (CS20) presumption against the loss of A1 retail uses within the defined Primary Shopping Frontages. In some cases the proposed uses include an element of A1, but café uses can often contribute to the vitality of shopping areas and thus can justify an exception to the presumption against the loss of retail. The potential for exceptions which can contribute to town centre vitality is incorporated within CS20.
- 5.9 Exceptions have also been permitted for some health-related uses in Fordingbridge and Ringwood Primary Shopping Frontages. Such uses would normally be considered appropriately located outside Primary Shopping Frontages, but in both cases there were not perceived to be harmful impacts. A similar use was permitted outside the Primary Shopping Frontage in Lymington.
- 5.10 During the monitoring period, permission was granted within Ringwood Town Centre for the redevelopment of Greyfriars Community Centre for an arts centre, theatre, community space and café/bar. Also proposals for the redevelopment of the former Council Offices on Christchurch Road were permitted for commercial and residential development, although this has been superseded by proposals for a care home.

### Development for Retail, Office and Leisure Uses (Town Centre Uses)



- 5.11 The following table sets out the amount of retail, office and leisure development completed within and outside the defined town centres. These types of uses should usually be located within town centres where they help to support the role of the centres and there are high levels of accessibility.

#### Development for ‘town centre uses’

Location	Retail	Office	Leisure
Within the defined town centre	-	-	-
Outside the town centre	364sqm	970sqm	-

- 5.12 During the monitoring year, new retail and office floorspace was developed outside the defined town centres. The retail floorspace was created from the conversion of the Hampshire Yeoman public house in Blackfield to a Sainsburys Local store. The new office floorspace involved the extension of an existing office building in Ringwood. Both proposals were in accordance with policies and no

harmful impacts on town centres are considered to result from the developments. The retail development in Blackfield adjoins the local shopping centre and will help to support the local centre. No new leisure development took place during the monitoring period.

### **Performance of Shopping Policies and Need for Review**

- 5.13 Shop vacancy rates are lower than last year in all of the town centres except Fordingbridge, which has the highest number of vacant units. All of the Primary Shopping Frontages, except Ringwood, are below the policy threshold guide for 70% of the primary shopping frontage to remain in A1 retail use (including vacant A1 units). In general, further changes of use from A1 within the Primary Shopping Frontages should be resisted, although there might be exceptional cases where a non-A1 use would add to the vitality of the town centre and can therefore be justified. Policies appear to have been effective with few decisions being challenged at appeal.
- 5.14 In May 2013 the Government introduced changes to Permitted Development regulations<sup>1</sup> to allow shops, offices, restaurants, cafes, pubs, businesses, institutions and leisure uses to change to any retail, office, restaurant, cafe and light industrial use for a temporary two year period without the need for planning permission<sup>2</sup>. This change effectively suspends the presumption against the loss of A1 uses in Policy CS20, unless an occupier is seeking a permanent change of use when the policy would still apply. So far, no prior notifications have been received seeking a change under these regulations since the introduction of this change.

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<sup>1</sup> The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013

<sup>2</sup> Unless the proposal relates to more than 150sqm, or is a Listed Building (other exclusions apply).

## Employment Provision and Land Availability

- 5.15 Core Strategy Policies CS10, CS17 and CS18 aim to provide for local business and employment needs primarily through policies for employment development in built-up areas, keeping existing suitable employment sites for continued employment use, and new allocations in the Local Plan Part 2.
- 5.16 For employment planning and monitoring purposes the district is divided into three sub-areas:
- Totton and the Waterside
  - Lymington and New Milton
  - Ringwood and Fordingbridge



### Employment Floorspace Developed by Type

- 5.17 A total of 1,872sqm of floorspace and 1,567sqm of open storage was developed within the Plan Area in the monitoring year. The distribution of development across the sub-areas, by use class, is shown in the table below.

#### Employment floorspace (sqm) developed by type April 1 2012 to March 31 2013

Area	B1(a) <sup>1</sup>	B1(b/c) <sup>2</sup>	B1-8 <sup>3</sup>	B2 <sup>4</sup>	B8 <sup>5</sup>
Totton & Waterside	-	-	-	-	650
Lymington & New Milton	-	-	-	-	1,567
Ringwood & Fordingbridge	970	-	-	-	252

Notes: Use Class categories refer to the following uses:

1. Office 2. Research and Development/Light Industry; 3. A composite category where sites can be used for any uses within categories B1, B2 and B8; 4. Heavy Industry; 5. Storage and Distribution

### Employment Land Available by Type



- 5.18 About 62 hectares are available for employment development. The table below shows the type of uses provided for. The table includes allocations (including new allocations made in the Local Plan Part 2) and permissions (the latter may be for specific businesses and may not be generally available). The table does not include land available for petro-chemical uses at Fawley Refinery (around 30 hectares).

#### Employment land available by type (hectares)

Area	B1(a)	B1(b/c)	B1-8	B2	B8
Totton & Waterside	2.84	0.54	25.63	-	-
Lymington & New Milton	0.35	3.15	12.37	0.47	-
Ringwood & Fordingbridge	1.49	-	14.63	0.42	-
<b>Total area in hectares</b>	<b>4.68</b>	<b>3.69</b>	<b>52.63</b>	<b>0.89</b>	-



## Losses of Employment Land and Retention of Sites

- 5.19 Policy CS17 seeks to retain suitable employment sites and premises for continued employment use which is a key aspect of the strategy to maintain an adequate supply of land for business and employment. No losses of employment land or premises arising from a grant of planning permission were recorded in the monitoring year.
- 5.20 In May 2013 the Government published the Town and Country Planning (General Permitted Development) (Amendment) Order 2013 which introduced changes to permitted development rights. These changes included allowing the change of use from office uses to residential (with some exclusions e.g. within Listed Buildings). Since the introduction of the changes there have been 14 Prior Notification approvals which have resulted in the loss of around 2,640sqm of offices to provide 42 dwellings. The following table sets out the details of these proposals.

Address	Reference Date	Office floor space lost (approx. sqm)	Occupied/ vacant	Town centre	Dwellings proposed
4 Testwood Lane, Totton	13/11178 14/11/13	135	Vacant	Yes	1
Units 1-6 Forest Mews, 285-289 Salisbury Road, Totton	13/11229 12/11/13	290	Occupied	No	6
9 Haven Point, Waterloo Road, Lymington	13/11048 27/09/13	135	Vacant	No	1
Epicurian House, Sway Road, Lymington	13/11228 05/12/13	125	Occupied	No	1
9 Southampton Road, Ringwood	13/10673 01/08/13	200	Occupied	Yes	3
Monmouth Court, Southampton Road, Ringwood	13/10937 18/09/13	130	Vacant	Yes	2
Monmouth Court, Southampton Road, Ringwood	13/11409 02/01/14	250	Occupied	Yes	5
7-9 Shaftesbury Street, Fordingbridge	13/10836 27/08/13	200	Vacant	No	2
45 Salisbury Road, Fordingbridge	13/11326 05/12/13	80	Vacant	No	1
Home Close, Priest Lane, Sopley	14/10871 24/07/14	35	Vacant	No	1
3-4 River Court, Gosport Street, Lymington	14/10969 05/09/14	85	Vacant	No	3
First Floor, 90 Station Road, New Milton	14/11170 02/10/14	50	Vacant	Yes	1
91-92 High Street, Lymington	14/11365 20/11/14	750	Vacant	Yes	12
68-74 Old Milton Road, New Milton	14/11460 27/11/14	175	Vacant	Yes	2
<b>Totals</b>		<b>2,640</b>			<b>42</b>

## Rural Economy

- 5.21 Policy CS21 seeks to support the rural economy by supporting agricultural and horticultural enterprises and existing employment sites in rural areas. The use of existing buildings in rural areas for business and employment uses is encouraged where this would be environmentally acceptable. During the monitoring period, light industrial uses were permitted in existing buildings at Hordle; for storage uses at Hyde; and for open storage uses utilising a yard at Everton. Large scale industrial development of a former nursery at Ower was refused permission on the basis of CS21 (and dismissed appeal). Policy was also used to support the provision of tourist accommodation in existing buildings at East Wellow and Sopley (the latter also used as accommodation for agricultural workers for part of the year).
- 5.22 In May 2013 the Government introduced changes to Permitted Development regulations<sup>3</sup> which allow for an agricultural building to change its use to a shop, office, cafe, restaurant, light industrial, storage/distribution, hotel or assembly/leisure use without the need for planning permission<sup>4</sup>. So far, no prior notifications have been received seeking a change under these regulations since the introduction of this change.

## Tourism

- 5.23 Core Strategy Policy CS19 is generally supportive of new tourist accommodation and facilities in towns and villages, and in the countryside in existing buildings and on farms where this would aid diversification and support the local economy.
- 5.24 During the monitoring period, a proposal for the use of a holiday let for permanent residential use at Hordle was refused on the basis of the loss of existing tourist accommodation contrary to CS19. This decision was also supported at appeal.

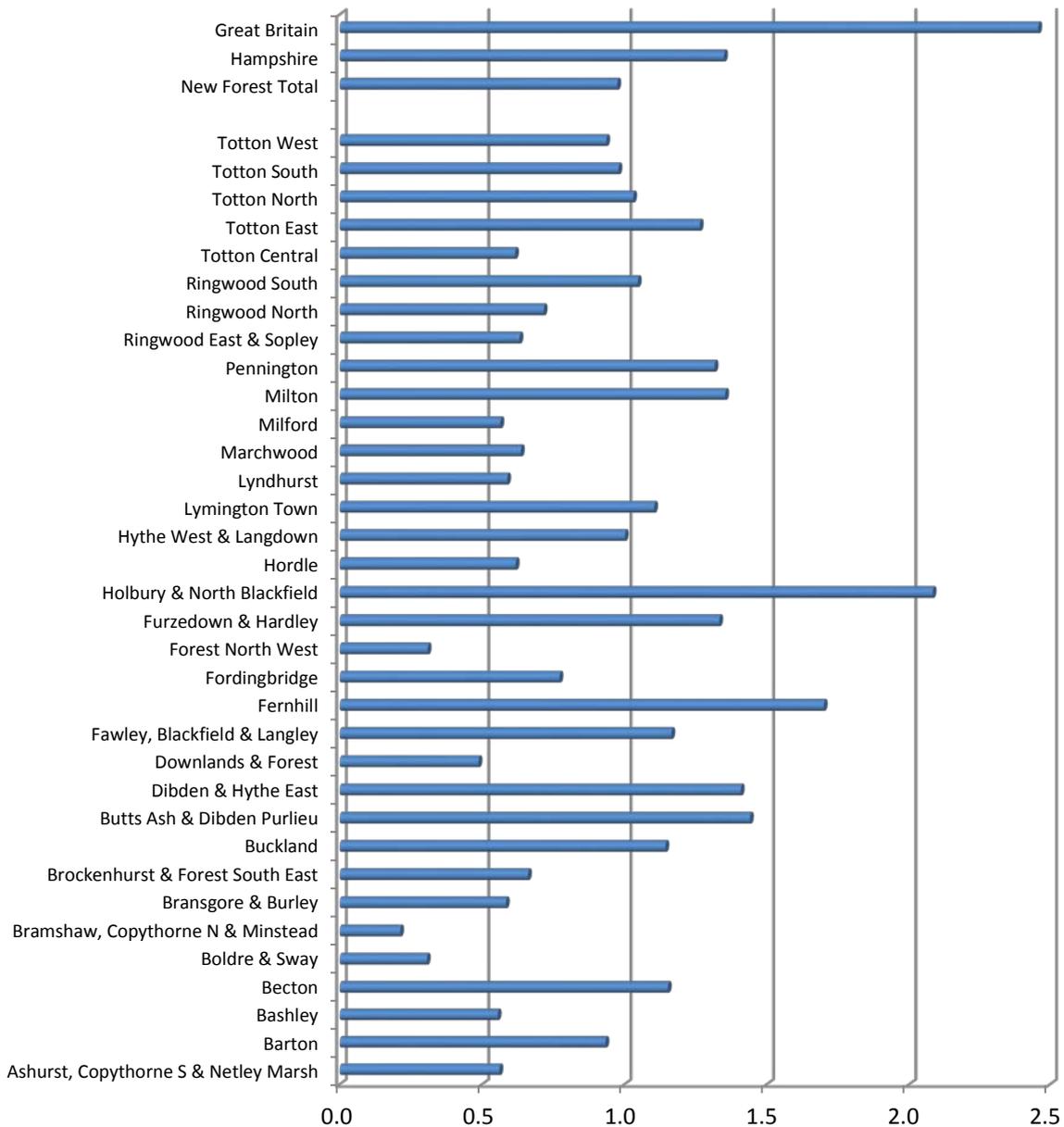
## Unemployment

- 5.25 Unemployment in the District was lower in 2014 (average of 0.9%) than in 2013 (1.6%). During 2014 the rate fluctuated from a high of 1.3% at the beginning of the year to a low of 0.8% in December. The district rate was consistently below the rates for Hampshire and Great Britain. However, ward-level data shows that several wards had rates in excess of the County average (1.4%). The wards of Fernhill (1.7%) and Holbury and North Blackfield (2.1%) both had rates in excess of the County average, but this is a better picture than last year when six wards had high rates. The chart below shows the average ward rate for the year.

<sup>3</sup> The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013

<sup>4</sup> Unless the proposal exceeds 500sqm, or is a listed building (other exclusions apply)

### Ward unemployment - average during 2014



NB. The basis of the figures is the working age population aged 16-64 for both sexes.

### Performance of Employment Policies and Need for Review

5.26 A small amount of office floorspace was developed during the monitoring period at Ringwood. New buildings for storage uses were built in Hyde and Totton and some open storage was created at Lymington. With new allocations in the Local Plan Part 2, there is a total of about 62 hectares currently identified for employment development, although some of this may not be immediately or generally available because it is for the expansion of particular businesses, or it has other activities taking place on it (for example mineral processing), or landowners have not made it available.

- 5.27 Following the national change in permitted development rights, more than 2,600sqm of office floorspace has been lost to residential development.
- 5.28 The area already starts from a low office base with less than 10% of existing commercial floorspace in the District comprising offices, which is less than half the proportion across the South East Region and significantly below the national average. Some high quality office accommodation has been lost from the Plan Area as a result of the Permitted Development rights. The new rights run for a period of three years, but evidence already suggests that they could have a significant impact upon the supply of commercial premises and put existing businesses under pressure to vacate their premises in the expectation of achieving residential value.
- 5.29 The planning strategy, which emphasises the need to retain existing employment sites as an important aspect of sustaining the local economy, is inevitably undermined by this development, as is the Core Strategy's objective to achieve more knowledge-based and higher paid employment. While planning policies cannot influence this process, there may be implications for the future provision of employment sites and premises in the Plan Area.

## SIX: TRANSPORT AND ACCESS

### Local Transport Plan (LTP)

- 6.1 The Hampshire Local Transport Plan 3 (LTP3), which is a 20 year plan setting out Hampshire County Council's (HCC) transport strategy, came into effect in April 2011. As part of the annual review of the LTP a [revised Implementation Plan](#), setting out planned expenditure on transport, was published in May 2014 covering the period up to March 2017.
- 6.2 The vision in the LTP3 is for "*safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*" with the top priority being to maintain Hampshire's highway network. The plan also identifies a commitment to reducing carbon emissions and other negative transport related impacts. One method for achieving this is to reduce the need to travel by car by improving travel options to encourage walking, cycling and the use of public transport.
- 6.3 LTP3 is split up into three geographical areas; North, Central and South Hampshire. Central Hampshire covers the majority of the District; the South Hampshire section covers the Totton and Waterside area. The main challenges identified for the Central area, relevant to NFDC, include:
- Maintaining the existing highway network and improving its resilience to the effects of extreme weather
  - Tackling congestion on inter-urban road corridors and in some town and village centres
  - Mitigation of the transport impacts on both strategic and local networks, arising from planned housing growth
  - Minimising the adverse impacts of traffic on the quality of life of rural communities and market towns through speed management and HGV routing
  - Improving accessibility for people without access to a car, whilst recognising that the car is likely to remain the main mode of travel for many people in rural areas
  - Ensuring that routes are managed to properly reflect their rural setting
  - Maximising the role of Community Transport in meeting local access needs.
- 6.4 The vision for the South Hampshire area of LTP3, which includes the Totton and Waterside area of the District, is for "*a resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment*". Policies for this area, amongst others, include:
- To optimise the capacity of the highway network and improve journey time for all transport modes
  - To achieve and sustain a high-quality, resilient and well-maintained highway network for all
  - To deliver improvements in air quality
  - To promote active travel modes and develop supporting infrastructure
  - To encourage private investment in public transport and community transport infrastructure and services
  - To work with Local Planning Authorities to integrate planning and transport
- 6.5 The Implementation Plan (<http://www3.hants.gov.uk/transport/local-transport-plan.htm>), which forms part of LTP3, contains the proposals for delivery of the

policies and priorities within the Strategy during a three year period; the most recent of which covers up to March 2017. The Implementation Plan will be refreshed on a regular basis in order to accurately reflect the levels of funding available to deliver the Plan. It is anticipated that funding sources will include developer funding, as well as Government funding (primarily for highway maintenance).

- 6.6 The LTP3 provides a high level strategic vision for transport in Hampshire. More localised transport policy is included within the District Transport Statements (see paragraph 6.14 below) which provide a robust mechanism to secure appropriate funding and assist delivery of the LTP3 strategy.
- 6.7 Hampshire County Council has also been successful in two bids to the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF). Funding has been achieved for some measures in the Transport for South Hampshire (TfSH) area which includes the Totton and Waterside area for a "better connected South Hampshire". This principally includes low cost physical improvements to ensure that public transport provides a realistic, reliable and attractive alternative to the private car in order to connect people to jobs. The second bid focuses on improving access into the National Park particularly by public transport and other more sustainable transport modes.
- 6.8 Further to the above, in December 2013 the DfT invited Local Transport Authorities to submit bids for further LSTF funds. HCC's bids included "Supporting the economy by transforming travel connectivity in Rural Hampshire", which seeks to make it easier for those living in isolated areas to access employment and services primarily via a range of sustainable transport solutions. Also relevant to the New Forest area is an extension to "The Two National Parks LSTF Programme (2015/16 extension)". This seeks to build on the National Parks' LSTF project referred to above. Both of these bids were approved in July 2014.

### **Strategic Transport Schemes**

- 6.9 Core Strategy Policy CS23 supports a number of improvements to reduce congestion, improve accessibility and road safety in the Plan Area. Hampshire County Council, as Highways Authority, has reviewed land safeguarded for transport improvements which has resulted in a number of changes.

#### *Improvements to A326 Totton Western Bypass*

- 6.10 The proposed dualling and junction improvements to the A326 Totton Western Bypass were abandoned in January 2011. This is because an alternative junction strategy, utilising existing highway land, is to be developed meaning that the improvements will no longer require the use of third party land. Currently it is suggested that the junction improvements could take the form of signalisation at the junctions with Ringwood Road and Fletchwood Lane and enhancements to existing layouts at remaining junctions. Further investigative work is to be carried out.
- 6.11 Improvements to the A326 south of Totton were also abandoned in January 2011. This would have been a significant scheme that could have involved the widening of the A326. The aim of the improvement was to relieve congestion on the A326

through provision of priority for bus and multi occupancy vehicles, encouraging the use of the public transport services and car sharing. However, following HCC's review of transport schemes as part of the production of the New Forest District Transport Statement, the County Council considered the previous scheme was not necessary to respond to a current or forecast problem. It has accordingly reduced the scale of the improvements proposed. The revised scheme involves localised improvements on the Totton Western Bypass section of the A326 as mentioned above.

#### *Waterside Passenger Rail Services Reinstatement*

- 6.12 This proposal was to reinstate passenger services to the Waterside area (CS23(f)). In January 2014, Hampshire County Council reviewed the business case for the scheme and given the perceived relatively low Benefit Cost Ratio (BCR) it was concluded that further funding or resources would not be committed to this project at this time. This position will be reviewed if there are significant changes in local circumstances or future funding arrangements for rail projects.

#### *Improvements to the A31 at Ringwood*

- 6.13 Regarding CS23(a), the Highways Agency has been developing a scheme for a lane addition to the westbound side of the A31 at Ringwood (at its junction with the A338). In autumn/winter 2013 the Highways Agency has undertaken traffic surveys to better inform the design of this scheme. In December 2014 the Government announced a £1.4 billion package for 18 new road schemes in London and south east of England; this scheme was included and is due to be completed by 2021.

### **Transport Contributions Policy / District Transport Statement - Transport Schemes**

- 6.14 Core Strategy Policy CS24 seeks contributions to improve pedestrian and cycle routes and assist public transport in order to improve accessibility by non-car modes. The impact of traffic associated with new developments is a common reason for refusal of planning permission and developments that are approved often have conditions attached requiring the developer to either provide necessary infrastructure or provide a financial contribution to fund measures to mitigate the impact of the development. In connection with this and the Council's Transport Contributions Policy (TCP) a list of transport schemes has been incorporated within HCC's New Forest District Transport Statement (adopted in September 2012). The schemes within the District Transport Statement are proposed to mitigate the adverse impact of traffic associated with new developments and to encourage non-car travel.
- 6.15 The list of transport proposals was identified as a basis for seeking developer contributions to provide improvements within the district. This includes:
- promoting walking and cycling;
  - assisting public transport; and
  - mitigating the adverse impact of traffic, particularly that associated with new developments.
- 6.16 The Transport Statement schemes list (<http://www3.hants.gov.uk/transport-planning/transport-statements.htm>) is intended to be reviewed and amended

regularly in order to take account of any change in local circumstances. This also enables members of the public, district councillors and officers to suggest new schemes or changes to existing schemes. The number and value of the schemes in the list relates to possible developers' contributions NFDC could receive based on the planned development over the plan period. The amount of financial contributions received from developments across the Plan Area is being monitored and paragraph 3.9 details the amount of developers' contributions received for transport purposes in the 2013/14 year.

- 6.17 Appendix 3 of this report lists specific improvements to the footpath and cycle route networks which have taken place under saved Local Plan Policies DW-T10, DW-T11 and other policies of the Local Plan. Where appropriate, these schemes have been carried forward into the TCP list of schemes and those that are considered significant and/or require the use of non-highway land are included in the Local Plan Part 2. The table below identifies the Transport Statement schemes (not covered by Local Plan Policies DW-T10 and T11) that have been developed since the previous monitoring report was published.

***Schemes implemented or part implemented in the monitoring year 2013/14***

<b>Scheme</b>	<b>Parish</b>	<b>Type of Scheme</b>	<b>Outline</b>	<b>Status</b>
<b>FA/T/44</b>	Fawley	Pedestrian / cycle Improvements	Chapel Lane/Fawley Road Junction: Junction improvement to improve safety for pedestrians	Implemented (December 2013)
<b>FA/T/45</b>	Fawley	Pedestrian Improvements	Provision of footway on corner of Fawley Road/Blackfield Road and widening of existing footpath including some localised road narrowing.	First phase implemented (December 2013)
<b>HO/T/09</b>	Hordle	Junction Improvement	Everton Road/Hordle Lane/Woodcock Lane Junction enhancement to improve safety at the junction assisting pedestrians and cyclists	Implemented (March 2014)
<b>HO/T/14</b>	Hordle	Junction Improvement	Close eastern leg junction with Ashley Lane, creating a cul-de-sac on Hare Lane, to improve safety at the junction from reduced traffic movements in this area.	Implemented (December 2013)
<b>HY/T/06</b>	Hythe & Dibden	Cycle route	South Street to Wild Ground Schools Cycle route - Upgrade of footpath to the rear of Park Close	Part implemented (December 2013)
<b>HY/T/07</b>	Hythe & Dibden	Cycle route	Butts Ash Lane and Arnwood Ave: On road cycle route - On-road cycle route and improved uncontrolled crossing to assist cyclists cross Beaulieu Road near Heath roundabout.	Implemented (March 2013)
<b>LP/T/02</b>	Lymington & Pennington	Cycle Route proposal	Pennington to Highfield via Priestlands Road and The Bunny Run: Footpath to Cycleway (0.12km); On Road and off road sections	Bunny Run section implemented (summer 2013)

<b>MA/T/06</b>	Marchwood	Pedestrian Improvements	Bury Road to Main Road (via Reed Drive and Cranberry Close) On and off road cycle route through village centre	Part implemented – raised path in section of open space (summer 2013)
<b>NM/T/30</b>	New Milton	Pedestrian and cycle improvements	Highlands Road: Accessibility Improvements to assist pedestrians and measures to assist cyclists	Implemented (July 2013)
<b>NM/T/42</b>	New Milton	Traffic Calming	Speed reduction measures along Ashley Common Road, between Woodside Lane and Danesbury Meadow (flat topped tables similar to Water Lane, Totton as cycle route)	Implemented (winter 2013)
<b>NM/T/48</b>	New Milton	Pedestrian Improvements	Sea Road/Byron Road: improvement and widening of footways adjacent to garage	Implemented (Spring 2014)
<b>SA/T/01</b>	Sandleheath	Junction Improvement	Measures to reduce the speed of traffic turning into Scats Lane.	Implemented (July 2013)
<b>TE/T/01</b>	Totton	Cycle route	Ringwood Road: Adjacent to road shared use pedestrian/cycle route from Calmore Road junction to Forest Park School.	Implemented (August 2013)

## Improving Access by Walking, Cycling and Public Transport

6.18 Core Strategy Policies CS1 (Sustainable Development Principles), CS10 (The Spatial Strategy), CS23 (Transport Proposals) and CS24 (Transport Considerations) all refer to reducing reliance on the private car. CS24 in particular refers to how development proposals should improve accessibility for non-car modes and seek to ensure that pedestrian and cycle routes are extended. The schemes referred to in the section above all aim to improve access in the area predominantly by non-car modes.

### Access for Walking and Cycling

- 6.19 In the New Forest District overall there are a little over 600km of public rights of way (including approximately 450km footpaths, 130km bridleways and 30km Byways Open to All Traffic). This total and the separate categories of rights of way are more or less equally divided between the National Park and the rest of the District. Saved Local Plan Policies DW-T10 and DW-T11 contain specific proposals for new footpaths, cycleways and bridleways (see Appendix 3). Policy DW-T12 covers the protection of existing and proposed public rights of way. Policy DW-T14 allows for further unspecified improvements to the footpath, cycle and bridleway networks and Core Strategy Policy CS25 covers contributions to footpaths, cycleways and bridleways.
- 6.20 The [NFDC Mitigation Strategy for European Sites](#) refers to improvements of the rights of way near sites allocated for residential development in the Local Plan Part 2. Suggested improvements include provision of signage, information/interpretation boards, benches, dog bins etc. as well as improving connections between parts of the public rights of way (PROW) footpath network.

These improvements will make the use of these routes more attractive and encourage more frequent use by new (and existing) residents.

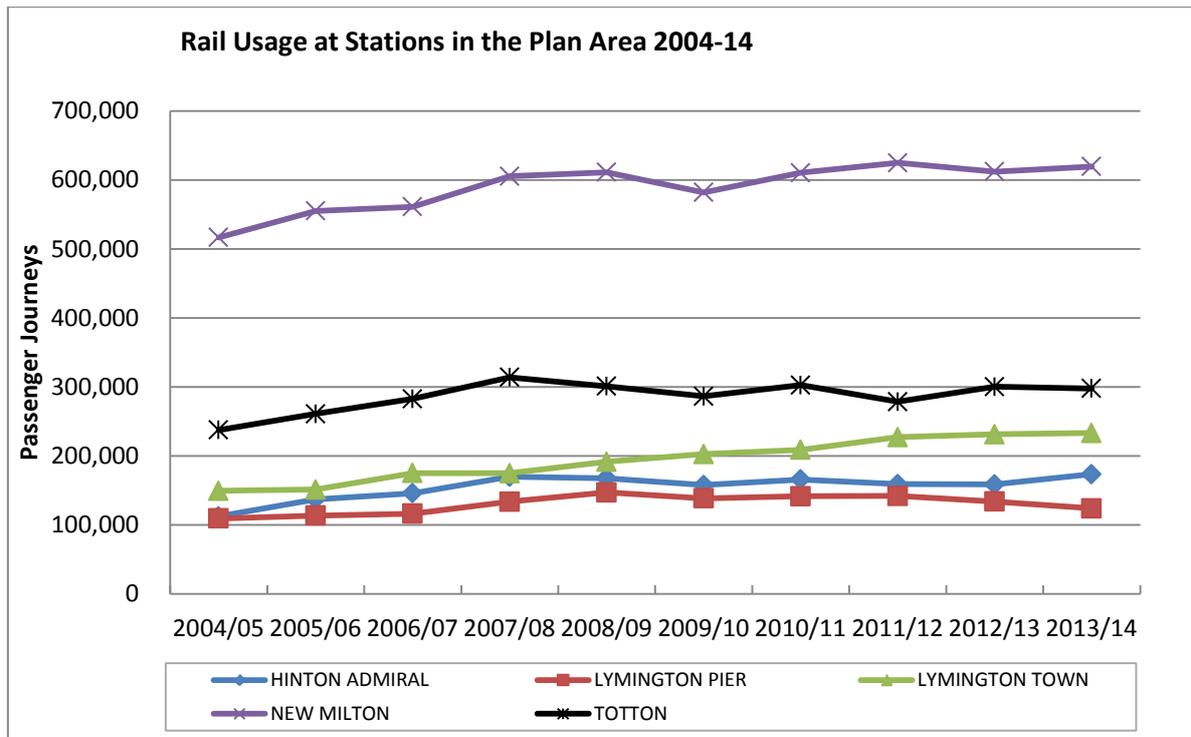
- 6.21 As previously indicated, a proposed district-wide network of strategic cycle routes has been approved by the District Council and the National Park Authority. Some of its proposals have already been implemented (see Appendix 3) and further proposed cycle and footpath routes have been jointly agreed in principle by NFDC and HCC in relation to the transport contributions policy and the District Transport Statement.

### Bus Transport

- 6.22 Following the bus subsidy changes in 2011/12 further changes to the bus subsidy regime were consulted on in Spring 2014. In October 2014, [a number of changes were approved](#). Some of the main changes within the district are detailed below:
- **T3/T4 & 11** Totton – Cadnam: funding for peak extensions to the commercial 11 service were withdrawn due to low passenger numbers. T3/T4 services would be reduced to 3 days a week to reflect passenger use.
  - **H1/H2** Hythe local service: This is reduced to 3 days a week to reflect passenger use.
  - **8 & 9** Calshot – Fawley: Funding for peak hour extensions to commercially operated service be withdrawn due to low passenger numbers. Off-peak commercial service unaffected.
  - **Services X1/X2** Lymington – Bournemouth: Monday to Saturday contract journeys are replaced by a commercial service with some reductions in frequency at certain times of the day. Limited funding is retained to provide for continued operation of some of the journeys via Walkford and Gore Road in New Milton.
  - **Service 6** Lymington – Southampton: Funding reduced to 4 - 5 journeys per day each way, Mondays to Saturdays. These journeys will be supplemented by additional journeys provided commercially by the bus company. Home to school transport movements to be covered by season ticket purchases. Funding for the Sunday service would be withdrawn and provided if deemed viable by the operator.
  - **Service 41** Alderholt – Sandleheath – Woodgreen – Salisbury: A commercial bus service is to run on schooldays and a taxi-share service on school holidays from 4 January 2015.

### Rail Transport

- 6.23 The table and chart below detail the pattern of rail use at the stations in the Local Plan Area over the past 10 years. This illustrates an overall general trend of increasing total usage. In the last 10 years the total usage of the district rail stations has risen approximately 29% from 1,125,923 passenger journeys in 2004/5 to 1,448,208 in 2013/14.



**Rail Usage at Stations in New Forest District (outside the National Park) 2004-14**

Rail Station	Total usage 2010/11	Total usage 2011/12	% change	Total usage 2012/13	% change	Total usage 2013/14	% change	10/11 to 13/14
HINTON ADMIRAL	165,947	159,246	-4.0%	158,770	-0.3%	173,484	9.3%	4.5%
LYMINGTON PIER	141,528	142,072	0.4%	133,964	-5.7%	123,918	-7.5%	-12.4%
LYMINGTON TOWN	208,887	227,306	8.8%	231,454	1.8%	233,302	0.8%	11.7%
NEW MILTON	610,727	624,896	2.3%	612,258	-2.0%	619,746	1.2%	1.5%
TOTTON	302,602	278,666	-7.9%	300,266	7.8%	297,758	-0.8%	-1.6%
<b>TOTAL</b>	<b>1,429,690</b>	<b>1,432,186</b>	<b>0.2%</b>	<b>1,436,712</b>	<b>0.3%</b>	<b>1,448,208</b>	<b>0.8%</b>	<b>1.3%</b>

Data courtesy of Office of Rail Regulation

6.24 The table above provides a more detailed breakdown of the figures and percentage changes for the last few years. It shows the total usage of railway stations within the District together with the percentage change in rail use over the last 4 years. It indicates that in the last year the overall usage of the railway stations has experienced a slight increase (+0.8%) which equates to 11,496 additional rail trips. Hinton Admiral has seen the highest growth in usage with approximately 9% increase from the previous year. Conversely Lymington Pier station has seen a drop by 7.5% from the previous year.

6.25 Lymington Town station passenger numbers are continuing its upward trend with just under 12% growth in numbers from 2010/11's usage. This continuing trend may be due to the Lymington to Brockenhurst Community Rail Partnership being active in trying to promote use of the station and services. However, the usage of the Lymington Pier station usage has dropped by a similar proportion over the same time period. Overall, the change in usage is relatively small and appears to

have plateaued over recent years. In July 2013 Hampshire County Council adopted a Travel Plan for Totton Station to improve access and infrastructure. It was adopted part way through the monitoring year and it is too early to see what impacts it may have.

## Parking

6.26 The table below shows that the various provisions of Core Strategy Policies CS2 (Design Quality) and CS24 (Transport Considerations) have continued to play an important part in development management.

### Planning Applications refused permission for reasons relating to parking (01/04/13 to 31/03/14)

	Refused because not enough car parking space	Refused because too much car parking space	Refused because not enough cycle storage space	Refused due to impacts of parking on amenity
Residential (total 8)	2	0	0	6
Mixed uses (total 0)	0	0	0	0
Non-residential (total 2)	0	1	1	0
All uses (total 10)	2	1	1	6

6.27 Overall, parking policy has been the basis of 10 reasons for the refusal of consent during the monitoring period. The majority of the applications were refused because provision for parking had adverse impacts on amenity (i.e. on the character of the area or on residents' quality of life).

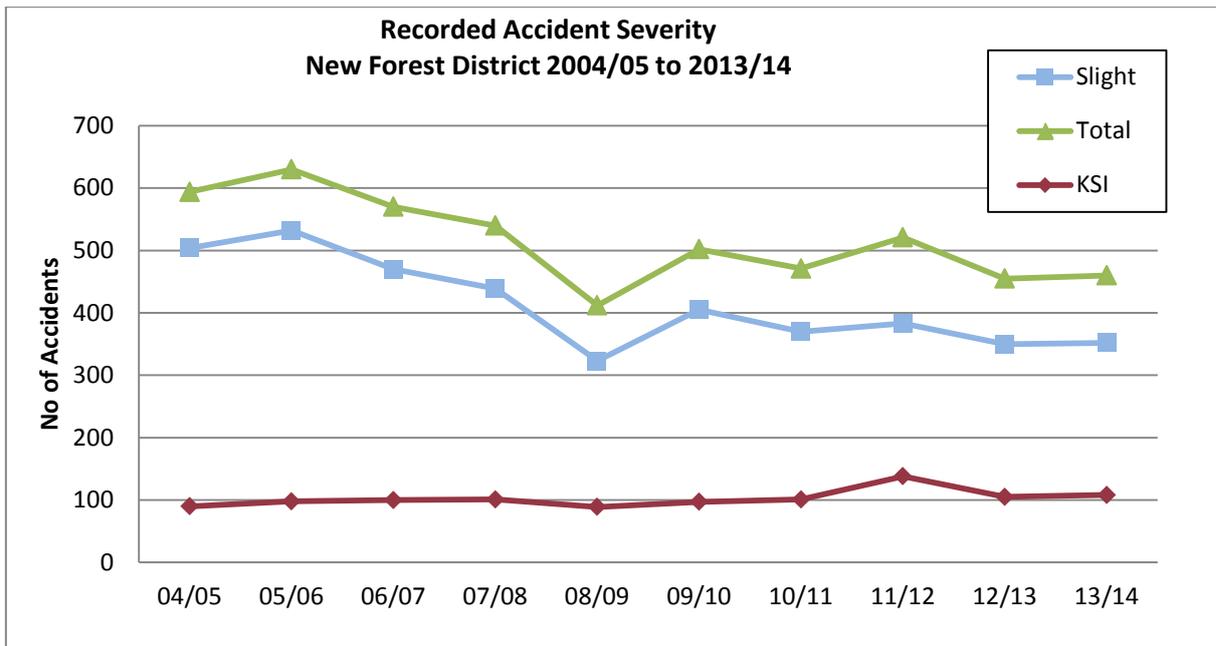


## Road Safety

6.28 Core Strategy Policies CS1, CS10 and CS25 refer to how new developments will ensure communities are safe and feel safe, and the risks from potential hazards are minimised.

6.29 The impact of traffic associated with new developments is a common reason for refusal of planning permission. A total of 21 planning applications were refused in the monitoring year, because they would either increase the burden on the highway network to unacceptable levels or would compromise highway safety. Similarly, developments that are approved often have conditions attached requiring the developer to either provide necessary infrastructure or provide a financial contribution to fund measures to mitigate the impact of the development.

6.30 The recorded injury accident data provided in the table and graph below indicates that the overall general trend is of a reduction of total recorded road accidents. However, over the past year the difference is negligible. The number of persons killed or seriously injured (KSI) rose slightly from 105 to 108 since the last monitoring year and is just above the 10 year average (103). There were six fatal accidents in 2012/13 which is relatively low compared to the average of 10 fatal accidents per year over the last 10 years. Similarly, the 352 'slight' injury count is considerably less than the average (413) over the 10 year time period.



**Recorded Road Accident Severity figures for New Forest District**

Year / Accidents	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	10 year average
Fatal	16	14	10	9	11	9	4	10	6	6	10
Serious	74	84	90	92	78	88	97	128	99	102	93
Slight	504	532	470	439	323	405	370	383	350	352	413
<b>Total</b>	<b>594</b>	<b>630</b>	<b>570</b>	<b>540</b>	<b>412</b>	<b>502</b>	<b>471</b>	<b>521</b>	<b>455</b>	<b>460</b>	<b>516</b>
<i>KSI</i>	<i>90</i>	<i>98</i>	<i>100</i>	<i>101</i>	<i>89</i>	<i>97</i>	<i>101</i>	<i>138</i>	<i>105</i>	<i>108</i>	<i>103</i>

(N.B. certain traffic management functions are carried out by the District Council as agent for the local Highway Authority, Hampshire County Council. The figures relate to the whole District.)

**Performance of Transport and Access Policies and Need for Review**

6.31 Policies appear to be working well. An extensive list of transport schemes is in place and is being used as a basis for seeking developer contributions to mitigate the traffic impacts of development through improving facilities for pedestrians and cyclists and to improve the use of public transport.

## SEVEN: ENVIRONMENT AND COMMUNITIES

### The Countryside

- 7.1 Policies are aimed at protecting the appearance and special character of the countryside, including the Green Belt and the Area of Outstanding Natural Beauty (AONB). Various permissions were granted in the countryside during the monitoring period. Those relating to farming are set out in the Rural Economy section of this report; those relating to holiday accommodation are set out in the Tourism section; and those relating to recreational facilities are set out in this section below.

### Landscape

- 7.2 Policies relating to protection of the landscape appear to be effective in discouraging, and supporting the refusal of, inappropriate proposals. Reasons for refusal related to Core Strategy Policies CS1 (sustainable development) and CS2 (design quality), and Local Plan Policies DW-E7 (landscape schemes) and DW-E8 (trees), and the following factors:
- Impact on trees/loss of trees (used in 33% of decisions)
  - Over-intensive development (used in 28% of decisions)
  - Inappropriate to the local landscape (used in 39% of decisions)
- 7.3 Out of 13 appeals, 11 were dismissed and two were allowed (previously refused for being out of keeping with and harmful to the character and appearance of a sensitive countryside location lying within a Conservation Area). Four applications in an AONB were refused by decision and dismissed at appeal.

### Nature Conservation

- 7.4 The National Planning Policy Framework delegates the protection of international and national nature conservation designations (Special Protection Areas / Ramsar / Special Areas of Conservation / Sites of Special Scientific Interest) to Local Plans. The Council has introduced new policies in the Local Plan Part 2 which provide the necessary safeguards for areas subject to designations (DM2: Nature conservation, biodiversity and geodiversity and DM3: Mitigation of impacts on European nature conservation sites).
- 7.5 A total of 14 applications were submitted on or adjacent to land that is subject to international and national nature conservation designations. The majority of these applications were small-scale in nature including some applications for replacement beach huts or modest house extensions. All of the applications were permitted.
- 7.6 Policies CS3 and DW-E38 (now superseded by Policy DM2) apply to locally designated Sites of Importance for Nature Conservation (SINC). Out of 21 applications within or adjoining SINC, 14 were granted permission and seven of the applications were refused permission. Impacts on a SINC were not considered material in determining approval or refusal of these proposals.

**Priority habitats**

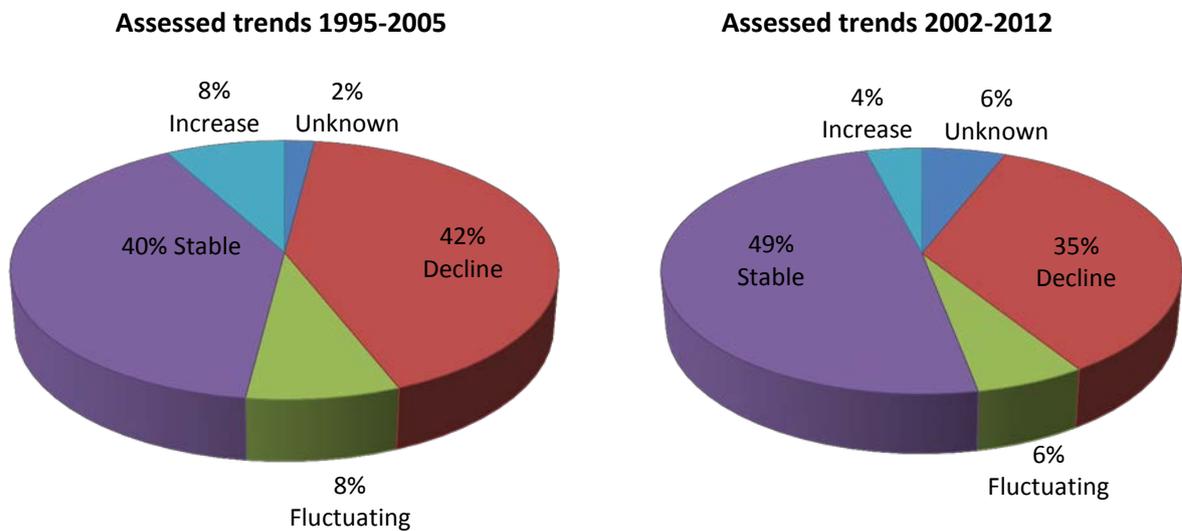
7.7 The total area of priority habitats within the Plan Area has remained broadly the same over the monitoring period, currently standing at 5,124.

**Priority Species**

7.8 There are 178 species in Hampshire that are UK BAP Priority Species. It is unrealistic to report on all of these, not least because there is insufficient knowledge on the status and trends of many species and some have such restricted distribution that their relevance to the reporting process is limited. However, a representative list of 50 species has been agreed in order to gain an overall assessment of change in priority species status in a regular and consistent way. The status is reviewed every few years. The charts below show the latest available data relating to these species.

7.9 The last decade has seen rates of decline slowing for many of Hampshire’s notable species. There are, however, concerns that “Stable” for some species means stabilised at low (still vulnerable) levels, rather than stabilising at a higher (more sustainable) level.

**Trends for Hampshire’s 50 BAP Priority Species (across Hampshire)**



**Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance**

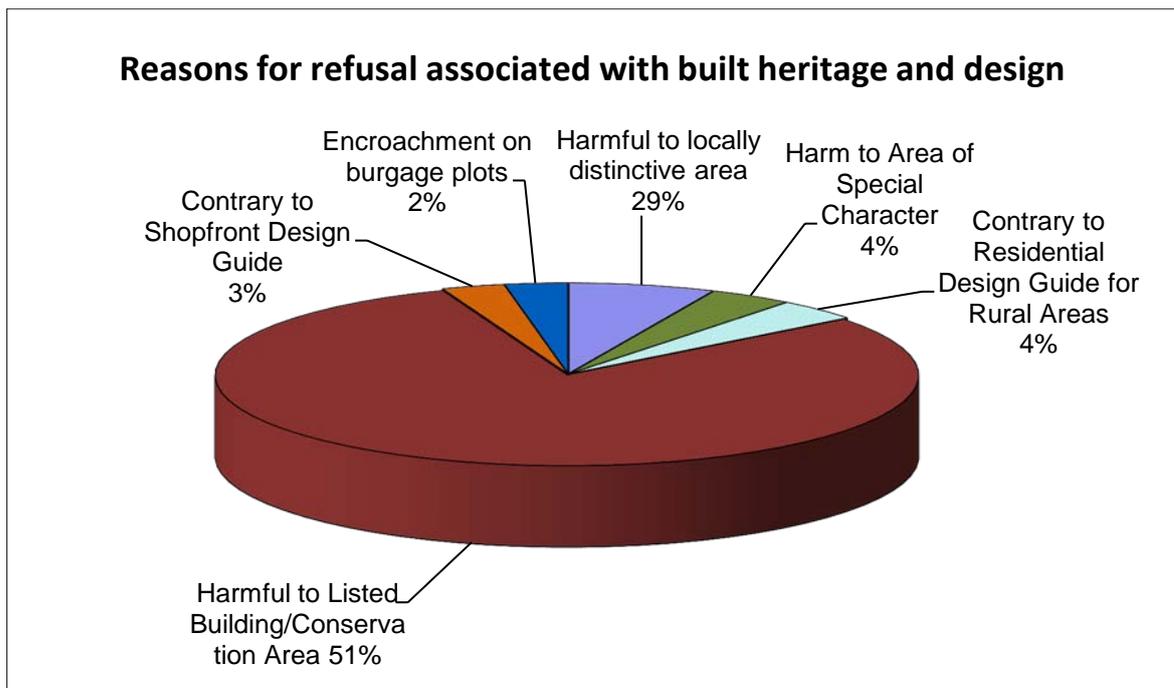
7.10 There have been no changes to the extent of the nationally designated sites during the monitoring period. One locally designated SINC site has been reduced in size. This has resulted in a net decrease of 2ha of land which is designated as SINC within the Plan Area.

**Proportion of nationally important wildlife sites which are in favourable condition**

7.11 The condition of priority habitats is currently known for only those habitats that fall within Sites of Special Scientific Interest (SSSIs). The latest data from Natural England on the condition of SSSIs suggests that there has been a small change in the condition of sites, with a rise in sites which are in a 'Favourable' and 'Unfavourable Recovering' condition (96.4% in New Forest District).

### Built Heritage and Design

7.12 In the monitoring period, 39 applications were refused on the basis of built heritage, landscape and design matters. The chart below shows the percentage of applications refused based on these concerns. There were 13 appeals relating to these reasons for refusal, and all but two were dismissed (the first was allowed in relation to the effect of the proposed development on local distinctiveness, and the second in relation to the effect on a Conservation Area).



### Village and Town Design Statements

7.13 The Hordle Village Design Statement (VDS) was adopted by the District Council in December 2014. The VDS describes the character of the village in terms of landscape, history and physical attributes, and sets out design guidance for new development for use by householders, landowners, businesses and developers. In October 2014 a VDS was similarly adopted for the village of Sandleheath, however it was revoked by the Council in November 2014 following the threat of a Judicial Review.

### Energy Conservation and Renewable Energy

7.14 Policy CS4 in the Council's Core Strategy sets out requirements in relation to the Code for Sustainable Homes for residential development and BREEAM standards for commercial development over 1000m<sup>2</sup>. During the monitoring year residential development was required to meet Code Level 4 and BREEAM 'excellent' standard for commercial development over 1000m<sup>2</sup>.

- 7.15 During the monitoring year, 47 planning applications, which were required to adhere to a minimum Code Level 4 Standard, were granted permission for residential development. Of these, 40 applications provided evidence, in the form of a pre-assessment report, that they would be built to Code Level 4. The 7 applications which demonstrated they would not meet Code Level 4 were mainly older properties for which level 4 was deemed unviable. In these cases it was considered that it would be unreasonable to require adherence to the Code for Sustainable Homes given the limited options available.
- 7.16 Work is being progressed on proposals for a large-scale wind farm off the west coast of the Isle of Wight (called Navitus Bay). Infrastructure associated with the offshore wind farm is likely to have implications for the district. It is proposed that cabling for the wind farm will come onshore between Barton on Sea and Milford-on-Sea travelling through part of the district to a substation at Mannington in Dorset. An application was submitted to the Planning Inspectorate in May 2014 and a public examination was held between September 2014 – March 2015. The Secretary of State will make the final decision around September 2015.
- 7.17 In previous years a large number of domestic scale renewable schemes, mainly solar, have been installed, which took advantage of the Feed-In Tariff. Based upon central government statistics, 2,200 domestic solar photovoltaic systems had been installed by the end of March 2014 in New Forest District as a whole (a 43% increase since 2012).

### **Performance of Environment Policies and Need for Review**

- 7.18 Policies appear to be effective and in the main are supported at appeal. However, as there is an element of judgement when applying the policies, there have been some instances where planning inspectors have come to a different conclusion to the Council.
- 7.19 There continues to be a slight improvement in the populations of priority species and there appears to be continuing improvements in the condition of Sites of Special Scientific Interest (SSSI) within the Plan Area. There is some variability in trends year on year but by using 'assessed trends' the situation will be monitored to determine long term trends. Priority habitats remain stable and the condition of SSSI habitats continues to improve.
- 7.20 Policies to maintain and enhance the quality of the built environment appear to be effective (particularly those relating to heritage features), and are generally supported at appeal. Policy CS4 regarding the Code for Sustainable Homes and BREEAM standards continues to be effective with post construction certificates received by the Council as part of discharge of conditions on approved development.
- 7.21 Mitigating the impact of residential development on European designations (to enable compliance with Habitats Regulations) has now been incorporated into the Local Plan Part 2 (Sites and Development Management) which was adopted in April 2014. Policy DM3 requires residential development to provide a suite of mitigation measures relating to the European nature conservation site. These will be partly implemented through measures set out in the Mitigation Strategy SPD. An essential component of the mitigation package is setting up evidence-gathering and monitoring systems to establish better information. Monitoring will

be essential to ensure that the mitigation strategy is successful. Provision of better baseline information against which to monitor the impacts of the mitigation strategy should be given a priority in the early part of the Plan Period. If, over time, the monitoring and establishment of better data demonstrates that the mitigation framework outlined in Policy DM3 is not achieving the intended effects, then this framework will be revised in a review of the development plan. The implementation and effectiveness of the detailed proposals set out in the Mitigation Strategy SPD will also be kept under review and revised if necessary.

### **Community Facilities**

- 7.22 No applications were submitted for community facilities during the monitoring period.

### **Open Space and Recreation Facilities**

- 7.23 Policy CS7 forms the basis for protecting open space and securing new on-site provision and contributions as appropriate from new development. Section 2 sets out the levels of contributions secured as a result of CS7. One application was submitted for residential development of land that is allocated as proposed public open space. The application was refused.

### **Utilities**

- 7.24 One application for utility development (for a broadband cabinet installation) was considered during the monitoring year but was refused.

### **Pollution**

- 7.25 Pollution encompasses air and water pollution, along with nuisance arising from noise and light intrusion.
- 7.26 Air quality in the District is monitored in accordance with the National Air Quality Strategy as required by the Environment Act 1995. The main activities that contribute to air pollution in the District are traffic and industrial processes. An Air Quality Management Area (AQMA) is declared in Totton (Rumbridge Street, Junction Road and Maynard Road) and an Air Quality Action Plan is in place for this area.
- 7.27 In Totton the aim is to reduce amounts of nitrogen dioxide (NO<sub>2</sub>) in the atmosphere so that the Government's objective for this pollutant is not exceeded i.e. at or below an annual mean of 40 µg/m<sup>3</sup>. The air quality in Totton is improving and the levels of nitrogen dioxide have shown a downward trend in recent years. The results obtained show a mean level of 28µg/m<sup>3</sup> for 2009 to 2013, with results for 2007 and 2008 being 31µg/m<sup>3</sup> and 30µg/m<sup>3</sup> respectively.
- 7.28 Following advice from Defra there had been an intention to commence revocation proceedings which would have involved consultation with the Town Council, members of the public and local stakeholders. Monitoring results in Totton have not shown an exceedance of the nitrogen dioxide annual mean objective since 2008. However a significant development of a large site 150m outside the Totton Air Quality Management Area is expected to be submitted imminently. Therefore it has been recommended that the decision to start the process to revoke the Air Quality Management Area in Totton with respect to nitrogen dioxide (annual mean

objective) should be deferred until later in 2015 in order to consider the proposed planning application and determine its potential impact on local air quality.

- 7.29 During the monitoring period two applications were refused on the basis of unacceptable noise and disturbance under Policy CS2.

### **Public Safety**



- 7.30 Public safety includes risk from both human activity (hazardous substances and other major hazards and crime) and natural events (flooding and coastal erosion) and is covered by Policies CS5 and CS6. In the year to April 2014, one application was refused on the basis of coastal erosion.

### **Performance of Community Policies and Need for Review**

- 7.31 Core Strategy Policy CS7 continues to enable the protection of open spaces within the Plan Area and secure appropriate new provision as part of new development proposals.
- 7.32 Core Strategy policies CS2, CS5 and CS6 have been effective in preventing increases in pollution arising from development, and in preventing developments likely to prejudice public safety.

## **APPENDICES**

**Appendix 1: Housing Trajectory**

**Appendix 2: Assessment of Five Year Housing Land Supply**

**Appendix 3: Site-Specific Policy Monitoring**

**Appendix 4: Monitoring: Target and Indicators**

## Appendix 1

### Housing Trajectory

1. The table below is the housing trajectory for New Forest District's planning area<sup>1</sup>. It details the sites which make up the Council's housing land supply, their dwelling capacity and how they are forecast to be delivered over the plan period (2006 to 2026).
2. The table covers a 20 year period which can be split into four. The first eight columns cover the period April 2006 to March 2014 and show what dwelling completions have taken place so far during the plan period.
3. The next column covers the latest year 2014/15, which does not form part of the five year land supply (according to the Government's definition).
4. The next five columns cover the period April 2015 to March 2020. This shows the deliverable sites<sup>2</sup> which form the basis of the assessment of five year housing land supply which is set out in Appendix 2<sup>3</sup>. This includes capacity from existing committed sites (existing allocations and sites with planning permission); the unimplemented stock of small sites (sites of less than 10 dwellings) with planning permission; and an element of unidentified small site provision expected to come forward.
5. The next five columns cover the period April 2020 to March 2025. This period shows capacity from allocations in the Council's Local Plan Part 2. A modest annual allowance for currently unidentified small sites is also included in this period.
6. The final period covers April 2025 to March 2026. During this period a modest allowance for dwellings expected to be developed on unidentified small sites are included, together with the remaining capacity on existing allocated sites.
7. The trajectory shows that the Core Strategy housing requirement of 3,920 is forecast to be exceeded over the plan period. If housing is delivered as forecast, the requirement will be met in 2022/23. However, the situation will be subject to annual monitoring which will inform the need for future management to ensure the adequacy of supply, for example through a Local Plan review.

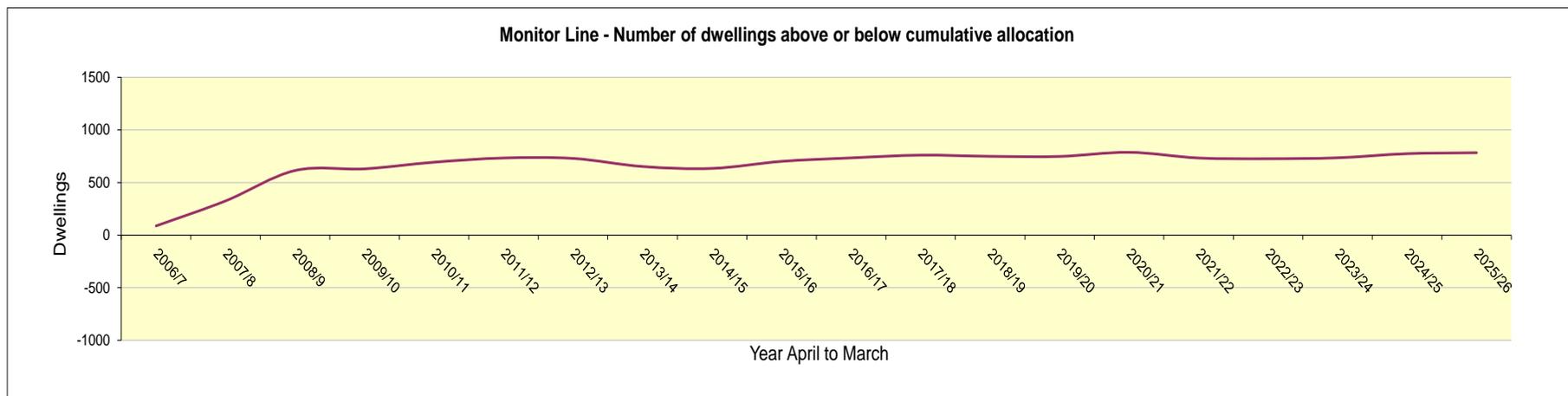
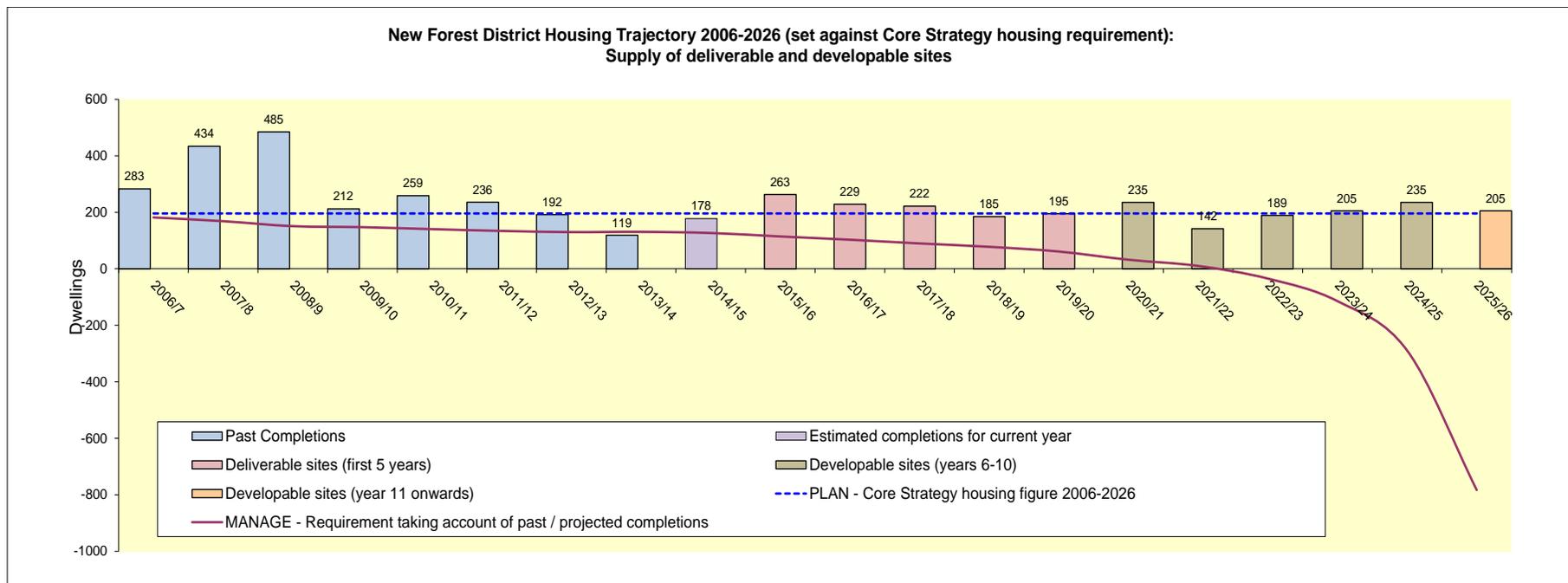
#### Notes:

1. The assessment of land supply is for New Forest District outside the National Park.
2. The figures for delivery are the best projections available as at 1/4/2014 on a site by site basis taking account of the current market conditions. Figures will be reviewed annually.
3. The five year land supply covers the period April 2015 to March 2020.

### New Forest District Housing Trajectory (April 2014)

	Past development during plan period								Current Year	Five Year Land Supply period					Developable sites (years 6-11)					Developable 11->
	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Past completions on small sites	158	185	212	97	114	93	61	70												
Expected completions on identified small sites (5 year land supply)									93	55	55	21								
Planned development on small sites												34	55	55	55	55	55	55	55	55
Past completions on identified large sites	28	70	39	21	9			13												
Past completions on unidentified large sites	97	179	234	94	136	143	131	36												
0065 (lym)								4												
0141B (NMT7)										15										
0200 (NMT4)										20	34									
0203 (TOT11)															20	50	50	30		
0215 (LYM3)									15	8										
0218 (TOT1)																10	20	25	25	
0248 (MAR1)															12					
0261 (LYM6)								25	50	50	43									
0269 (hyt)									7											
0286 (RING3)										10	35	50	50	5						
0324 (nmt)									12											
0345 (nmt)									2	16										
0346 (TOT5)								10												
0348 (tot)								-2	19											
0350 (ring)								33												
0351 (ring)									17											
0352 (ring)									15											
0353 (TOT2)								-1	10	14										
0354 (LYM1)										5	15	25								
0355 (TOT7)													5	10						
0356 (TOT8)																				15
0357 (TOT9)																	15			
0358 (SAND1)																				10
0359 (MAR2)																	15	25	35	25
0360 (MAR3)														15						
0361 (MAR4)														15						
0362 (HYD1)												15	30							
0363 (HYD2)														10						
0364 (BLA1)														10	20					

0365 (LYM2)												15	30	35						
0366 (LYM4)									-1	5	5									
0367 (LYM5)																	14			
0368 (MoS1)														10	20					
0369 (HOR2)															15					
0370 (NMT1)															10	10				
0371 (NMT2)												15								
0372 (NMT3)												10	10							
0373 (NMT6)																	15	35	40	
0374 (FORD1)																15	25	40	20	
0375 (ASH1)															10					
0376 (TOT6)															10					
0377 (NMT8)																	10			
1049A (TOT3)										13	13	15	15	15	15	15	15	15	15	
1049C (TOT3)										13										
1071A (hyt)									17											
1095A (TOT6)										30	18									
<b>Past Completions</b>	<b>283</b>	<b>434</b>	<b>485</b>	<b>212</b>	<b>259</b>	<b>236</b>	<b>192</b>	<b>119</b>												
<b>Estimated completions for current year</b>									<b>178</b>											
<b>Deliverable sites (first 5 years)</b>										<b>263</b>	<b>229</b>	<b>222</b>	<b>185</b>	<b>195</b>						
<b>Developable sites (years 6-10)</b>															<b>235</b>	<b>142</b>	<b>189</b>	<b>205</b>	<b>235</b>	
<b>Developable sites (year 11 onwards)</b>																			<b>205</b>	
<b>Cumulative Completions</b>	<b>283</b>	<b>717</b>	<b>1202</b>	<b>1414</b>	<b>1673</b>	<b>1909</b>	<b>2101</b>	<b>2220</b>	<b>2398</b>	<b>2661</b>	<b>2890</b>	<b>3112</b>	<b>3297</b>	<b>3492</b>	<b>3727</b>	<b>3869</b>	<b>4058</b>	<b>4263</b>	<b>4498</b>	<b>4703</b>
PLAN - Core Strategy housing figure 2006-2026	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196
MONITOR - Number of dwellings above or below housing figure	87	325	614	630	693	733	729	652	634	701	734	760	749	748	787	733	726	735	774	783
MANAGE - Requirement taking account of past / projected completions	182	169	151	147	140	134	130	131	127	114	103	90	78	61	32	10	-35	-114	-289	-783



## Appendix 2

### New Forest District Plan Area assessment of five year housing land supply 2014

#### The five year period for assessment

1. The Government requires that a calculation of housing land supply should be made for the five year period starting a year in advance of the base year. Therefore, this assessment covers the period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2020. The relevant calculations which form the assessment of land supply are set out in the table at the end of this note.

#### The housing requirement

2. The housing requirement is set out in the Council's adopted Core Strategy and is for the provision of 3,920 new dwellings over the period 2006-2026. The following assessment of housing land supply is set against this requirement.
3. A housing trajectory provides the basis for the assessment of land supply. The trajectory is based on robust procedures for the monitoring of development and the forecasting of future dwelling completions from different sources of supply.
4. The 2014 base is the latest year for which monitoring data is available. Over the plan period so far (1<sup>st</sup> April 2006 to 31<sup>st</sup> March 2014) a total of 2,220 dwellings have been completed. For the purposes of assessing the five year land supply an additional year of forecast completions (for the 2014/15 year) needs to be included in order to get to the start of the five year period (1<sup>st</sup> April 2015). The trajectory forecasts the completion of 178 dwellings for this additional year. This gives a total for development since the start of the plan period of 2,398 dwellings. When subtracted from the overall requirement of 3,920, a residual requirement of 1,522 provides for a required build rate of 138.5 dwellings per annum over the remainder of the plan period.

#### Supply - identified large sites

5. The District and County Councils jointly monitor housing development within the New Forest District Plan Area. Housing land supply schedules are published by Hampshire County Council. These are updated annually and take account of completions and new supply. They set optimum forecasts for the delivery of housing on all identified large sites (sites of 10 or more dwellings). All completions and forecasts are agreed by the two councils and the phasing for each site is taken forward in the trajectory. This is a long-established approach and is considered a robust method of assessing housing land supply in Hampshire.
6. Sites are included in the assessment of land supply where there is a reasonable prospect of delivery before 2020. All sites are identified by allocation in an adopted plan, or through a grant of planning permission. The contribution from these large sites over the five year period is 819 dwellings.

### Supply - identified small sites

7. A stock of planning permissions on small sites (sites of less than 10 dwellings) will also provide completions over the five year period. The current stock of permissions is 224 dwellings. Of this number a total of 131 dwellings are expected to be delivered within the five year assessment period.

### Supply - other planned development

8. Completions on sites which have not previously been identified have traditionally formed an important element of housing supply in this district. Contributions from unidentified sites are expected to continue over the plan period. No allowance has been made for contributions from unidentified large sites in this assessment, but a modest allowance of 55 dwellings per annum has been made for small sites. Within the five year assessment period a total of 144 dwellings has been included to supplement the stock of small site permissions. Evidence from past completion rates - 87 dwellings per annum over the last five years - indicates that this figure is likely to be exceeded, particularly given the return of confidence to the market.

### Assessment of supply

9. The assessment of five year land supply over the period April 2015 to March 2020, set against the Core Strategy requirement shows 7.9 year's supply of deliverable sites, which amounts to 158% of the requirement.

## Five year housing land supply assessment 2015 to 2020 set against the Core Strategy requirement

### Residual requirement and required building rate

(a) Core Strategy requirement 2006-2026	3,920
(b) Net completions 2006-2015 (estimated for 2014/15)	2,398
(c) Residual requirement 2015-2026 [(a)-(b)]	1,522
(d) Annual building rate required [(c)/11 years (2015-2026)]	138.5

### Assessment of land supply

(e) Net large site commitments expected to be delivered between April 2015 and March 2020 <sup>1</sup>	819
(f) Stock of outstanding small site permissions and additional planned development on small sites	275
(g) Total supply [(e)+(f)]	1,094
(h) Annual building rate required [line (d) above]	138.5
<b>(i) Number of years supply</b>	<b>7.9</b>
<b>(j) Percentage of required supply</b>	<b>158%</b>

1. Phasing of committed sites (allocated or with permission) agreed with Hampshire County Council.

## Appendix 3

### Site-specific policy monitoring (allocations and proposals of the Local Plan First Alteration)

#### SECTION C9 POLICIES

The following schedule notes progress on the proposed schemes under Local Plan Policies DW-T10 and DW-T11. Only proposals which have had work started on them or have been completed are included in the list below. If no work has taken place then they have been excluded from the list below.

Some of the proposals listed fall partly within the New Forest National Park, and are marked (\*).

Policy	Description	Monitoring
DW-T10/11	Footpaths, cycleways and bridleways	See individual schemes below.
DW-T10.3	Fawley: Holbury – Blackfield (on- and off-road cycle route)	Complete: on-road cycle lanes in place on Hampton Lane; off-road paths implemented adjacent to A326.
DW-T10.6	Fordingbridge: Marl Lane – Station Road (cycleway)	Footpath in place – not completed as a designated cycleway.
DW-T10.9	Fordingbridge: Whitsbury Road to Avon Valley Path using former railway (footpath)	Part implemented: Short section of track only - no formal laid out path implemented
DW-T10.12	Fordingbridge: Disused railway - Station Road, Fordingbridge, along Marl Lane (cycleway)	Route implemented: Cycleway along bridleway (existing bridleway 80). Surface improvements required.
DW-T10.13	Fordingbridge: Whitsbury Road to Green Lane (footpath)	Two parts: Part implemented. Southern section linking from Parsonage Park Drive to Green Lane implemented. Northern section near Whitsbury Road not implemented.
DW-T10.16	Fordingbridge: Shaftesbury Street – Provost Street (footpath)	Completed
DW-T10.17	Fordingbridge: West Street (footways)	Completed
DW-T10.18	Hordle: Everton Road – Stopples Lane (part existing footpath) and new link to Acacia Road (on-road cycle route/ cycleway)	Fully implemented. Some additional minor works proposed at western end.
DWT10.19	Hythe and Dibden: Cosworth Drive – Challenger Way (cycleway)	Implemented.

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
DW-T10.21	Hythe and Dibden: Challenger Way – northern boundary of the Orchard and Noadswood school playing fields (footpath)	Previously completed as permissive path only.
DW-T10.22	Hythe and Dibden: Blenheim Gardens – Oaklands Way/ Briarwood Rise (footpath)	Implemented.
DW-T10.23	Hythe and Dibden: Applemore – Holbury via Roman Road	Part implemented. Sections implemented include: Applemore between Sizer Way and Nash Road; Fawley Road section; and short section adjacent to the Heath roundabout. Remainder designed and awaiting implementation.
DW-T10.24	Hythe and Dibden: Clayfields Recreation Area – Hythe centre via Southampton Road (cycleway)	Implemented.
DW-T10.25	Hythe and Dibden: Cycle route - North Road to Dibden Local Centre	Part implemented. Short section (southern end) implemented.
DW-T10.26	Hythe and Dibden: St John's Street – Shore Road (footpath/cycleway)	Route implemented as footpath only (cycling not permitted).
DW-T10.28	Lymington and Boldre: Belmore Lane - Ridgeway Lane and Poles Lane via open space at Woodside (footpath)	Mostly implemented, small section in SE corner not implemented.
DW-T10.29	Lymington and Boldre: All Saints Road – Old Orchards (footpath)	Implemented
DW-T10.30	Lymington and Boldre: St Thomas Street – Powlett Road – Belmore Road – Stanford Hill (cycle route)	Mostly implemented. Route effectively open from Stanford Hill through to Church Lane, but does not include the on-road section on Church Lane.
DW-T10.31	Lymington and Boldre: Bath Road (footway)	A footway has been provided but if the site is further redeveloped there may be the opportunity to increase the width to 1.8m wide.
DW-T10.32	Lymington and Boldre: Priestlands Lane - Milford Road via Gurney Dixon centre (footpath)	Implemented.
DW-T10.33	Lymington and Boldre: Priestlands Lane – (Highfield Road – Southern Road: upgrade footway to cycle way)	Part implemented – shared pedestrian cycleway on path off Highfield. Section along Priestlands Lane not implemented.

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
DW-T10.34	Lymington and Boldre: Pennington Cross – Stanford Road (cycleway)	Implemented. Signage and off-road markings exist for a cycleway on the east side footpath only from Pennington Cross roundabout to Belmore Road. There are on-road cycle lanes along A337 and there is an informal red surface painted crossing of the A337 (both directions) by the roundabout and a signal controlled pedestrian crossing of the A337 (both directions) at the northern end of Stanford Hill.
DW-T10.36 (*)	Lymington and Boldre: Lower Woodside – Keyhaven via “Ancient Highway”	Part implemented: The cycleway has been completed from Lower Pennington Lane to Keyhaven including signage. The section at the end of Ridgeway Lane/Lower Woodside, Pennington from Woodside Farm is not marked as a cycleway.
DW-T10.38 (*)	Lymington and Boldre: Ampress – Boldre Lane (cycleway)	Implemented.
DW-T10.41	Marchwood: Bury Road – Corks Farm – Magazine Lane (footpath)	Part implemented: Section along Magazine Lane and around residential area is implemented. Path from Bury Road to Admiral’s Way (adjacent to the water) remains open/permissive and well used. Not a public right of way.
DW-T10.43	Marchwood: Magazine Lane – Cracknore Hard (footpath)	Mostly implemented: Footways through the industrial park are in place. Sections along Cracknore Hard Lane not implemented.
DW-T10.45 (*)	Milford-on-Sea: Milford-on-Sea - Keyhaven (footway)	Permissive path previously implemented along the 300m “undeveloped” frontage.
DW-T10.46	New Milton: Dark Hill – Fernhill Lane (footpath)	Part implemented (track)
DW-T10.48	New Milton: Ellingham Road – Naish Farm (cycleway)	Complete. Section from Ellingham Road to cliff top now proposed to be on road (see 10.56)
DW-T10.52	New Milton: Milton Mead – Church Lane (upgrade to cycleway)	Part implemented
DW-T10.54	New Milton: Link between proposed footpath DW-T10.46 and Ballard Lake (footpath)	Part implemented
DW-T10.56	New Milton: Park Road – Bramshaw Way and Naish Farm – Marine Drive West (cycleway)	Mostly implemented: Section adjacent to Christchurch Road implemented. Route implemented from Christchurch Road to Vectis Road. Section to Marine Drive to be on-road via Ellingham Road and Western Avenue.
DW-T10.57	New Milton: Lanes Corner – Caird Avenue Superstore (cycleway)	Part implemented: Section adjacent to A337 implemented, but not on Caird Avenue.

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
DW-T10.60	Ringwood: extend Dorset “Trail Way” using dismantled railway from A31 at Ashley – Christchurch Road (cycleway)	Mostly implemented.
DW-T10.61	Totton and Eling, Netley Marsh and Ashurst: Calmore – Hammond’s Green – Water Lane (cycle route/cycleway)	Mostly implemented. On-road cycle route and traffic calming measures installed.
DW-T10.62	Totton and Eling, Netley Marsh and Ashurst: Bartley Park – Brokenford Lane (cycleway)	Western part implemented.
DW-T10.63	Totton and Eling, Netley Marsh and Ashurst: Calmore – Testwood – Town Centre – Redbridge (cycle route/cycleway)	On-road route previously implemented along Salisbury Road and adjoining Testwood Lane. Full implementation of Testwood Lane route not yet complete.
DW-T10.64 (*)	Totton and Eling, Netley Marsh and Ashurst: A35 Hounslowdown – Wharton’s Lane (cycleway)	Footway widening carried out adjacent to A35 and cycleway signage implemented.
DW-T10.65 (*)	Totton and Eling, Netley Marsh and Ashurst: Hounslowdown – Eling and Bury Road including Jacob’s Gutter Lane and Marchwood Bypass routes (cycleway)	Part Implemented. On-road section in place along part of western section of route.
DW-T11.3	Fordingbridge: Marl and Puddleslosh Lanes – existing bridleway	Route available to cyclists (bridleway). Surface improvements required.
DW-T11.4	Fordingbridge: Sandle Dairy farm to former railway	Part implemented, route available to cyclists. Proposed section adjacent to Sweatfords Water not implemented.
DW-T11.10	Lymington: Footpath link between Brunswick Place and Cannon St (footpath)	Implemented, link available.
DW-T11.12	Lymington: Footpath between Marsh Lane and Clinton Rd (footpath)	Implemented.
DW-T11.23	New Milton: Recreation Ground – Station Road (footpath)	Implemented
DW-T11.25	Ringwood: Town centre - Poulner Lake: upgrade footpath to cycleway	Part implemented. Southern section implemented. Additional signage to be put in place. Northern section not implemented.
DW-T11.26 (*)	Ringwood: Crow Arch Lane to Crow Cottages (cycleway)	Part implemented (eastern end).
DW-T11.29	Totton (safeguarding): Bartley Park to existing footpath Netley Marsh No 26: Footpath	Implemented but on a slightly different route

In addition, the following proposals not specifically identified in the policies of the Local Plan First Alteration have progressed as shown. Both form part of the Proposed New Forest Strategic Cycle Route Network approved by the District Council and National Park Authority in and after 2004 (see above).

<b>Route</b>	<b>Route section</b>	<b>Monitoring</b>
Totton to Lyndhurst (*)	Ashurst - Lyndhurst	Completed
Hythe to Brockenhurst (Part of National Cycle Network) (*)	Pylewell Road and Water Lane, Hythe	Contraflow cycle lane has been implemented along a section of Pylewell Road, and signage of the NCN2 route along Water Lane.

Plans showing all proposed transport schemes are available on the New Forest District Council web pages: <http://www.newforest.gov.uk/article/10669/Local-Transport-Schemes>

**SECTION E11 Efford Horticultural Research Station**

Policy	Description	Monitoring
EH-1	Efford Horticultural Research Station	Not implemented. Site now occupied by commercial nursery.

**SECTION F9 BRANSGORE**

Policy	Description	Monitoring
BG-1	Open Space in Bransgore	Implemented

**SECTION F10 EVERTON**

Policy	Description	Monitoring
EV-1	Land off Everton Road	Implemented. Small area of allocation remains undeveloped which could come forward as a small site in the future.
EV-2	Land at Everton Recreation Ground	Not implemented

**SECTION F11 FAWLEY**

Policy	Description	Monitoring
FA-1	Fawley Oil Refinery	Numerous permissions for demolition of existing refinery structures and an office block. Permissions were also granted for storage of extremely hazardous substances, a facility for the composting of refinery waste, and for the construction of an industrial unit.

**SECTION F12 FORDINGBRIDGE**

Policy	Description	Monitoring
FB-1	The Dairy/Salvation Army Site	Not implemented.
FB-2	New footpath Provost Street	Not implemented.
FB-3	Rear of Nos.2 to 14 Bridge Street and 1 to 9 High Street	Application 11/97536 for residential development has commenced.
FB-4	Nos.5 to 11 Provost Street	No recent applications.
FB-5	South side of the High Street and Provost Street	No relevant applications.
FB-6	Rear access to properties on the south side of the High Street and Provost Street	No relevant applications
FB-7	22 Provost Street	Implemented.
FB-10	Sites in Fordingbridge Conservation Area: a. the Market Place b. the supermarket at 38 to 50 High Street c. the Working Men's Club in Roundhill d. the former Post Office and the northern end of Salisbury Street	No relevant applications.

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
FB-11	Car park extension	Not implemented.
FB-12	Public open space allocations a. south of recreation ground b. north of Whitsbury Road	a. Implemented. b. Not implemented.
FB-13	Land at Whitsbury Road/Parsonage Park Drive	Implemented. Site is being managed as a wildflower meadow.

**SECTION F13 HARDLEY AND HOLBURY**

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
HH-1	Land adjoining Hardley Industrial Estate	Not implemented

**SECTION F15 HYTHE AND DIBDEN**

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
HD-1	The Pier Head	Not implemented
HD-2	Ferry Ticket Office	Not implemented
HD-3	Pedestrian link between the Pier Head and Promenade	Not implemented
HD-4	Dreamland, Shore Road	Implemented.
HD-6	Builders Yard adjoining St John's Street car park	Not implemented.
HD-8	Marsh Parade	Application 73799 allowed on appeal for 12 flats above shops. Part completed. Work stopped.
HD-9	Marsh Parade street frontages	Not implemented.
HD-10	Pylewell Precinct	Some improvements carried out.
HD-11	Premises fronting the New Road car park	Not implemented.
HD-12	Railway Station, New Road car park	Not implemented.
HD-13	Community Centre	Implemented.
HD-15	Land adjoining Jones Lane	Site in use for car sales.
HD-16	Land South of Cedar Road	Not implemented.
HD-17	Land off Mullins Lane	Not implemented.
HD-19	Primary School, Claypits Lane	Proposal for a new single storey education centre (14/10310) approved in June 2014.
HD-20	Extensions to Noadswood School playing fields	Not implemented.
HD-21	Dibden local centre	Developed for affordable housing.

**SECTION F16 LYMINGTON AND PENNINGTON**

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
LP-1	37 to 39 St Thomas' Street	Not implemented.
LP-2	77 to 90 High Street/School Lane	Redevelopment of Blakes Yard comprising offices and flats now complete.
LP-3	Furniture repository, New Street/Emsworth Road	Proposal for five flats and part use of ground floor for office accommodation approved December 2014.
LP-4	Burgage plots	No relevant permissions.
LP-5	Earley Court	No relevant applications.
LP-6	Land at Queen Katherine Road/Grove Road	Application 13/10710 for the development of 23 dwellings was approved in November 2013.
LP-7	Ampress Works	Various permissions including a café and catering business and provision of car parking for 48 cars.
LP-8	Lymington Infirmary	Implemented.
LP-9	Lymington Hospital	Implemented.
LP-10	Gurney Dixon Centre	Implemented.
LP-11	Indoor recreation at Priestlands School	Implemented.
LP-12	Land at Woodside	Implemented.
LP-13	Vitre Gardens	Implemented.
LP-14	Land off Bramble Walk	Not implemented.
LP-15	Seawater baths area	Replacement boathouse granted (14/10028).
LP-16	Land at Lymington Marina	No relevant applications.
LP-17	Alexandra Road/A337	Roundabout in place.
LP-18	Southern access road	Implemented.

**SECTION F17 MARCHWOOD**

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
MA-1	RNAD site	Implemented.
MA-2	Marchwood Power Station site	Site contains an Energy Recovery Facility, gas turbine power station, general industrial development and open storage areas.
MA-3	Husbands Shipyard site	Site part developed. Current application for extension of time limit for implementation of permission 05/85969 for 263 berth marina.
MA-4	Marchwood Military Port	Site recently leased to a commercial port operator, retaining MoD use.

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
MA-6	Land between Cracknore Hard Lane and Normandy Way	Site allocated in the Local Plan Part 2.
MA-7	Twiggs Lane Junction	The Highways Authority has abandoned the previously proposed realignment of this junction.
MA-8	Railway Station, Plantation Drive	Not implemented
MA-9	New infant school	Not implemented

### **SECTION F18 MILFORD-ON-SEA**

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
MS-2	Land at Lymington Road/School Lane	Not implemented.
MS-3	Land adjacent to the White House	Implemented.

### **SECTION F19 NEW MILTON AND BARTON-ON-SEA**

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
NM-1	36 to 46 Station Road	No relevant applications.
NM-2	The Post Office 22 to 24 Station Road	Application 12/98377 for change of use to a mixed A1/A3 unit granted permission.
NM-3	The Rydal Public House, Station Road	No relevant applications
NM-4	Improvements to rear service areas	No relevant applications
NM-5	Improvements to shopping frontages	Some applications have included proposals to alter shopping frontages.
NM-8	Land east of Fernhill Lane	No applications. New allocation in Local Plan Part 2.
NM-9	Land east of Caird Avenue/south of Carrick Way	Still in use for gravel washing. Extant outline planning permission 09/95023 along with NM-11 for residential and employment development.
NM-11	Land east of Caird Avenue (southern part)	Extant outline planning permission 09/95023 alongside NM-9 for residential and employment development.
NM-12	Land west of Caird Avenue	No relevant applications. New allocation in Local Plan Part 2.
NM-13	Land west of Fernhill Lane	A cricket pitch and associated facilities has been implemented on the southern half of the site. Remainder of site not in Council ownership at this time.
NM-15	Land north of Lake Grove Road	Implemented. Land is leased to the Town Council and managed by the 'Friends of Ballard Lakes', they are working to a management plan guided by HCC ecologists.
NM-17	Caird Avenue junctions	Junction with Ashley Road not started. Junction with Lymington Road completed.

Policy	Description	Monitoring
NM-18	Allotments, Lower Ashley	Not implemented.
NM-19	Allotments, Moore Close	Not implemented.

**SECTION F20 RINGWOOD**

Policy	Description	Monitoring
RW-1	Bus Depot	Not implemented. No applications.
RW-2	Town centre development, The Furlong	Development of the new Ringwood Gateway Building at the Furlong is complete and the building occupied.
RW-3	Facilities in the lorry park	No relevant applications.
RW-4	29 to 33a Southampton Road	No relevant applications.
RW-6	Bickerley Road	Footpath implemented south side.
RW-7	Sites in Ringwood Conservation Area needing enhancement	RW-7b (rear of Bank, 25 High Street) Implemented. Planning permission granted for 6 flats on RW-7f (Ringwood Social Club) on planning permission 13/11325.
RW-8	Rear service yards	No new applications.
RW-9	Land south of Castleman Way	Two applications granted for extensions 14/10817 and 14/11327.
RW-10	Land east of Christchurch Road	Outline application 11/97377 in place. Reserved matters application granted permission.
RW-11	Land adjoining Headlands Business Park, Salisbury Road	Implemented.
RW-12	Land west of Crow Lane	New allocation in Local Plan Part 2 for housing and employment. Application number 13/11450 submitted for outline permission for 175 dwellings, employment and area of Natural Green Space has been granted permission.
RW-13	Land between Long Lane and Green Lane	Implemented.
RW-14	Land at Hurst Ponds	In use as public open space but ownership not transferred to Ringwood Town Council.
RW-15	Land east of Hightown Lake	Not implemented.

**SECTION F22 TOTTON**

Policy	Description	Monitoring
TE-1	Traffic in the Town Centre	Scheme for Water Lane improvements is complete.
TE-3	The Precinct	Extant permission for the refurbishment of the precinct including building facades and planters, a new triple canopy, two entrance arches as well as 14 benches and new signage.

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
TE-4	Library Road	No relevant applications.
TE-6	The Civic Building complex	No recent applications.
TE-7	Commercial Road (north side)	Drive-through restaurant completed. Outline application for an office building (12/99250).
TE-8	Rumbridge Street Local Shopping Area	Permission was granted for a storage building in association with the use of a shop (13/10154).
TE-9	21 to 23 Rumbridge Street	No relevant applications.
TE-10	Brokenford Lane	Application 10/95182 for 48 dwellings permitted 14/05/2010. Time extended. Temporary permission granted in April 2012 for continued use of land for open storage until 31 December 2017 (12/98269).
TE-11	Land at Hanger Farm	Part completed. No further progress on major part (331 dwellings).
TE-14	Land at Durley Farm, Hounslow	New allocation in the Local Plan Part 2.
TE-15	Land at Eling Wharf/Eling Quay	No redevelopment, but large part of site cleared and areas given over to open storage. New allocation in Local Plan Part 2.
TE-16	Land at Newmans Copse	Recent permission granted two storey B1 building (14/10849) on vacant plot.
TE-17	Land at Bartley Park	Land has been acquired but not yet available as public open space.
TE-18	Land at Hanger Farm	Implemented.
TE-19	Land at Hazel Farm	Implemented.
TE-21	Land adjoining Little Testwood Farm	New facilities to accommodate both AFC Totton and Totton & Eling FC have been completed.
TE-22	Totton "Greenroute"	Mostly implemented.
TE-23	Railway station, Bartley Park	Safeguarding abandoned by Hampshire County Council.
TE-24	Railway station, Hounslow	Not implemented
TE-25	Land at Jacob's Gutter Lane	Not implemented

## Appendix 4

### Monitoring: targets and indicators (Core Strategy)

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>1. Special qualities, local distinctiveness and a high quality living environment</b> To provide for a high quality, safe and attractive living environment for communities in both urban and rural areas in a way that respects and safeguards the special qualities, character and local distinctiveness of the Plan Area and the adjoining New Forest National Park.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS3 Protecting and enhancing our special environment CS5 Safe and healthy communities CS6 Flood risk CS7 Open spaces, sport and recreation CS9 Settlement hierarchy CS10 Spatial strategy CS21 Rural economy</p>	<ul style="list-style-type: none"> <li>• Not to allow, contrary to Environment Agency advice, development in areas at risk from flooding, or which would threaten water quality.</li> <li>• Protect the quality of air, water and soil.</li> <li>• Not to allow, contrary to HSE or MoD advice, development in areas at risk from hazardous installations.</li> <li>• All new homes constructed after 2013 (2011 for affordable housing) to meet Lifetime Homes Standard</li> <li>• Public open space standard of 3.5 hectares per 1000 population in Level 1, 2 and 3 settlements</li> <li>• Retain back-up grazing land which supports commoning activity within the National Park.</li> </ul>	<ul style="list-style-type: none"> <li>• Applications granted contrary to Environment Agency advice on flooding or water quality (<i>core output indicator E1</i>).</li> <li>• Applications refused because of flood risk/coastal erosion (<i>local indicator</i>).</li> <li>• Areas subject to air quality management (<i>contextual indicator</i>).</li> <li>• Applications refused on grounds of air, water, or soil pollution (<i>local indicator</i>)</li> <li>• Population within major hazard zones (<i>contextual indicator</i>).</li> <li>• Applications refused on basis of hazard zones/hazardous substances (<i>local indicator</i>).</li> <li>• Applications refused on the basis of noise (<i>local indicator</i>).</li> <li>• Reported crime figures per 1000 population (<i>contextual indicator</i>).</li> <li>• Applications refused on the basis of crime (<i>local indicator</i>).</li> <li>• Percentage of homes built to Lifetime Homes standard (<i>local indicator</i>).</li> <li>• Applications refused because of impact on commoning/loss of back-up grazing land (<i>local indicator</i>)</li> </ul>	<ul style="list-style-type: none"> <li>• NFDC planning records.</li> <li>• Environmental Health.</li> <li>• Census data and population forecasts.</li> </ul>

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>2. Climate change and environmental sustainability</b> To minimise the impact of local factors contributing to climate change, including minimising the use of non-renewable energy and natural resources; and to assess the implications on the Plan Area of climate change and develop appropriate local responses that minimise any harmful local impacts.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS3 Protecting and enhancing our special environment CS4 Energy and resource use CS6 Flood risk CS23 Strategic transport proposals CS24 Local transport considerations</p>	<ul style="list-style-type: none"> <li>Renewable energy target to be set in subsequent DPD.</li> <li>Promote high standards of sustainable design in new development – target to be set in subsequent DPD.</li> <li>At least 60% of new housing and new employment development to be on previously developed land in order to minimise the use of green field sites.</li> <li>Targets for transport are set under Objective 5.</li> </ul>	<ul style="list-style-type: none"> <li>Renewable energy generation by installed capacity and type (<i>core output indicator E3</i>).</li> <li>Percentage of new homes meeting Eco Homes standards (<i>local indicator</i>).</li> <li>Permissions granted for coast protection/flood defence works (<i>local indicator</i>).</li> <li>Percentage of new dwellings on previously developed land (<i>core output indicator H3</i>).</li> <li>Amount of employment floorspace on previously developed land by type (<i>core output indicator BD2</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Energy supply companies records.</li> <li>Government statistics.</li> <li>NFDC planning records.</li> <li>Hampshire County Council/New Forest District Council housing &amp; employment monitoring.</li> </ul>
<p><b>3. Housing</b> To provide for additional housing within the Plan Area to meet at least the requirements of the South East Plan (3,920 additional dwellings 2006-2026 which is equivalent to 196 additional dwellings a year) and to ensure that new housing provision is as far as possible directed towards addressing local housing needs, in terms of type, tenure and location, and in particular the needs of local people for housing which is affordable.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS4 Energy and resource use CS9 Settlement hierarchy CS10 Spatial strategy CS11 New housing land allocations CS12 Possible additional housing development to meet a local housing need CS13 Housing types, sizes and tenure CS14 Affordable housing provision CS15 Affordable housing contributions from developments CS16 Gypsies, travellers and travelling showpeople CS22 Affordable housing for rural communities CS25 Developers' contributions</p>	<ul style="list-style-type: none"> <li>Meet the South East Plan housing requirement for New Forest District of 3,920 new dwellings between April 1996 and March 2026.</li> <li>Identify affordable housing needs within the District.</li> <li>Provide 100 affordable dwellings per annum.</li> <li>Increase the provision of smaller, 1, 2 and 3 bed dwellings as a proportion of new dwellings built and as a proportion of the housing stock – targets to be set in subsequent DPD</li> <li>Identify the needs of gypsies and travellers for pitches – target to be set through a selective review of the South East Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Housing Trajectory showing: <ul style="list-style-type: none"> <li>Plan period housing target (<i>core output indicator H1</i>)</li> <li>Net additional dwellings for previous years</li> <li>Net additional dwellings for the reporting year</li> <li>Net additional dwellings in future years</li> <li>Managed delivery target (<i>core output indicators H2(a) to (d)</i>).</li> </ul> </li> <li>Net additional gypsy and traveller pitches (<i>core output indicator H4</i>).</li> <li>Gross affordable housing completions (<i>core output indicator H5</i>)</li> <li>Housing quality – building for life assessments (<i>core output indicator H6</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Hampshire County Council/New Forest District Council housing monitoring.</li> <li>Housing needs and market assessment studies.</li> <li>Census.</li> <li>NFDC planning records.</li> <li>Housing quality assessment.</li> </ul>

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>4. Economy</b> To foster the well-being of the local economy, facilitating a healthy and growing local economy without fuelling wider development pressures in the area. To support economic growth that reflects and complements the District's specific qualities and advantages, in particular tourism, low impact, higher paid knowledge-based enterprises and marine industries. To maintain the economic vitality and viability of town centres. To make a positive contribution to the delivery of the South East Plan's strategy for the regeneration and improved economic performance of the South Hampshire Sub-Region. To promote measures that enable the local workforce to have the necessary skills and ancillary facilities to be able to participate fully in local employment.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS3 Protecting and enhancing our special environment CS4 Energy and resource use CS8 Community services and infrastructure CS9 Settlement hierarchy CS10 Spatial strategy CS12 Possible additional housing development to meet a local housing need CS17 Employment and economic development CS18 New provision for industrial and office development and related uses CS22 Affordable housing for rural communities CS25 Developers' contributions</p>	<ul style="list-style-type: none"> <li>To provide in Totton and the Waterside 24,000sqm of B1 offices, 11,500sqm of B2 manufacturing, and 37,000sqm of B8 warehousing floorspace in accordance with the PUSH apportionment.</li> <li>Maintain or increase the ratio of jobs to economically active persons in the main service centres.</li> <li>Seek to ensure that unemployment rates in all wards remain below the average for the Hampshire Economic Partnership area.</li> <li>Seek to increase the proportion of high-tech and knowledge-based employment in the district.</li> <li>Targets for affordable and local needs housing set out under Housing objective above.</li> </ul>	<ul style="list-style-type: none"> <li>Total amount of additional employment floorspace by type (<i>core output indicator BD1</i>).</li> <li>Employment land available by type (<i>core output indicator BD3</i>).</li> <li>Amount of floorspace developed for employment by type in Totton and Waterside (<i>local indicator</i>).</li> <li>Ratio of jobs to economically active persons in main service centres (<i>contextual indicator</i>).</li> <li>Unemployment rates (<i>local indicator</i>).</li> <li>Proportion of employment in the district in high-tech and knowledge-based industries (<i>contextual indicator</i>).</li> <li>Applications approved for new or improved visitor and tourist facilities (<i>local indicator</i>).</li> </ul>	<ul style="list-style-type: none"> <li>Hampshire County Council/New Forest District Council employment monitoring.</li> <li>ONS unemployment statistics.</li> <li>Annual Business Inquiry data.</li> <li>NFDC application records.</li> </ul>

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>5. Travel</b> To improve accessibility to services, employment, social and leisure opportunities in a safe and convenient way, thus minimising the need to travel, particularly by private car. To manage congestion on key traffic routes.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS3 Protecting and enhancing our special environment CS8 Community services and infrastructure CS9 Settlement hierarchy CS10 Spatial strategy CS21 Rural economy CS23 Transport proposals CS24 Transport considerations CS25 Developers' contributions</p>	<ul style="list-style-type: none"> <li>• Implement schemes identified - subsequent DPD</li> <li>• Hampshire Local Transport Plan (LTP) 2006-2011 contains various targets to 2020 mostly monitored through LTP Annual Progress Reports.               <ul style="list-style-type: none"> <li>– County-wide: reduce traffic growth by 50%</li> <li>– Reduce people killed or seriously injured by 40%</li> <li>– Reduce children killed or seriously injured by 50%</li> <li>– Reduce slight casualties by 10%</li> </ul> </li> <li>• New Forest Transport Strategy (NFTS) 2003.               <ul style="list-style-type: none"> <li>– Reduce traffic growth by 30% by 2020</li> <li>– Reduce animal deaths and injuries on Forest roads by 30%</li> </ul> </li> <li>• Totton &amp; Waterside Transport Strategy (TWTS) 2000               <ul style="list-style-type: none"> <li>– Reduce traffic growth by 75% by 2020</li> </ul> </li> <li>• Both NFTS &amp; TWTS.               <ul style="list-style-type: none"> <li>– Improve accessibility to local services – ensure new residential development has good access to key facilities and services achieving at least 80% with access to schools and GP surgeries within 30 minutes public transport travel time</li> </ul> </li> <li>• 5% public car parking bays to be for disabled people.</li> </ul>	<ul style="list-style-type: none"> <li>• Transport schemes implemented (<i>local indicator</i>).</li> <li>• Amount of completed non-residential development within Use Classes A, B &amp; D complying with car parking standards (<i>local indicator</i>).</li> <li>• Use of different modes (car, bus, rail, ferry, bicycle, walking) (<i>contextual indicator</i>).</li> <li>• New public transport routes/facilities (<i>local indicator</i>).</li> <li>• Length of journeys to work (<i>contextual indicator</i>).</li> <li>• Volumes of traffic on road network (<i>local indicator</i>).</li> <li>• Numbers of accidents involving personal injury/deaths (<i>local indicator</i>).</li> <li>• Percentage of public car parking bays designated for disabled people (<i>local indicator</i>).</li> </ul>	<ul style="list-style-type: none"> <li>• Survey of implemented schemes.</li> <li>• Local Transport Plan annual monitoring.</li> <li>• Public transport operators' data.</li> <li>• NFDC planning records.</li> <li>• HCC/police records.</li> <li>• NFDC data.</li> </ul>

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>6. Towns, villages and built environment quality</b>            To encourage, and provide for the needs of, mixed and balanced communities in the towns and villages by providing, appropriate to the size of settlement, for a range and choice of good quality housing, job opportunities, and facilities and services which help meet the needs of residents; and in the main towns to aim for a good range of facilities providing for the social, economic, shopping, leisure, community, health and educational needs of all sections of the local community. To ensure that local character and distinctiveness which is valued is maintained, that heritage is protected, that enhancements are encouraged and that new development is well designed and is appropriate in scale and character to its setting.</p>	<p>CS1 Sustainable development principles            CS2 Design quality            CS3 Protecting and enhancing our special environment            CS5 Safe and healthy communities            CS6 Flood risk            CS7 Open spaces, sport and recreation            CS9 Settlement hierarchy            CS10 Spatial strategy            CS12 Possible additional housing development to meet a local housing need            CS13 Housing types, sizes and tenure            CS14 Affordable housing provision            CS15 Affordable housing contributions from developments            CS16 Gypsies, travellers and travelling showpeople            CS17 Employment and economic development            CS18 New provision for industrial and office development            CS19 Tourism            CS20 Town, district, village and local centres            CS22 Affordable housing for rural communities</p>	<ul style="list-style-type: none"> <li>To provide new housing in locations with good access to jobs, facilities and services.</li> <li>Maintain vital and viable town, district and local centres including sustaining retail presence. Target to be established through a subsequent DPD.</li> <li>To ensure that development respects its context and maintains local character.</li> </ul>	<ul style="list-style-type: none"> <li>Amount of new residential development within 30 minutes public transport time of: a GP, a hospital, a primary school, a secondary school, areas of employment, and a major retail centre (<i>local indicator</i>).</li> <li>Applications refused due to design and supported at appeal (<i>local indicator</i>).</li> <li>Total amount of floorspace for town centre uses (<i>core output indicator BD4</i>).</li> <li>Shop unit/frontages in retail/non-retail uses including vacancy rates (<i>local indicator</i>).</li> <li>Applications refused due to listed building/conservation area/archaeology/historic landscape reasons and supported at appeal (<i>local indicator</i>).</li> <li>Listed buildings and archaeological sites at risk (<i>local indicator</i>).</li> <li>Applications approved for new or improved community facilities (<i>local indicator</i>).</li> <li>Applications approved for new utilities development (<i>local indicator</i>).</li> <li>Permissions granted for the development of education facilities (<i>local indicator</i>).</li> </ul>	<ul style="list-style-type: none"> <li>Hampshire County Council accession modelling.</li> <li>NFDC annual retail survey.</li> <li>NFDC planning records.</li> <li>English Heritage data.</li> <li>Hampshire County Council/New Forest District Council retail, employment and leisure monitoring.</li> </ul>

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>7. The countryside</b> To promote a positive future for rural areas, securing their economic prosperity and environmental and social well-being, and enabling the diversification of the rural economy in ways which are compatible with environmental and adjoining National Park aims.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS3 Protecting and enhancing our special environment CS9 Settlement hierarchy CS14 Affordable housing provision CS15 Affordable housing contributions from developments CS19 Tourism CS21 Rural economy CS22 Affordable housing for rural communities</p>	<ul style="list-style-type: none"> <li>• Provide 10 affordable dwellings per annum in rural areas.</li> <li>• All new and reused rural buildings outside settlements to be for agricultural, employment, tourist or community use or for residential use related to agriculture and forestry.</li> <li>• Protect the landscape character of the countryside and the character of its settlements.</li> </ul>	<ul style="list-style-type: none"> <li>• Number of affordable dwellings completed in rural areas (<i>local indicator</i>).</li> <li>• Number of applications approved outside settlements for agricultural, business, tourist, community or essential residential use of new and existing rural buildings compared with other uses (<i>local indicator</i>).</li> <li>• Applications refused due to countryside/landscape/design impacts within the countryside (<i>local indicator</i>).</li> </ul>	<ul style="list-style-type: none"> <li>• Housing development data.</li> <li>• NFDC planning records.</li> </ul>
<p><b>8. Biodiversity and landscape</b> To promote and safeguard biodiversity, protection and enhancement of wildlife, and landscape quality in the Plan Area. To avoid significant harmful impacts on the adjoining National Park. To promote public education and understanding of the care and quiet enjoyment of the natural environment.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS3 Protecting and enhancing our special environment CS6 Flood risk CS19 Tourism CS25 Developers' contributions</p>	<ul style="list-style-type: none"> <li>• Achievement of targets set out in Biodiversity Action Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Area of sites subject to: <ul style="list-style-type: none"> <li>– statutory nature conservation designations</li> <li>– local designations (SINC, LNR) (<i>contextual indicator</i>).</li> </ul> </li> <li>• Reported condition of national/international sites (<i>contextual indicator</i>).</li> <li>• Change in areas of biodiversity importance (<i>core output indicator E2</i>).</li> <li>• Changes in priority habitats and species (<i>contextual indicator</i>)</li> <li>• Applications refused due to impact on nature conservation interests (<i>local indicator</i>).</li> <li>• Applications refused due to landscape impacts (<i>local indicator</i>).</li> <li>• Applications refused due to impacts on trees, woodlands, hedgerows (<i>local indicator</i>).</li> </ul>	<ul style="list-style-type: none"> <li>• Natural England data.</li> <li>• Hampshire County Council data.</li> <li>• NFDC planning records.</li> <li>• Coastal monitoring.</li> </ul>

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>9. Leisure and recreation</b> To provide a range of accessible and varied opportunities for good quality leisure and recreation activities within local communities for all ages and sectors of the District's population and to promote participation in active recreation. To facilitate the enjoyment of the coast and the area's other special qualities by visitors as well as local communities. To manage recreational pressures within areas subject to environmental designations, to minimise human impacts while maintaining appropriate opportunities to enjoy and experience the special qualities of the area.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS3 Protecting and enhancing our special environment CS7 Open spaces, sport and recreation CS9 Settlement hierarchy CS19 Tourism CS25 Developers' contributions</p>	<ul style="list-style-type: none"> <li>• Implementation of specific proposals in the LDF to be detailed in a subsequent DPD.</li> <li>• Target for informal and formal open space per head of population as per Policy CS7</li> </ul>	<ul style="list-style-type: none"> <li>• Amount of completed leisure development (<i>local indicator</i>).</li> <li>• Areas of informal and formal open space per head of population by parish (<i>contextual indicator</i>).</li> <li>• New recreational development permitted (<i>local indicator</i>).</li> <li>• Monitoring of site-specific allocations (<i>local indicator</i>).</li> </ul>	<ul style="list-style-type: none"> <li>• Hampshire County Council/New Forest District Council leisure monitoring.</li> <li>• NFDC survey work.</li> <li>• NFDC planning records.</li> </ul>

Core Strategy Objective	Policies	Targets	Indicator	Data Source
<p><b>10. Minimising deprivation</b> To ensure, so far as is possible through spatial planning, that all sectors of the Plan Area's population have access to the opportunities and facilities that allow a fulfilling life.</p>	<p>CS1 Sustainable development principles CS2 Design quality CS4 Energy and resource use CS7 Open spaces, sport and recreation CS8 Community services and infrastructure CS14 Affordable housing provision CS15 Affordable housing contribution requirements from developments CS16 Gypsies, travellers and travelling showpeople CS17 Employment and economic development CS18 New provision for industrial and office development and related uses CS21 Rural economy CS22 Affordable housing for rural people</p>	<ul style="list-style-type: none"> <li>• New Forest District to remain ranked in the top 20% of least deprived districts in England (currently ranked 302 out of 354).</li> <li>• No areas within the District to fall within the 20% most deprived in England (part of Holbury and North Blackfield Ward is at 17.8% - 2007)</li> </ul>	<ul style="list-style-type: none"> <li>• Rank of super output areas in England (<i>contextual indicator</i>)</li> </ul>	<ul style="list-style-type: none"> <li>• Indices of Multiple Deprivation</li> </ul>