

**New Forest District Council Local Development Framework**

# **Monitoring Report**

April 2016



**New Forest**  
DISTRICT COUNCIL



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## **ONE: INTRODUCTION**

### **Local Plan Monitoring**

- 1.1 This Monitoring Report relates to the Council's adopted Core Strategy and Local Plan Part 2: Sites and Development Management. The time period being monitored is 1 April 2014 to 31 March 2015. However, other relevant matters and surveys undertaken since this period are also referred to.
- 1.2 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.
- 1.3 The Report is structured across various topic areas which consider the policies which are relevant to those topics. The report also considers progress in producing the Local Plan, related documents and the contributions secured through Community Infrastructure Levy (CIL).

### **Consultation and Further Information**

- 1.4 The Monitoring Report is published on the Council's website. Any comments and queries relating to this Monitoring Report should be addressed to:

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### **Acknowledgements**

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

## **TWO: PLAN PREPARATION**

### **Progress in Plan Preparation**

- 2.1 The Local Plan Part 2: Sites and Development Management was adopted in April 2014.
- 2.2 The statutory development plan for the Council's planning area now comprises:
- Core Strategy (2009), which sets out the planning strategy for the area.
  - 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).
  - Hampshire Minerals and Waste Plan adopted in 2013.

### **The Local Development Scheme**

- 2.3 The Council's latest Local Development Scheme (Fifth Review) was brought into effect in September 2014. It sets the programme for Local Development Documents from September 2014 to December 2017. It focuses on the review of the Local Plan, extending the coverage to 2036. The Council now expects to publish a draft Local Plan for consultation in the summer of 2016.

### **Supplementary Planning Documents (SPDs)**

- 2.4 In June 2014 the Council adopted a Mitigation Strategy SPD which is designed to mitigate the recreational impacts of new development on the international nature conservation designations. The SPD follows from 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.

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

- 2.5 In April 2014 the Council adopted its CIL Charging Schedule following public examination. The implementation date of the CIL Charging Schedule was from 6 April 2015. The following section of the report looks at the implementation of CIL.

### **Neighbourhood Plans**

- 2.6 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 its development plan, and with other legal requirements.
- 2.7 Two designated Neighbourhood Areas have been approved recently by the Council. The designation of Lymington & Pennington Parish as a Neighbourhood Area was confirmed in September 2015. The area covered is the whole of the parish and includes part of the parish within the New Forest National Park. The designation of Hythe & Dibden Parish as a Neighbourhood Area was confirmed by the Council in November 2015. It covers the whole of the parish and includes part

of the parish which lies within the National Park.

- 2.8 There are now five parishes designated as Neighbourhood Areas within the New Forest District area. These 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. 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. 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 New Forest District Transport Statement (2012) provides local transport policy for the District and includes a list of transportation schemes which contributions will fund. These are designed 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 mitigate 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.

### Habitat Mitigation Contributions

- 3.6 Following adoption of the Council's Mitigation Strategy SPD the Council began to collect contributions from developers to fund the strategic mitigation projects identified. During the monitoring period the Council collected £104,157.17 towards the implementation of schemes. Of this £344 has been passed to the Solent Recreation Mitigation Partnership to assist the funding of a Ranger team.
- 3.7 The next monitoring period will contain a full report on how the Council has progressed the mitigation strategy in accordance with the monitoring requirements that the Strategy set out.

### Affordable Housing Contributions

- 3.8 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.
- 3.9 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

- 3.10 During the monitoring period, a total of 73 Section 106 agreements involving contributions were negotiated and signed. These agreements secured the provision of 180 affordable dwellings on development sites and a total of £2,436,036.08 (towards affordable housing provision off-site, transport and open space). This is some £280,000 less than could have been expected if the Council's policy requirements had been met in full, which would have been £2,718,265.32 in contributions and 212 on-site affordable dwellings.
- 3.11 Full details of the contributions secured through the negotiation of S106 agreements are given in the following table:

<b>Contribution Type</b>	<b>Full Planning Policy Requirement</b>	<b>Contribution Agreed</b>
Number of affordable housing dwellings on site	212	180
Affordable housing contribution in lieu of on-site provision	£1,249,453.00	£1,005,047.00
Transport	£1,097,058.76	£1,077,230.52
Open space	£371,753.56	£353,758.56
<b>Grand Total</b>	<b>£2,718,265.32</b>	<b>£2,436,036.08</b>

3.12 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 for affordable housing (either by its location/accessibility and/or size).

### **Community Infrastructure Levy**

3.13 The Council adopted a CIL Charging Schedule in April 2014 with a charging rate of £80 per square meter of new gross internal area of residential development. The implementation date of the charging schedule agreed was 6 April 2015, this means that any planning applications decided after this date would be liable to pay CIL.

3.14 Under the requirements of the CIL Regulations there is an obligation to publish an Annual Monitoring Report detailing, amongst other things, the income received from CIL. As the implementation date of CIL is outside of this monitoring period a full and detailed monitoring report for CIL will be included in the next monitoring report.

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

3.15 The Council has a firm policy basis for securing appropriate developer's contributions. 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.

- 3.16 The Community Infrastructure Levy (CIL) replaces some aspects of the planning obligations system. However, Section 106 agreements will 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. The Council's Mitigation Strategy also requires 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).

## FOUR: HOUSING NEEDS AND PROVISION

### Housing Provision

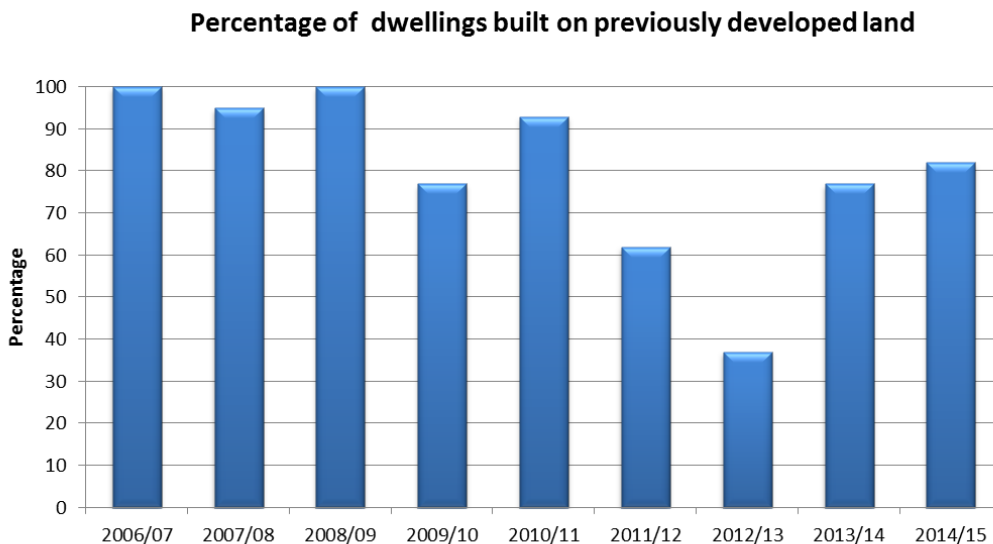
- 4.1 The Council’s Core Strategy contains a housing requirement of 3,920 for the plan area over the period 2006 to 2026. This equates to 196 dwellings per annum. Over the plan period so far (April 2006 to March 2015), 2,370 new dwellings were built (150 last year). This is 60% of the requirement with 1,550 remaining.

### Housing Trajectory and Housing Land Supply

- 4.2 Lower development activity in recent years has affected the number of sites coming forward for development. Last year was the third 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 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.
- 4.3 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.
- 4.4 Appendix 2 sets out the latest five year housing land supply position. It contains an assessment based on the Core Strategy requirement for the period April 2016 to March 2021. It shows that there is 8.45 years supply or 169% of the requirement.

### Development on Previously Developed Land

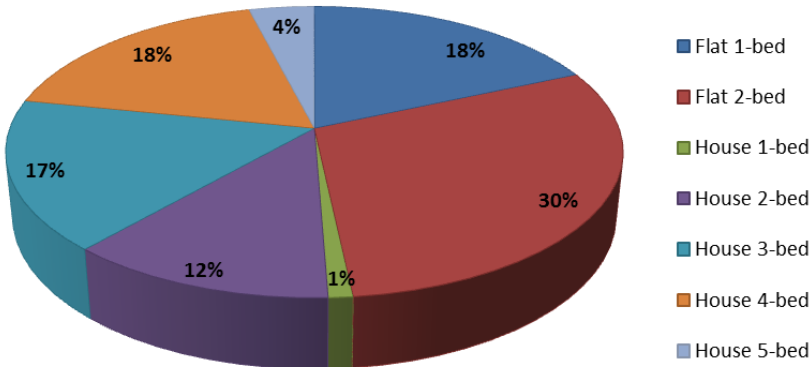
- 4.5 The chart below shows the proportion of new dwellings built on previously developed land during the plan period so far. Last year the proportion was 82%.



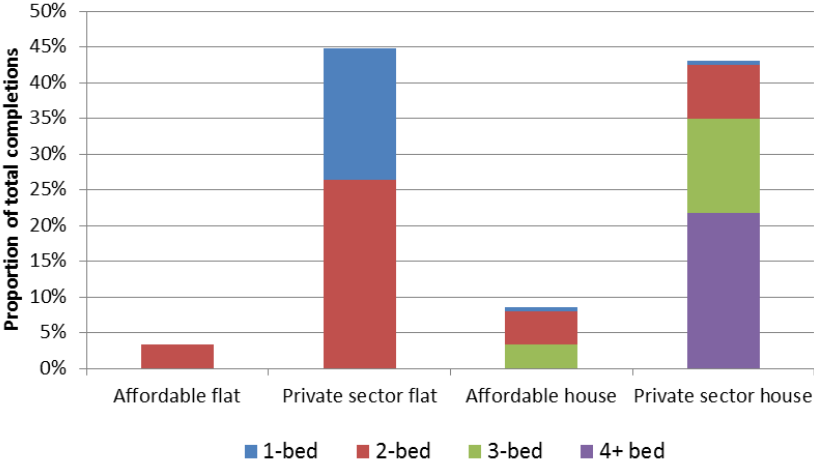
**Affordable Housing**

- 4.6 Policies CS14 and CS15 are designed to secure affordable housing on development sites. During the monitoring year an additional 21 affordable dwellings were provided, accounting for 12% of overall completions. Six dwellings were provided at Scott-Paine Drive, Hythe; nine were provided on various sites in Totton including four at Hazel Farm; and six were provided at Whitsbury under Policy CS22 which allows for small rural affordable housing schemes.
- 4.7 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 38 properties were provided in this way.
- 4.8 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 is 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 50% 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**

- 4.9 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. No new pitches were permitted during the monitoring year, but more recently one additional residential gypsy pitch was permitted at Blossom Farm, Ower in February 2016.

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

- 4.10 The level of housing completions in the monitoring year was below the annualised target, but higher completion rates at the beginning of the plan period mean that overall housing provision is still ahead of the requirement at this stage of the plan period. Looking at the future supply of sites for housing, the five year land supply is higher than last year. New allocations in the Local Plan Part 2 are forecast to provide adequate supply over the plan period.
- 4.11 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 justified 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. Allocations in the Local Plan Part 2, where the requirement is for 70% of the dwellings to be affordable, are intended to increase the supply of local affordable housing. Affordable housing will be a key area for review within the Local Plan Review.
- 4.12 Policy CS16 has been effective in allowing acceptable proposals for gypsy accommodation and in resisting inappropriate schemes. However, the inadequate supply of sites will need to be addressed within the Local Plan Review in order to ensure that adequate suitable and deliverable sites are identified.

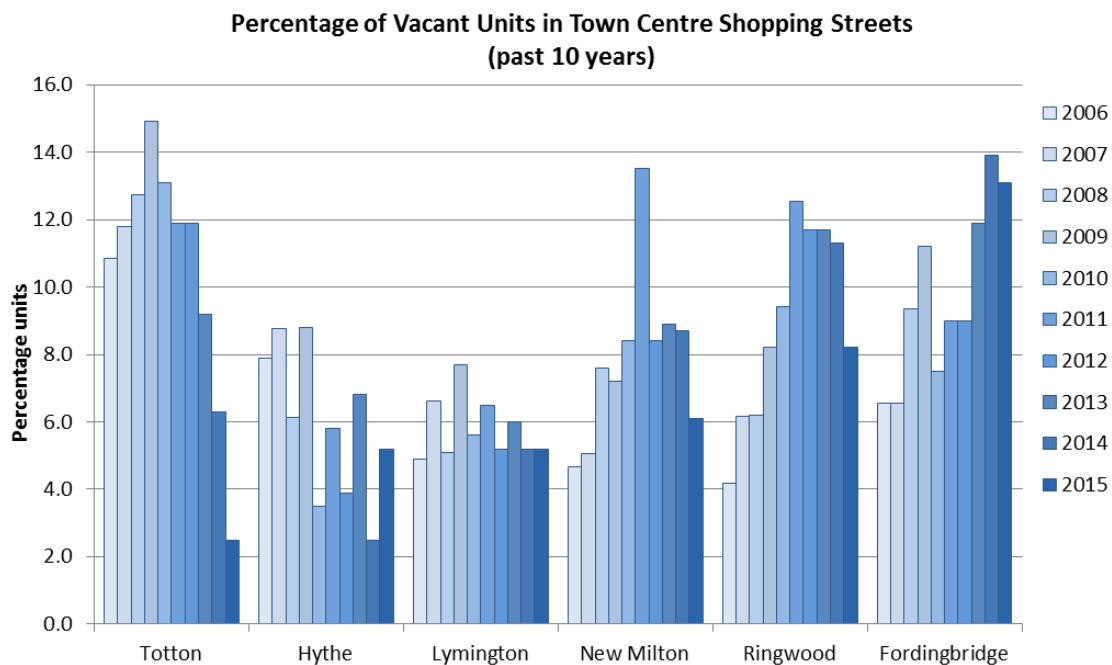
## FIVE: EMPLOYMENT AND THE ECONOMY

### 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)	4	2.5%
Hythe	4	5.2%
Lymington	9	5.2%
New Milton	9	6.1%
Ringwood	12	8.2%
Fordingbridge	8	13.1%

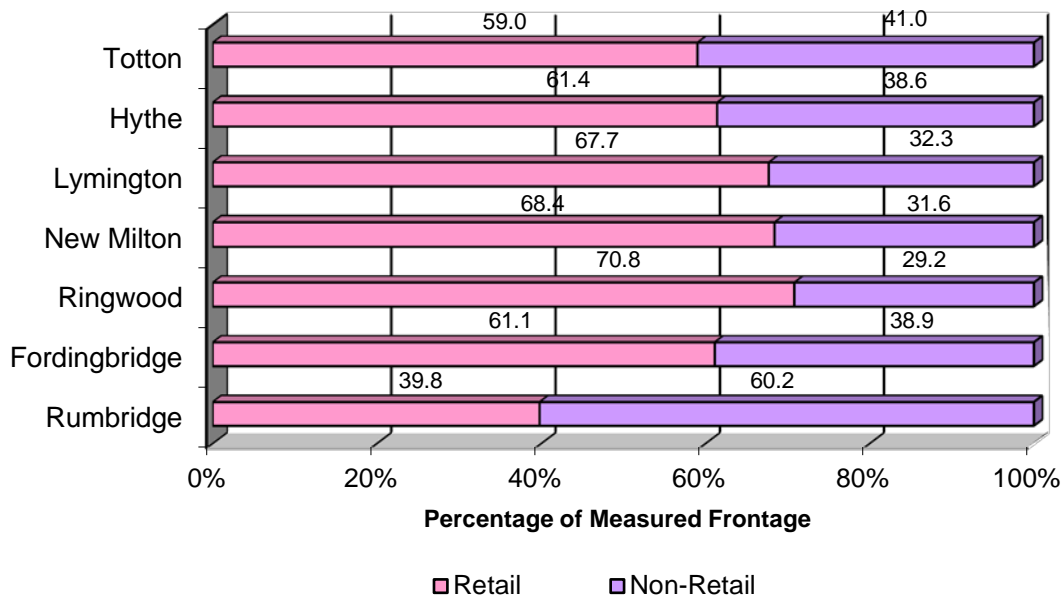


5.2 The chart above shows vacancy rates over the past ten years. The results of the 2015 shop survey show an improvement in all town centres, except in Lymington, where the vacancy rate stayed the same, and in Hythe, where the proportion of vacant units increased. There were significant falls in vacant units in Totton, New Milton and Ringwood. The overall average percentage of vacant units, at 6.7%, was the lowest for nine years.

### 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 2015**



- 5.5 Policies 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 Totton, Rumbridge Street, Lymington and Ringwood, stayed the same in Hythe and Fordingbridge, and increased in New Milton.

### 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. 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 9 have one or more vacant units. Overall, vacancies account for around 7% of units.

### Developments within the Town and Local Centres

- 5.8 New cafés and coffee shops were permitted in Totton and Ringwood. With the exception of those in 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.

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

- 5.9 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	779sqm	-	-
Outside the town centre	-	-	-

- 5.10 During the monitoring year 779sqm of retail development was completed within the defined town centres. This retail floorspace was created from the conversion of vacant offices units to A1 retail in Lymington, and the construction of a McDonalds restaurant and drive-through on a vacant site (former public house site) in Totton. No new office or leisure development occurred during the monitoring period.

### Performance of Shopping Policies and Need for Review

- 5.11 Shop vacancy rates are lower than last year in all of the town centres except Hythe. Fordingbridge 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. The use of percentage thresholds, which in most centres have already been exceeded, will be reviewed in the Local Plan Review.
- 5.12 In May 2013 the Government introduced changes to Permitted Development regulations<sup>1</sup> to allow shops, offices, restaurants, cafés, pubs, businesses,

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

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 would effectively suspend 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.

## Employment Provision and Land Availability

- 5.13 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.
- 5.14 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

- 5.15 A total of 7,029sqm of floorspace was developed within the Plan Area during 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 2014 to March 31 2015

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	-	384	1,391	-	-
Lymington & New Milton	-	-	-	430	-
Ringwood & Fordingbridge	-	-	4,824	-	-

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

- 5.16 About 43 hectares are available for employment development for various uses set out in the table below. The table includes allocations and permissions. Additional land is 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	0.4	0.27	15.42	0.35	-
Lymington & New Milton	0.35	1.8	14.49	-	-
Ringwood & Fordingbridge	1.65	-	8.57	-	-
<b>Total area in hectares</b>	<b>2.4</b>	<b>2.07</b>	<b>38.48</b>	<b>0.35</b>	<b>-</b>

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

## Losses of Employment Land and Retention of Sites

5.17 Policy CS17 seeks to retain suitable employment sites and premises for continued employment use and is a key aspect of the strategy to maintain an adequate supply of land for business and employment. In the monitoring year, the only losses of employment premises arising as a result of planning permission were redevelopments which result in replacement employment development. Other losses have however taken place as a consequence of office to residential Permitted Development rights which are outside planning control. Since the introduction of these rights in May 2013 a total of 3,425sqm of office floorspace has been allowed to change from office use to residential. The table below sets out the changes permitted during the monitoring year.

### Office to residential Permitted Development April 2014 to March 2015

Address	Reference Date	Office floor space lost (approx. sqm)	Occupied/ vacant	Town centre	Dwellings proposed
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
The Granary, Newlands Manor Farm, Everton	15/10051 10/03/15	130	Vacant	No	1
Canada House Business Centre, 1 Carrick Way, Ashley, New Milton	15/10173 10/03/15	380	Part vacant	No	6
Cooper House, 9 New Road, Hythe	15/10011 10/03/15	275	Vacant	Yes	4
<b>Totals</b>		<b>1,880</b>			<b>30</b>

## Rural Economy

- 5.18 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, applications for agricultural barns and agricultural buildings were permitted in Bransgore, Damerham, Fordingbridge and Hordle. Two temporary permissions were granted for agricultural worker's mobile homes (one granted on appeal).
- 5.19 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, café, 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.

## Tourism

- 5.20 Policy CS19 is generally supportive of new tourist accommodation and facilities in towns and villages, in the countryside in existing buildings, and on farms where this would aid diversification and support the local economy. Applications for the re-use of existing buildings for holiday letting were approved in Ringwood and Rockbourne. Five applications, three for holiday cabins and lodge caravans, and two for an extension to an existing hotel, were refused due to unduly extensive development, impacts on the openness of the Green Belt and unacceptable detrimental impacts on the character, integrity and openness of rural areas.

## Unemployment

- 5.21 Unemployment in the District was lower in 2015 (average of 0.7%) than in 2014 (1.6%). During 2015 the rate steadily decreased from a high of 0.9% at the beginning of the year to a low of 0.6% in December. The district rate was consistently below the rates for Hampshire and Great Britain. However, ward-level data shows that the wards of Buttsash and Dibden Purlieu (1.2%), Fernhill (1.2%), Furzedown and Hardley (1.2%), and Holbury and North Blackfield (1.2%) all had rates in excess of the County average (1.0%). This represents an increase on last year when only two wards had unemployment rates in excess of the County average. The chart below shows the average ward rate for the year.<sup>5</sup>

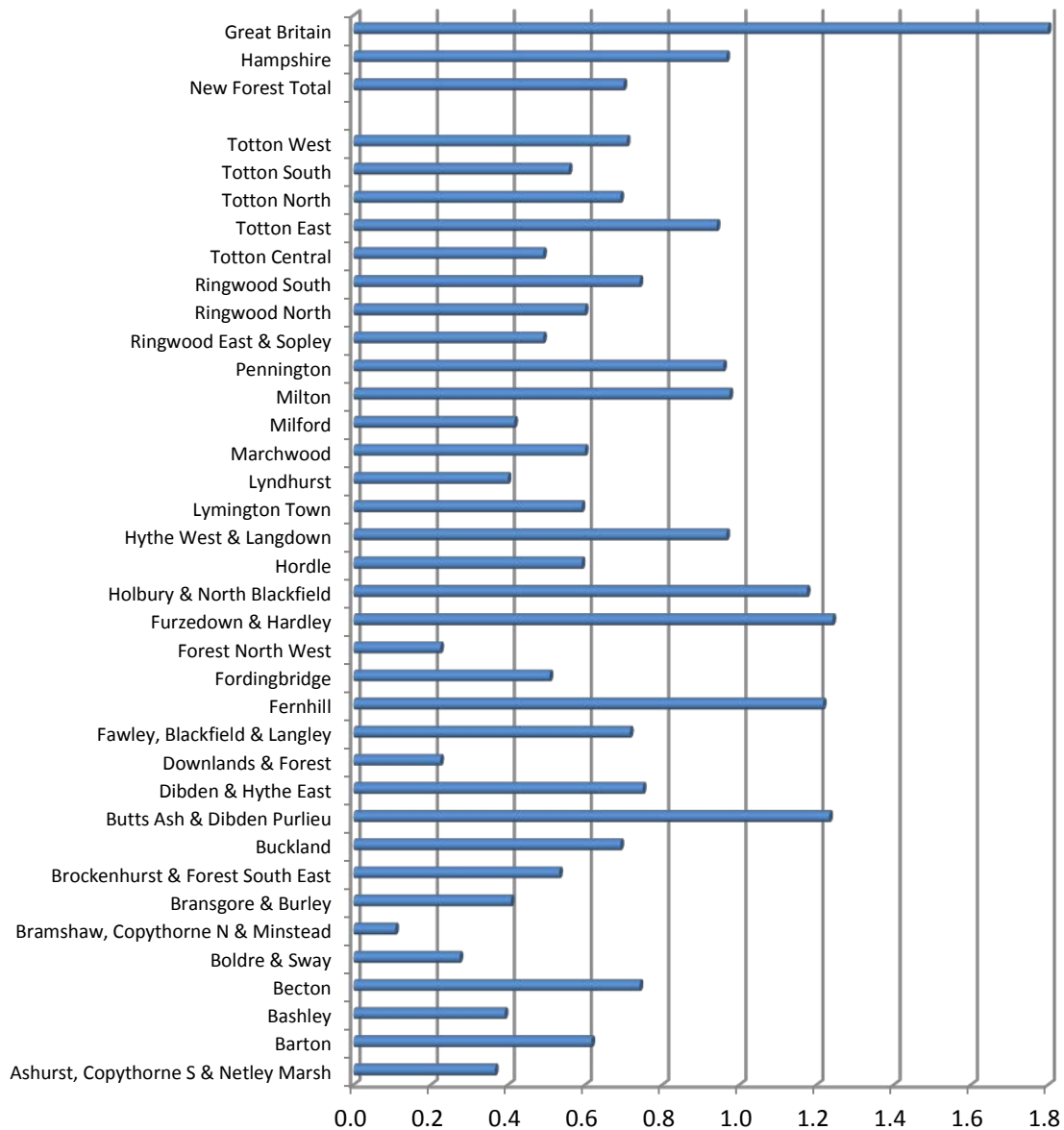
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<sup>3</sup> The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013

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

<sup>5</sup> Unemployment rates relate to claimants of job seekers allowance (JSA). Claimants must declare that they are out of work, capable of, available for and actively seeking work during the week in which their claim is made. This differs from International Labour Organisation (ILO) definitions used to compile national rates, which show higher levels of unemployment.

### Ward unemployment - average during 2015



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

- 5.22 There was a high rate of employment floorspace completed in Ringwood during the monitoring period. This took place on the former Wellworthy site, Christchurch Road which has eventually come forward after having been allocated (at least in part) in local plans for 30 years.
- 5.23 Some high quality office accommodation has been lost from the Plan Area as a result of the office to residential Permitted Development rights, which have now been made permanent. Evidence 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.

- 5.24 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 will 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) is a 20 year plan setting out Hampshire County Council's (HCC) transport strategy which 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. LTP3 is split up into three geographical areas; North, Central and South Hampshire.

### Strategic Transport Schemes

- 6.3 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 existing safeguarded land for transport improvements.
- Improvements to A326 Totton Western Bypass**
- 6.4 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. 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 undertaken.
- 6.5 Improvements to the A326 south of Totton were also abandoned in January 2011. 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, involving widening the A326 to provide priority bus and high occupancy vehicle priority, was not necessary to respond to a current or forecast problem. The revised scheme involves localised improvements on the Totton Western Bypass section of the A326 as mentioned above.
- Waterside Passenger Rail Services Reinstatement**
- 6.6 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 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

- 6.7 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 undertook traffic surveys to better inform the design of this scheme. The scheme has secured funding and is due to be completed by 2021.

### Improving Access by Walking, Cycling and Public Transport

- 6.8 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.
- 6.9 Appendix 4 of this report lists specific improvements to the footpath and cycle route networks which are proposed in the Local Plan Part 2.
- 6.10 The [NFDC Mitigation Strategy for European Sites](#) refers to improvements to the rights of way near sites allocated for residential development in the Local Plan Part 2. Suggested improvements include provision of signage, information and interpretation boards, benches, and dog bins, 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. Preliminary work is currently being undertaken by HCC Countryside Access Service.

### Bus Transport

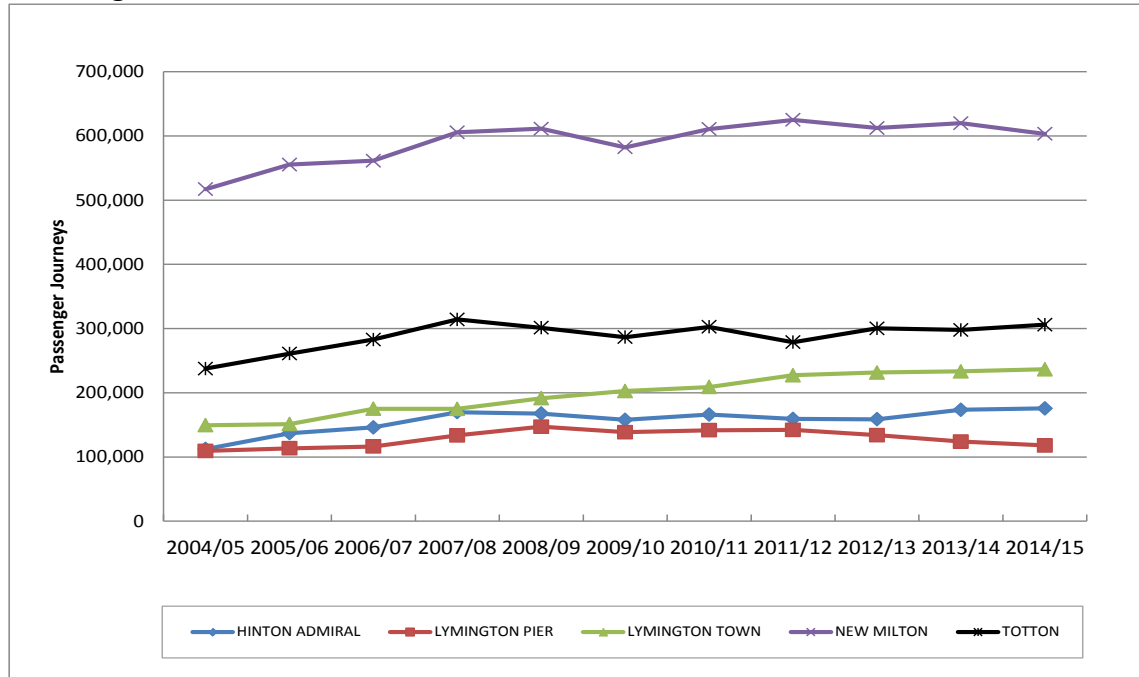
- 6.11 There have been several changes to bus services in the district including the following:
- **Bluestar 6** New Forest National Park Authority contracted a number of additional services over the summer period; this included enhancements to Bluestar 6, Lymington to Southampton, on weekdays and Sundays.
  - **Service X1** Sunday buses were reintroduced on a commercial basis by Morebus on Service X1 Lymington – New Milton – Bournemouth from 24 May 2015, having been withdrawn in January 2015 as part of the County Council's bus subsidy review.
  - From the 24 May 2015 Lymington Bus Station was closed to passengers by the bus company.
  - Services in and via the Ringwood area are subject to temporary timetables and disruption owing to the long-term roadworks on the A338 Ashley Heath – Bournemouth Spur Road.
- 6.12 Hampshire County Council is currently consulting on the future funding for subsidised school buses. This relates to buses used by fare-paying pupils; any pupils with a statutory entitlement to free travel will continue to receive it.



**Rail Transport**

6.13 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, which has risen approximately 28% from 1,125,923 passenger journeys in 2004/5 to 1,439,332 in 2014/15.

**Rail usage at stations in the Plan Area 2004-15**



6.14 The table below provides a more detailed breakdown of the figures and percentage changes for the last few years. In the last year the overall usage of the railway stations has fallen slightly (-0.6%). In July 2013 Hampshire County Council adopted a Travel Plan for Totton Station to improve access and infrastructure. It appears to be having some impact as Totton has seen the highest growth in usage with approximately 2.8% increase from the previous year. Conversely Lymington Pier station has seen a drop by 4.8% from the previous year.

**Rail usage at stations in New Forest District (outside the National Park)**

	Hinton Admiral	Lymington Pier	Lymington Town	New Milton	Totton	Total
<b>Total usage 2010/11</b>	165,947	141,528	208,887	610,727	302,602	1,429,690
<b>Total usage 2011/12</b>	159,246	208,887	227,306	624,896	278,666	1,432,186
<b>% change</b>	-4.00%	0.40%	8.80%	2.30%	-7.90%	0.20%
<b>Total usage 2012/13</b>	158,770	133,964	231,454	612,258	300,266	1,436,712
<b>% change</b>	0.30%	-5.70%	1.80%	-2.00%	7.80%	0.30%
<b>Total usage 2013/14</b>	173,484	123,918	233,302	619,746	297,758	1,448,208
<b>% change</b>	9.30%	-7.50%	0.80%	1.20%	-0.80%	0.80%
<b>Total usage 2014/15</b>	175,632	117,938	236,500	603,240	306,022	1,439,332
<b>% change</b>	1.20%	-4.80%	1.40%	-2.70%	2.80%	-0.60%
<b>10/11 to 14/15 % change</b>	5.80%	-16.70%	13.20%	-1.20%	1.10%	0.70%

## Parking

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

### Planning Applications refused for reasons relating to parking (01/04/14 to 31/03/15)

	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
<b>Residential (total )</b>	3	0	1	16
<b>Mixed uses (total )</b>	0	0	0	0
<b>Non-residential (total )</b>	1	0	1	3
<b>All uses (total )</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

- 6.16 Overall, parking policy has been the basis for, or forming part of, 25 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), hence the importance of CS2 in these matters.

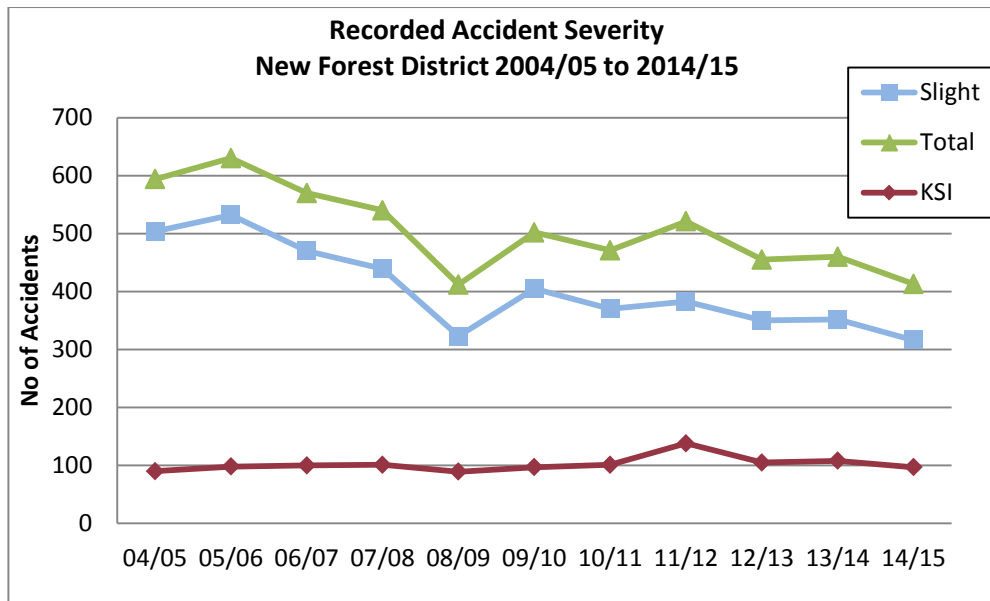
## Road Safety

- 6.17 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.
- 6.18 A total of 48 planning applications were refused in the monitoring year, because they would either result in an unacceptable burden on the highway network or compromise highway safety.
- 6.19 The recorded injury accident data provided in the table and graph below indicates that the overall general trend is for a reduction of total recorded road accident casualties. The number of killed or seriously injured (KSI) remained around the long term average rate.

### 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	14/15	10 year average
<b>Fatal</b>	16	14	10	9	11	9	4	10	6	6	9	9
<b>Serious</b>	74	84	90	92	78	88	97	128	99	102	88	93
<b>Slight</b>	504	532	470	439	323	405	370	383	350	352	316	404
<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>413</b>	<b>506</b>
<b>Killed or seriously injured</b>	<b>90</b>	<b>98</b>	<b>100</b>	<b>101</b>	<b>89</b>	<b>97</b>	<b>101</b>	<b>138</b>	<b>105</b>	<b>108</b>	<b>97</b>	<b>102</b>

(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

- 6.20 Policies appear to be working well as set out above.
- 6.21 With the adoption of the Community Infrastructure Levy (CIL), under Reg.122 there is tighter control as to where S106 contributions can be secured. Regulation 122 of the CIL Regulations states the following:
  - 122.** (1) This regulation applies where a relevant determination is made which results in planning permission being granted for development.
  - (2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—
    - (a) necessary to make the development acceptable in planning terms;
    - (b) directly related to the development; and
    - (c) fairly and reasonably related in scale and kind to the development.
- 6.22 The Council will have to work more closely with the Highway Authority to identify the exact harm that needs to be mitigated through contributions as part of the planning process rather than through the allocation of pooled funds once collected, as this will not exist under CIL.
- 6.23 As part of the Local Plan Review further transport studies will be undertaken to understand the necessary transportation infrastructure requirements.

## 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 the 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), DW-E8 (trees), and the following factors:
- Impact on trees/loss of trees (used in 31% of refusals)
  - Over-intensive development (used in 12% of refusals)
  - Inappropriate to the local landscape (used in 57% of refusals)
- 7.3 Six applications in an AONB were refused with one 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 Local Plan Part 2 provides 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 44 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 applications for replacement beach huts or modest house extensions. All of the applications which fell to be determined were permitted.

#### Priority Habitats

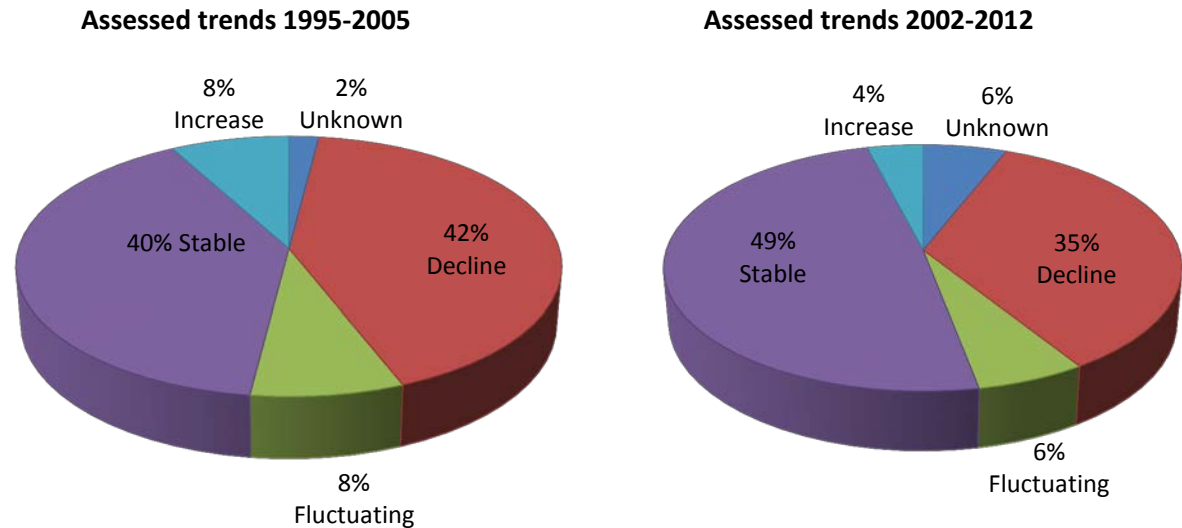
- 7.6 The total area of priority habitats within the Plan Area has remained broadly the same over the monitoring period, currently standing at 5,124 hectares.

#### Priority Species

- 7.7 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 charts below show the latest available data relating to these species. The next review will be undertaken in 2016.

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

**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**

7.9 There have been no changes to the extent of the nationally designated sites during the monitoring period. Two locally designated SINC sites have been added and two SINC sites deleted. This has resulted in a net decrease of 6.7ha of land which is designated as SINC within the Plan Area (currently 2,443ha).

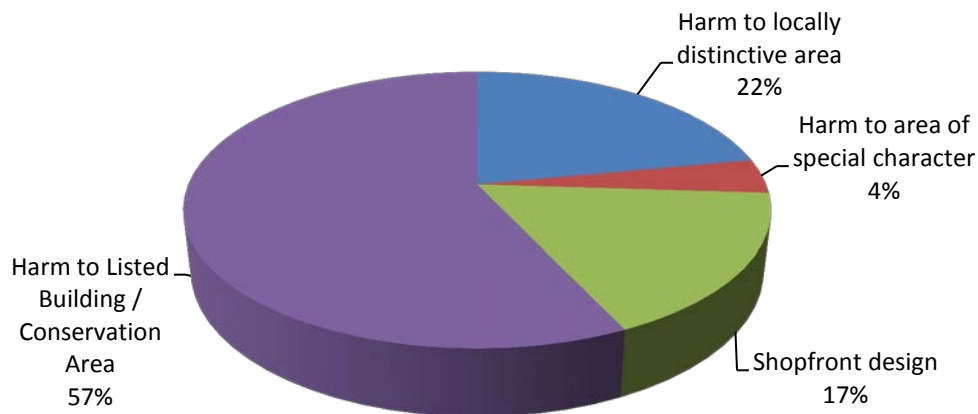
**Proportion of nationally important wildlife sites which are in favourable condition**

7.10 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 shows that there has been no change in the condition of sites, with sites which are in a ‘Favourable’ and ‘Unfavourable Recovering’ condition currently standing at 96.4% in New Forest District.

**Built Heritage and Design**

7.11 In the monitoring period, 30 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 eight appeals relating to these reasons for refusal, and all but one was dismissed (allowed in relation to the effect of the proposed development on the character and appearance of a Conservation Area).

### Reasons for refusal associated with built heritage and design



### Energy Conservation and Renewable Energy

- 7.12 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>.
- 7.13 During the monitoring year, 35 planning applications, which were required to adhere to a minimum Code Level 4 Standard, were granted permission for residential development. Of these, six applications demonstrated they would not meet Code Level 4. These 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. The withdrawal of the Code for Sustainable Homes in March 2015 (requirements incorporated into Building Regulations), this element of Policy CS4 is no longer applied.
- 7.14 On 11 September 2015 the Secretary of State decided to refuse development consent for Navitus Bay wind farm. The promoter subsequently confirmed in October 2015 that it would not appeal the decision.
- 7.15 In previous years a large number of domestic scale renewable schemes, mainly solar, have been installed, which took advantage of the Feed-In Tariff. During the monitoring period one commercial scale solar installation (100MWh) was given consent in the Fordingbridge area. Based upon central government statistics, 2,531 domestic solar photovoltaic systems had been installed by the end of March 2015 in New Forest District as a whole (a 63% increase since 2012).

### Performance of Environment Policies and Need for Review

- 7.16 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.

- 7.17 There continues to be a slight improvement in the populations of priority species and there appears to be stability 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 remains much as before with most in a favourable or unfavourable recovering condition.
- 7.18 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 was effective with post construction certificates received by the Council as part of discharge of conditions on approved development. The removal of the Code for Sustainable Homes scheme means that part of CS4 is redundant.
- 7.19 Mitigating the impact of residential development on European designations (to enable compliance with Habitats Regulations) is incorporated into the Local Plan Part 2 Policy DM3 and will be partly implemented through measures set out in the Mitigation Strategy SPD. An essential component of the mitigation package is evidence-gathering and monitoring to establish whether the mitigation strategy is achieving its aims. Even if evidence suggests that the strategy is working, the current strategy was designed to mitigate the levels of development proposed in the Core Strategy, therefore a new strategy will be needed to mitigate the new levels of development proposed in the Local Plan Review.

### **Community Facilities**

- 7.20 A total of 16 applications were submitted for community facilities during the monitoring period. Thirteen of these applications were approved of which two were granted by County. The approved applications ranged from extensions to existing facilities, day care centres, education centres and a chiropractic clinic.

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

- 7.21 Policy CS7 forms the basis for protecting open space and securing new on-site provision and contributions as appropriate from new development. Section 3 of this Report sets out the levels of contributions secured as a result of Policy CS7. The majority of applications received have been for facilities such as outbuildings and extensions to existing premises associated with the open space facility. All applications were approved. One application was submitted for residential development of land that is allocated as proposed public open space. The application was refused and subsequently dismissed on appeal.

## Utilities

- 7.22 Six applications for utility development were considered during the monitoring year. This included applications for the installation of broadband cabinets, telegraph poles and antennas. Four of these were prior notifications to carry out telecommunications development, which benefits from Permitted Development rights. The two further applications for antennas and cabinets were approved.

## Pollution

- 7.23 Pollution encompasses air and water pollution, along with nuisance arising from noise and light intrusion.
- 7.24 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.
- 7.25 In Local Air Quality Management the aim is to reduce airborne pollutant concentrations in pursuit of the Government's objectives. For nitrogen dioxide (NO<sub>2</sub>) the objective is an annual mean of 40µgm<sup>-3</sup>. The air quality in Totton is improving and the concentrations of nitrogen dioxide have shown a downward trend in recent years. The results from a real time analyser in Junction Road, Totton during 2007 and 2008 being 31µgm<sup>-3</sup> and 30µgm<sup>-3</sup> respectively, 28µgm<sup>-3</sup> for 2009 - 2013 and 26µgm<sup>-3</sup> during 2014.
- 7.26 In accordance with Government guidance and following six years of not exceeding the air quality objectives for nitrogen dioxide at any monitoring site (real time analyser and diffusion tubes) within the Totton AQMA, the Council is starting the process to revoke the Totton AQMA. This decision has been supported by Defra. The revocation of the AQMA will involve a full consultation of statutory consultees, Town Council, members of the public and local stakeholders. It should be noted that air quality is a material consideration in planning and any proposed developments are assessed for the likely impact on local air quality, and mitigation measures are implemented if deemed appropriate.
- 7.27 During the monitoring period two applications were refused on the basis of unacceptable noise, disturbance and pollution under Policy CS2.

## Public Safety

- 7.28 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 2015, four applications were refused due to unacceptable risk of flooding.



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

- 7.29 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.
- 7.30 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: Five year housing land supply assessment**

**Appendix 3: Site-specific policy monitoring**

**Appendix 4: Monitoring: targets and indicators**

## Appendix 1

### Housing Trajectory

1. The housing trajectory for New Forest District's planning area<sup>6</sup> is shown below. It lists the sites<sup>7</sup> 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 nine columns cover the period April 2006 to March 2015 and show what dwelling completions have taken place so far during the plan period.
3. The next column covers the current year 2015/16, which does not form part of the five year land supply (according to the Government's definition).
4. The next five columns cover the five year land supply period from April 2016 to March 2021. This includes capacity from deliverable sites<sup>8</sup> including 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 over the period.
5. The final five columns cover the period April 2021 to March 2026. This period shows developable sites<sup>9</sup> and includes much of the capacity from allocations in the Local Plan Part 2 and a modest annual allowance for currently unidentified small sites. The trajectory extends to the end of the current plan period, but some additional capacity, which is not currently shown, is forecast to be delivered beyond 2026.
6. 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 2021/22. 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.

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<sup>6</sup> The assessment of land supply is for the New Forest District outside the National Park.

<sup>7</sup> Site references are those given in Hampshire County Council's schedule of housing sites which is viewable here <http://documents.hants.gov.uk/LandSupply/NewForestlargehosingsites.pdf> Site references given in brackets indicate the Local Plan policy number (where the site is allocated in the Plan) and the settlement within which the site is located.

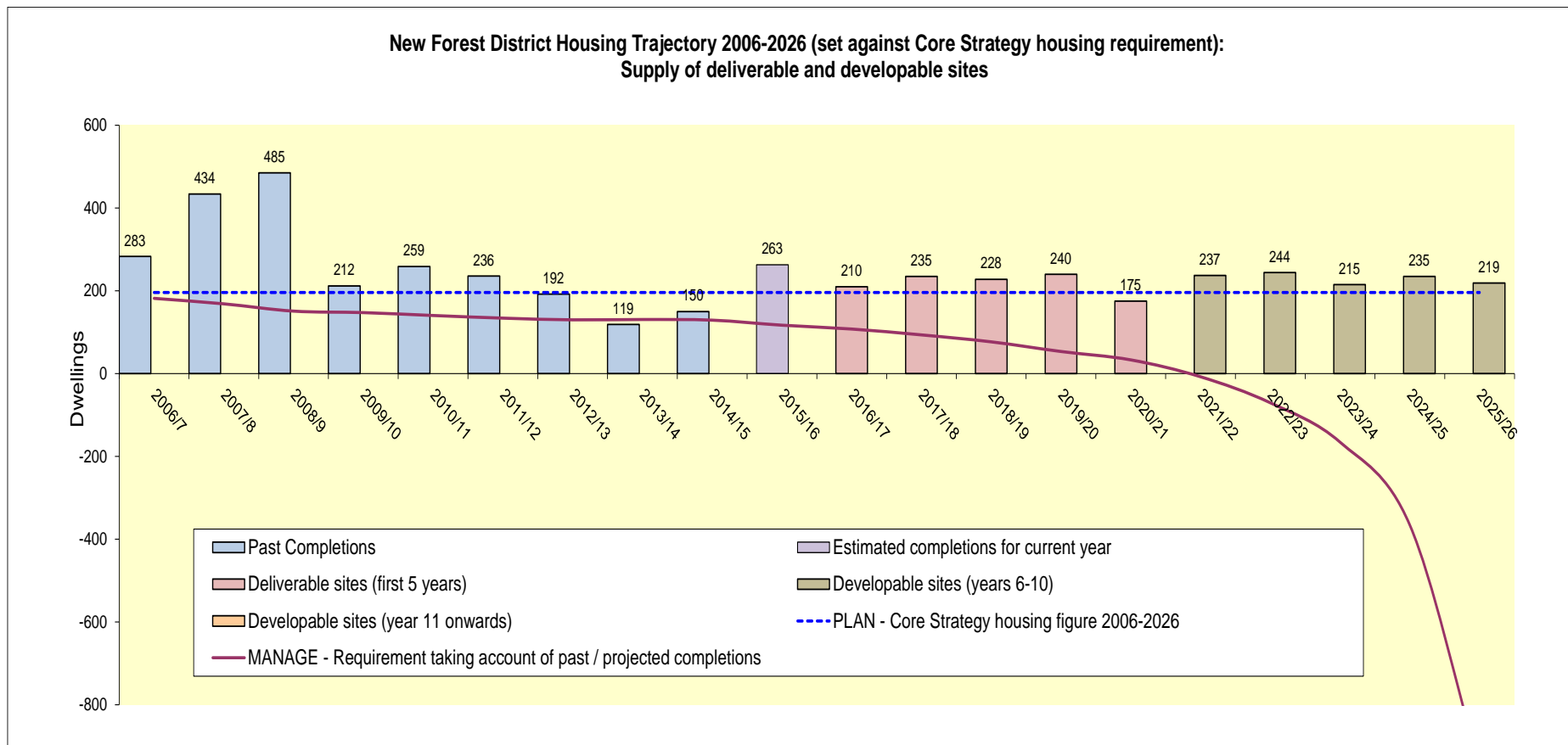
<sup>8</sup> Deliverable sites include sites with planning permission and other sites which have a realistic prospect of delivery within five years. The figures for delivery are the best forecasts available as at 1/4/2015 on a site by site basis taking account of the current market conditions. Figures are reviewed annually.

<sup>9</sup> Developable sites are in a suitable location and with a reasonable prospect of being viably developed at the point envisaged in the trajectory.

### New Forest District Housing Trajectory (April 2015)

	Past development during plan period									Current Year	Five Year Land Supply period					Developable sites (years 6-11)				
	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	2024/25
Past completions on small sites	158	185	212	97	114	93	61	70	77											
Expected completions on identified small sites (5 year land supply)										74	55	55	55							
Planned development on small sites														55	55	55	55	55	55	55
Past completions on identified large sites	28	70	39	21	9	0	0	13	31											
Past completions on unidentified large sites	97	179	234	94	136	143	131	36	42											
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)										100	56									
0269 (hyt)												7								
0286 (RING3)												10	35	50	50	30				
0324 (nmt)										12										
0345 (nmt)										2	16									
0348 (tot)										18										
0351 (ring)										17										
0352 (ring)										25										
0353 (TOT2)										5	18									
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)									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			
0378 (nmt)											10	11								
0379 (lym)									12											
0380 (sop)												20	40	20						
0381 (hyt)									-4			36								
0382 (nmt)									-3	15										
0383 (ford)										15										
1049A (TOT3)													15	15	15	15	15	15	15	
1049C (TOT3)												13								
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>150</b>											
<b>Estimated completions for current year</b>										<b>263</b>										
<b>Deliverable sites (first 5 years)</b>											<b>210</b>	<b>235</b>	<b>228</b>	<b>240</b>	<b>175</b>					
<b>Developable sites (years 6-10)</b>																<b>237</b>	<b>244</b>	<b>215</b>	<b>235</b>	<b>219</b>
<b>Developable sites (year 11 onwards)</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>2370</b>	<b>2633</b>	<b>2843</b>	<b>3078</b>	<b>3306</b>	<b>3546</b>	<b>3721</b>	<b>3958</b>	<b>4202</b>	<b>4417</b>	<b>4652</b>	<b>4871</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	606	673	687	726	758	802	781	822	870	889	928	951
MANAGE - Requirement taking account of past / projected completions	182	169	151	147	140	134	130	131	129	117	108	94	77	53	33	-8	-71	-166	-366	-951



## Appendix 2

### Five year housing land supply assessment 2016-2021

#### 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 April 2016 to 31 March 2021. 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 Council's adopted Core Strategy sets out a requirement for the provision of 3,920 new dwellings over the plan period (2006-2026). The following assessment of housing land supply is set against this requirement.
3. The 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 2015 base is the latest year for which monitoring data is available. Over the plan period so far (1 April 2006 to 31 March 2015) 2,370 dwellings have been completed. For the purposes of assessing the five year land supply an additional year of forecast completions for the current year (1 April 2015 to 31 March 2016) needs to be included in order to get to the start of the five year period (1 April 2016). The trajectory forecasts the completion of 263 dwellings for the current year. This gives a total for development since the start of the plan period of 2,633 dwellings. When subtracted from the overall requirement of 3,920, the residual requirement of 1,287 provides for a required build rate of 128.7 dwellings per annum over the remaining 10 years of the plan period.

#### Supply - identified large sites

5. The District and County Council 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 out 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 five year land supply where there is a reasonable prospect of delivery before 2021. All sites are identified by allocation in an adopted plan, or through a grant of planning permission. The forecast contribution from these large sites over the five year period is 813 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 239 dwellings. Of this number a total of 165 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 110 dwellings has been included to supplement the stock of small site permissions. Evidence from past completion rates - 83 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 2016 to March 2021, set against the Core Strategy requirement shows 8.45 year's supply of deliverable sites, which amounts to 169% of the requirement.

### Five year housing land supply assessment for the period 2016 to 2021

#### Residual requirement and required building rate

(a) Core Strategy requirement 2006-2026	3,920
(b) Net completions 2006-2016 (estimated for 2015/16)	2,633
(c) Residual requirement 2016-2026 [(a)-(b)]	1,287
(d) Annual building rate required [(c)/10 years (2016-2026)]	128.7

#### Assessment of land supply

(e) Net large site commitments expected to be delivered between April 2016 and March 2021 <sup>1</sup>	813
(f) Stock of outstanding small site permissions and additional planned development on small sites	275
(g) Total supply [(e)+(f)]	1,088
(h) Annual building rate required [line (d) above]	128.7
<b>(i) Number of years supply</b>	<b>8.45</b>
<b>(j) Percentage of required supply</b>	<b>169%</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 Part 2: Sites and Development Management)

<b>Section 3: Totton and the Waterside</b>		
<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
TOT1	Land at Durley Farm, Hounsdawn	Not implemented
TOT2	Land at Loperwood Farm	Under construction
TOT3	Land at Hanger Farm	Planning consent – partly implemented
TOT4	Land off Oleander Drive, north of Michigan Way	Implemented
TOT5	Land north of Michigan Way, east of Garland Way	Implemented
TOT6	Land east of Brokenford Lane	Site part cleared. Not implemented
TOT7	Stocklands, Calmore Drive	Not implemented
TOT8	Land off Blackwater Drive, Calmore	Planning consent - not started
TOT9	Bus depot, Salisbury Road	Not implemented
TOT10	Land at Little Testwood Farm caravan site	Not implemented
TOT11	Eling Wharf	Not implemented
TOT12	Land at Little Testwood Farm	Not implemented
TOT13	Land at Sunnyfields Farm, Jacob's Gutter Lane	Not implemented
TOT14	Industrial estate west of Brokenford Lane	No change
TOT15	Totton town centre opportunity sites	Not implemented: 15.1, 15.2, 15.3, 15.4, 15.7, 15.8, 15.9, 15.10, 15.11, 15.12, 15.13 Partly implemented: 15.5 Implemented: 15.14
TOT16	The Civic Building complex	No change
TOT17	Environmental and transport improvements in Totton town centre	Not implemented
TOT18	Rumbridge Street Secondary Shopping Frontage	Aims of policy achieved and defended at appeal
TOT19	New public open space north east of Bartley Park	Not implemented
TOT20	Extension to public open space south of Bartley Park	Not implemented
TOT21	Land for allotments, Jacob's Gutter Lane	Not implemented

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
TOT22	Transport schemes	
TOT22.1	Totton western bypass (A326): A35 - Michigan Way junction to Cocklydown Lane junction, junction improvements.	Not implemented
TOT22.2	Rumbridge Street to A336/Ringwood Road (via Brokenford Lane) cycle route.	Not implemented
TOT22.3	Dales Way to Stonechat Drive cycle route.	Not implemented
TOT22.4	Testwood Lane to Salisbury Road (via Library Road) cycle/pedestrian route.	Not implemented
TOT22.5	Bartley Park to Brokenford Lane (via Bartley Water) cycle route.	Not implemented
TOT22.6	Hamton Gardens to Testwood Lane (via Greenfields Avenue) cycle route.	Not implemented
TOT22.7	Jacob's Gutter Lane (west) to Hounsdow Business Park: on-road and off-road cycle route linking through Durley Farm site, connecting to A35 and A326.	Not implemented
TOT22.8	Jacob's Gutter Lane to Downs Park Crescent (Hounsdow to Eling) cycle route.	Not implemented
TOT22.9	Jacob's Gutter Lane (east of A326 spur) cycle route.	Not implemented
TOT22.10	Water Lane/Westfield car park: Pedestrian link between car park/rear service area and eastern end of Water Lane.	Not implemented
TOT22.11	Footpath improvements/cycle route linking to existing cycle routes and paths in west Totton, Greenroute (extended) to Tatchbury Lane.	Not implemented
TOT22.12	Footpath/cycleway route linking greenroute at Hanger Farm Arts Centre to Spruce Drive.	Not implemented
MAR1	Land between Cracknore Hard Lane and Normandy Way	Not implemented
MAR2	Land at Park's Farm	Not implemented
MAR3	Land south of Hythe Road	Not implemented
MAR4	Land off Mulberry Road	Not implemented
MAR5	Marchwood Industrial Park	Continues to guide development
MAR6	Cracknore Industrial Park	Continues to guide development
MAR7	Marchwood Military Port (Sea Mounting Centre)	Continues to guide development
MAR8	Transport schemes	

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
MAR8.1	Bury Road to Main Road (via Reed Drive and Cranberry Close) on- and off-road cycle route through the village centre.	Part implemented – upgraded footpath
MAR8.2	Marchwood Road/Bury Road (from Tavell's Lane junction) – adjacent-to-road cycle route link to Totton cycle network.	Implemented by HCC
HYD1	Land at Forest Lodge Farm	Planning consent - not started
HYD2	Land off Cabot Drive, Dibden	Not implemented
HYD3	Land between Jones Lane and Southampton Road, Hythe	Not implemented
HYD4	Hythe town centre opportunity sites	Not implemented
HYD5	Car park extensions	Not implemented
HYD6	New public open space south of Hardley Lane, west of Fawley Road	Not implemented
HYD7	New public open space west of Lower Mullins Lane	Not implemented
HYD8	Transport schemes	
HYD8.1	Pier Head bus/ferry interchange improvements and pedestrian link between the Pier Head and the Promenade	Part of scheme has been implemented by HCC – resurfacing, new bus shelter
HYD8.2	Cycle route linking Applemore to National Cycle Network	Implemented
HYD8.3	North Road to Dibden local centre cycle route	Implemented
HYD8.4	Cycle route connecting New Road to South Street	Not implemented
HYD8.5	Cycle route connecting South Street to Wild Ground Schools.	Part of scheme has been completed by NFDC - path from South Street to Park Close
HYD8.6	Public right of way Footpath No. 10 - Re-construct footway connecting Hythe to Marchwood.	Not implemented
BLA1	Land adjacent to Blackfield Primary School	Not implemented
FAW1	Fawley Oil Refinery	Large area at Charleston Road is being demolished
HAR1	Land adjoining Hardley Industrial Estate	Not implemented

<b>Section 4: The Coastal Towns and Villages</b>		
<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
LYM1	Pinetops Nurseries	Application 15/10290 for the development of 47 dwellings was approved in June 2015. Under construction.
LYM2	Land north of Alexandra Road	Not implemented
LYM3	Land at Queen Katherine's Road / Grove Road	Not implemented. Application 13/10710 for the development of 23 dwellings was approved in November 2013.
LYM4	Land south of Ampress Lane, north of Buckland Gardens	Partly implemented
LYM5	Fox Pond Dairy depot and garage, Milford Road, Pennington	Not implemented
LYM6	Riverside Site, Bridge Road	Under construction
LYM7	Ampress Park, Southampton Road	Policy continues to guide development. Most plots now occupied
LYM8	Lymington town centre opportunity sites	Not implemented: 8.2, 8.3, 8.4, 8.6 and 8.7  LYM8.1: Application 14/11082 for the use of the ground floor of 37 St. Thomas' Street as an A2 solicitor's office was approved in October 2014.  LYM8.5: Application 14/11292 for the use of the building for 5 flats and a small amount of office space on the ground floor was approved by committee in December 2014.
LYM9	Burgage plots	Aims of policy achieved
LYM10	Transport schemes	
LYM10.1	Pennington to Highfield via Priestlands Road and the Bunny Run cycle route.	Traffic calming works undertaken which includes speed tables – linked to cycle route. Bunny Run improvements undertaken. Highfield widened.
LYM10.2	Marsh Lane to Ampress Park cycle route.	Not implemented
LYM10.3	Pennington Square/South Street to Pound Road cycle route.	Not implemented
LYM10.4	Provision of a footpath (0.15km) linking Highfields Avenue to Priestlands Lane.	Scheme implemented
LYM10.5	Footway improvements along High Street and St Thomas Street to enhance walking route through the town centre.	Not implemented but some signage planned

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
LYM10.6	Improve connections along Bath Road, between The Quay and the Sea Wall path.	Not implemented
LYM10.7	Provision of footpath around the Riverside site (LYM6) (including railway crossing).	Not implemented
MoS1	Land north of School Lane	Not implemented
MoS2	Transport schemes	
MoS2.1	Milford on Sea to Downton via Blackbush Road	Not implemented
MoS2.2	Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane	Not implemented
MoS2.3	Provision of measures to address vehicle/pedestrian conflicts in Carrington Lane. Where opportunities arise, this will include provision of a footway on the east side of Carrington Lane.	Not implemented
HOR1	Land to the rear of 155-169 Everton Road, Hordle	Not implemented
HOR2	Land at Hordle Lane Nursery	Not implemented
HOR3	Transport schemes	
HOR3.1	New Milton to Hordle on- and off-road cycle route between Lower Ashley Road and Stopples Lane via Hare Lane, Lavender Road and Heath Road.	Not implemented
HOR3.2	Bus stop improvement, near Women's Institute Hall, Ashley Lane, Hordle	Concept design undertaken
HOR3.3	Footpath link from Footpath No. 738 to Stopples Lane	Not implemented
HOR3.4	Improvements at Everton Road crossroad junction with Hordle Lane and Woodcock Lane	Works implemented
HOR3.5	Sight line improvements at Everton Rd junction with Frys Lane	Not implemented
HOR3.6	Footway improvements along Woodcock Lane up to Sheldrake Gardens from the junction with Everton Road	Not implemented
HOR3.7	Milford Road (A337)/Lymington Road (B3058).	Not implemented
NMT1	Land south of Gore Road, east of the Old Barn	Not implemented
NMT2	Land west of Moore Close	Not implemented
NMT3	Land off Park Road, Ashley	Not implemented

<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
NMT4	Land east of Caird Avenue, south of Carrick Way	Not implemented.
NMT5	Land east of Caird Avenue - Business and employment development	Not implemented.
NMT6	Land east of Caird Avenue, south of Carrick Way woodland	Not implemented.
NMT7	Land east of Fernhill Lane	Not implemented
NMT8	Ashley Cross Garage and Motor Repairs, Ashley Lane	Not implemented
NMT9	Land west of Caird Avenue	Not implemented
NMT10	New Milton town centre opportunity sites	Not implemented
NMT11	New public open space west of Fernhill Ln	Not implemented
NMT12	New public open space south of Lymington Road, north of Chestnut Av.	Not implemented
NMT13	Land for allotments	Not implemented
NMT14	Transport schemes	
NMT14.1	Station Road/Manor Road/Avenue Road Junction improvements including junction realignment.	Detailed design work completed, HCC to implement
NMT14.2	A337 to Ashley Road via Caird Avenue superstore.	Not implemented
NMT14.3	Chatsworth Way - Gore Road: Cycleway linking the industrial estate to residential area to the north of the railway line.	Not implemented
NMT14.4	Old Milton to Gore Road via Church Lane and Milton Mead cycle route.	Work completed
NMT14.5	New Lane (NPA boundary) to Gore Road, on-road and off-road cycle route along Stem Lane.	Not implemented
NMT14.6	Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use	Not implemented
NMT14.7	Gore Road to Marley Avenue cycle route across bridge via Davis Field.	Not implemented
NMT14.8	Footpath from Caird Avenue to Lower Ashley Road linking to Carrick Way, Wentwood Gardens and Glen Spey.	Not implemented
NMT14.9	Station Road/Albert Road footpath improvements along railway embankment.	Not implemented
NMT14.10	Provision of a footpath (0.8km) linking Dark Lane to Fernhill Lane residential area to west of sports facilities.	Not implemented

<b>Section 5: Ringwood, Fordingbridge, the Avon Valley and Downlands</b>		
<b>Policy</b>	<b>Description</b>	<b>Monitoring</b>
RING1	Land east of Christchurch Road – employment land allocation	Under construction
RING2	Land south of Castleman Way	Not implemented
RING3	Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane	Not implemented. Extant planning permission 13/11450 for residential and employment development approved October 2014.
RING4	Ringwood town centre opportunity sites	Not implemented
RING5	Public open space proposal, land west of Green Lane	Not implemented
RING6	Transport schemes	
RING6.1	Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.	Not implemented
RING6.2	School Lane to Cloughs Road - on-road cycle route via Manor Road with short off-road section adjacent to the schools.	Not implemented
RING6.3	Crow Arch Lane to Moortown Lane - cycleway across fields to Moortown Lane.	Not implemented
RING6.4	Cycle route - Castleman Way to Crow Lane via Embankment Way.	Not implemented
RING6.5	Castleman Way to town centre via Quomp and The Close on-road cycle route with off-road section through Victoria Gardens open space.	Part implemented – crossing on Castleman Way
RING6.6	Cycle route from Mansfield Road to Southampton Road via Carvers Sports Ground.	Part implemented – Southampton Road
RING6.7	Moortown to Castleman Way via New Street – cycle route on and adjacent to road.	Part implemented on Christchurch Road near Willow Drive
RING6.8	Southampton Road enhanced pedestrian environment to make the area safe and attractive for walking and cycling, southern section to Fridays Cross.	Not implemented
RING6.9	Moortown to town centre via Quomp, improvements to existing paths and footways, including footway link through the employment land allocation east of Christchurch Road.	Part implemented on Christchurch Road near Willow Drive
RING6.10	Southampton Road, west of Frampton Place, footpath widening to provide shared	Concept design undertaken. Not yet implemented.

	pedestrian/cycle route.	
RING6.11	Extension of footpath alongside Bickerley Road to create a continuation to Danny Cracknell Pocket Park.	Not implemented (drainage works being undertaken)
RING6.12	Improve facilities for pedestrians to encourage greater footfall in this part of the shopping area whilst maintaining vehicle access for shopping and servicing.	Improved signage undertaken
FORD1	Land east of Whitsbury Road, Fordingbridge	Not implemented
ASH1	Land adjoining Jubilee Crescent, Ashford	Not implemented
SAND1	Land to west of Scout Centre, south of Station Road	Not implemented
SAND2	Sandleheath Industrial Estate	Policy continues to guide development. Some plots still undeveloped.
FORD2	Transport schemes	
FORD2.1	Marl Lane to Station Road, Ashford, on- and off-road cycle route via Falconwood Close.	Not implemented
FORD2.2	Pennys Lane to Marl Lane crossing Whitsbury Road via Charnwood Drive and Avon Meade and along former railway line.	Not implemented
FORD2.3	Cycle route - Ashford to Normandy Way along Station Road.	Not implemented
FORD2.4	Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on-road section linking to the town centre.	Not implemented
FORD2.5	Avon Meade to Green Lane: on-road and off-road cycle route.	Not implemented
FORD2.6	Improved footpath route from Flaxfields End (off Station Road).	Not implemented
FORD2.7	Provision of footpath adjacent to former railway line east of Whitsbury Road.	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:                             <ol 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> </ol> </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>