

**New Forest District Local Plan (First Alteration)  
New Forest District Local Development Framework**

**SUPPLEMENTARY PLANNING DOCUMENT**

# **The provision of car parking space in residential development**

**(outside the New Forest National Park)**



**DRAFT  
SUSTAINABILITY APPRAISAL REPORT**

Draft supplementary planning document: Provision of car parking space in residential development

## DRAFT Sustainability appraisal report

### Non-technical summary

This report tests the draft supplementary planning document (SPD) "Provision of car parking space in residential development" against four sustainability objectives. These objectives are taken from the Scoping Report for the New Forest District Local Development Framework, and reflect:

- the essential characteristics of the area
- the key issues surrounding the draft SPG
- Government advice on sustainable development
- relevant policy documents.

The Sustainability Appraisal objectives are:

- to improve health and wellbeing
- to make sustainable provision to meet housing needs and requirements
- to meet local community needs for essential utilities and transport infrastructure, having regard to environmental constraints
- to minimise factors contributing to climate change.

The options considered were:

**Option 1: Do nothing**

**Option 2: Publish a Supplementary Planning Document**

It is concluded that **the preparation of the SPD is the preferred option.**

### How to comment on this draft sustainability appraisal report

This report is being published with the draft Supplementary Planning Document. A comments form has been provided that enables comments on this sustainability appraisal report to be made separately from those on the SPD itself. Responses to both documents should be returned to Patrick Hughes at:

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to arrive on or before Monday, 17 December 2007.

# Draft Sustainability Appraisal report on Supplementary Planning Document: Provision of Car Parking Space in Residential Development in the New Forest District (outside the New Forest National Park)

## 1 INTRODUCTION

### Strategic Environmental Assessment and Sustainability Appraisal

- 1.1 The Planning and Compulsory Purchase Act 2004 requires all documents forming part of the Local Development Framework to be subject to Sustainability Appraisal (SA). SA assesses the sustainability of the various options for a plan or programme under preparation.
- 1.2 The SA process aims to test the plan or programme, and its policies, against sustainability objectives which have been agreed for this purpose. The policies can then be altered if necessary. The SA is intended to ensure that planning authorities aim to achieve the Government's goal of sustainable development in the UK. The process has been designed to incorporate the requirements of the European Strategic Environmental Assessment Directive (2001/42/EC) which came into effect in the UK in July 2004.

### Aims and structure of this report

- 1.3 This report sets out
- how sustainability appraisal of the Supplementary Planning Document (SPD) has been undertaken
  - the relevant sustainability issues, including those arising from other plans and programmes and from baseline data
  - the SA framework
  - an assessment of options
  - the preferred option.

## 2 METHODOLOGY

### Approach to Sustainability Appraisal

- 2.1 The District Council's general Scoping Report provides a framework for SA of all documents in the Local Development Framework. The SA has drawn on the baseline data and sustainability framework objectives set out in the general Scoping Report, using the sustainability objectives to compare options for the SPD.

### Baseline data

- 2.2 The Supplementary Planning Document applies to developments on sites in that part of the New Forest District which is excluded from the New Forest National Park. This area covers only 215 square kilometres of the District's total area of 751 hectares, but accommodates some 130,000 of its total population of 170,000.

- 2.3 Over the five years to 1 April 2006, the number of new dwellings built in the District as a whole has varied between 401 and 720, with a mean annual total of 519. The great majority of this development has been in the area outside the National Park.
- 2.4 Both the District and the National Park are relatively prosperous areas, with unemployment levels below the national average and a variety of employment opportunities. However, local incomes are relatively low whilst house prices are high, resulting in issues of affordability. Smaller dwellings are considerably more expensive than the county or regional average.
- 2.5 There are more economically active residents than jobs within the District. In 2001 there were around 31,000 out-commuters and 18,000 in-commuters. Because of its natural beauty and amenity and relative ease of access to the local conurbations and London, development pressures on the area are considerable, and land and property prices are very high. It is a popular area for retirement.
- 2.6 Travel in the District is dominated by the car, which is used for 96% of all recreational visits. In April 2001, 61,749 households in the District owned at least one car, an increase of 15% on the equivalent figure in 1991. At the same time, in 2001 a total of 10,236 households (14% of the total) had no car. The average number of vehicles per household in the District has grown from 1.29 in 1991 to 1.41 in 2001.
- 2.7 Of all journeys to work in the New Forest District in 2001, 42.3% were made by driving a car or van, with the next most popular mode of transport walking at 4.5%. Only 2.7% cycled to work; 7.2% of residents worked from home<sup>10</sup>. During peak holiday periods the road network and villages come under considerable pressure from traffic: this is particularly so in Lyndhurst, which is within the National Park.
- 2.8 Parts of the District have good transport links to urban centres such as Southampton, Bournemouth and London, but accessibility varies considerably throughout the District. Parts of the District are well served by rail and ferry, but otherwise public transport is limited to a few frequent inter-urban bus services and a network of far less frequent rural services.
- 2.9 There has been a decline in bus use over the last ten years, although measures now underway may be reversing this. Cycle use has generally continued to decline, consistent with national trends, but again there are exceptions such as the route between Totton and Southampton where improvements to cycle infrastructure have been accompanied by more encouraging levels of use.
- 2.10 Air quality in the District is generally good, but localised problems associated with traffic emissions have led to the designation of air quality management areas in the centres of Totton and Lyndhurst.
- 2.11 A major issue for the District is the protection of land and settlements from rising sea levels and increased storm severity. Sea defences may lead to the loss of ecologically significant mudflats and salt marshes through 'coastal squeeze' as sea levels rise. Some form of managed retreat of the coastline may need to be considered.
- 2.12 Socially and economically, the District does not suffer deprivation on a large scale: none of its wards falls into the most deprived 25% of wards in England. However

when the degree of access to services around the District is taken into account, the level of deprivation in some rural parts of the District appears fairly high.

- 2.13 Crime levels in the District are low, with one exception: the 2001 Census indicates that the incidence of thefts of motor vehicles was higher than the national average.

### Relevant plans and programmes

- 2.14 A schedule of relevant plans and programmes is included at Appendix 1. In general terms these seek to ensure that development, particularly housing, is carried out to a high standard of design and supports the creation of sustainable communities and transport networks.

### Key issues

- 2.15 From the baseline data and the relevant documents, the following key issues emerge to be addressed by this SPD.

KEY ISSUE	SOURCE	SUSTAINABILITY FRAMEWORK OBJECTIVE
<p><b>Development pressures</b> (including the cumulative impact of small-scale development) pose threats to landscape and nature conservation interests within and outside the National Park. High land and property prices fuel these pressures. Development pressures within built-up areas are changing their character and giving rise to local concerns.</p>	<p>New Forest District Local Plan (First Alteration)</p>	<p><b>10. Maintain and enhance local, national and international nature conservation interests</b>  <b>11. Maintain, enhance and create high quality landscape, townscape and seascape</b>  <b>12. Maintain and enhance local heritage and culture</b></p>
<p>Levels of <b>car use</b> are high and use of public transport is limited. High levels of car use and commuting using the unfenced roads of the Forest contribute to animal deaths on the roads which pose a threat to commoning. There are road safety issues associated with young and elderly people. Traffic congestion and associated air pollution is an issue in places.</p>	<p>PPG13            Census 2001            Verderers of the New Forest            New Forest District Community Strategy            'Changing Lives'            Local Transport Plan            New Forest Transport Strategy            Totton &amp; Waterside Transport Strategy            Air Quality Management Areas, New Forest District</p>	<p><b>1. Provide a safe and secure environment</b>  <b>3. Make sustainable provision to meet housing needs and requirements</b>  <b>13. Prevent pollution, and maintain and enhance the quality of air, water and soil</b>  <b>15. Minimise factors contributing towards climate change</b></p>
<p>A high proportion of <b>journeys to work</b> are made by car, and there is a need to consider how to minimise both the use of the car and the distances travelled to work.</p>	<p>Economic Profile of New Forest District 2006 (Hampshire County Council)</p>	<p><b>15. Minimise factors contributing to climate change</b></p>

<p>The District has a higher than average proportion of <b>elderly people</b>, with particular needs for health, social services and special housing / care provision, as well as educational and recreational needs.</p>	<p>Census 2001 HCC Small Area Population forecasts New Forest District Community Strategy 'Changing Lives'</p>	<p><b>2. Improve health and well-being</b> <b>3. Make sustainable provision to meet housing needs and requirements</b> <b>5. Meet local community needs</b></p>
<p>The District has small concentrations of residents in both rural parts of the District and in some of the built-up areas who have <b>difficulty accessing</b> services, job opportunities, health services, recreational, leisure and cultural facilities and other community facilities.</p>	<p>New Forest District Community Strategy 'Changing Lives'</p>	<p><b>2. Improve health and well-being</b> <b>3. Make sustainable provision to meet housing needs and requirements</b> <b>5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints</b></p>
<p>The District has <b>high house prices</b> and a high proportion of second homes, creating affordability problems for local people, first-time buyers, commoners and essential key workers. There may also be a need (as yet unquantified) for sites for gypsies and travellers, and possibly travelling showpeople. There is a need for:</p> <ul style="list-style-type: none"> <li>• more small (cheaper) dwellings as household size continues to reduce and prices remain high</li> <li>• more affordable dwellings that remain affordable in the long term, e.g. rented accommodation</li> <li>• specialised affordable accommodation for commoners (e.g. small farmsteads, rented accommodation)</li> </ul>	<p>PPS3 New Forest District Housing Strategy New Forest District Community Strategy 'Changing Lives' New Forest District Local Plan (First Alteration)</p>	<p><b>3. Make sustainable provision to meet housing needs and requirements</b></p>

2.16 From the key issues identified, the objectives and requirements of the relevant documents listed in Appendix 1 and the Scoping Report for the New Forest District Local Development Framework, the following sustainability objectives and related criteria have been derived for this SPD:

<b>SA Objective</b>	<b>Criteria</b>	<b>Indicators (* = Core Output Indicators)</b>	<b>Source of baseline information</b>
<b>2. Improve health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Will it encourage walking and cycling?</li> <li>• Will it improve access to leisure facilities?</li> </ul>	<ul style="list-style-type: none"> <li>• Length of public footpaths/cycleways/ permissive paths etc</li> <li>• % population within 1.2km of public open space</li> <li>• % population within 5km of public indoor leisure centre</li> </ul>	<ul style="list-style-type: none"> <li>• Highway Authority/ HCC records</li> <li>• Map-based surveys</li> </ul>
	<ul style="list-style-type: none"> <li>• Will it reduce noise pollution?</li> </ul>	<ul style="list-style-type: none"> <li>• % District in tranquil areas</li> </ul>	<ul style="list-style-type: none"> <li>• Landscape/ tranquil areas assessments (new/ existing map-based survey)</li> </ul>
	<ul style="list-style-type: none"> <li>• Will it ensure access to health care?</li> </ul>	<ul style="list-style-type: none"> <li>• Mortality rates</li> <li>• Healthy life expectancy</li> <li>• * % population within 30 minutes' public transport time of GP/ hospital/ dentist/ pharmacy</li> </ul>	<ul style="list-style-type: none"> <li>• PCT data</li> <li>• ONS data</li> <li>• Census</li> <li>• Map-based survey</li> </ul>
	<ul style="list-style-type: none"> <li>• Will it ensure accessible buildings and external spaces?</li> </ul>	<ul style="list-style-type: none"> <li>• % applications refused because of inadequate access provision for disabled people</li> <li>• % public car parking spaces designated for disabled people</li> </ul>	<ul style="list-style-type: none"> <li>• NFDC data</li> </ul>
<b>3. Make sustainable provision to meet housing needs and requirements</b>	<ul style="list-style-type: none"> <li>• Will it provide enough dwellings to meet identified District housing needs, particularly with regard to providing affordable and key-worker dwellings?</li> <li>• Will it provide for special accommodation needs? (Key workers/ elderly / disabled/ commoners/ agricultural and forestry workers/ other occupational needs/ gypsies/ travelling showpeople)</li> </ul>	<ul style="list-style-type: none"> <li>• * Housing trajectory showing: <ul style="list-style-type: none"> <li>(i) net additional dwellings over the period Apr. 2000 – Mar. 2005</li> <li>(ii) net additional dwellings for the current year</li> <li>(iii) projected net additional dwellings up to the end of the DPD period or over 10-year period from its adoption, whichever is the longer</li> <li>(iv) annual net additional dwelling requirement; and</li> <li>(v) annual average no. of net additional</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• NFDC annual housing monitoring</li> <li>• NFDC/NFNPA annual housing monitoring</li> <li>• Housing needs assessments</li> <li>• Housing waiting lists/ homelessness</li> <li>• Census 2001</li> <li>• House condition surveys</li> <li>• Social Services records</li> <li>• PCT statistics</li> <li>• Verderers/ New Forest Trust/ Commoners' Defence Assoc. records</li> </ul>

	<ul style="list-style-type: none"> <li>• Will it ensure adequate standards of residential accommodation?</li> </ul>	<p>dwellings needed to meet overall housing requirements, having regard to previous year's performance</p> <ul style="list-style-type: none"> <li>• * % new dwellings completed at: <ul style="list-style-type: none"> <li>(i) less than 30 dwellings per hectare (dph);</li> <li>(ii) between 30 &amp; 50 dph; and</li> <li>(iii) above 50 dph.</li> </ul> </li> <li>• * Affordable housing completions</li> <li>• % small dwellings</li> <li>• Homelessness/ nos. people on housing waiting list</li> <li>• Condition of dwellings</li> <li>• Tenure</li> <li>• Nos. units of sheltered accommodation</li> <li>• Care home bed-spaces</li> <li>• Nos. commoners' dwellings</li> <li>• Gypsy/ traveller site needs and provision</li> <li>• Travelling show-people's accommodation needs and provision</li> </ul>	<ul style="list-style-type: none"> <li>• HCC Gypsy officer records/ gypsy &amp; traveller housing needs assessment</li> <li>• NFDC/ NFNPA records/ survey</li> </ul>
<b>5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints</b>	<ul style="list-style-type: none"> <li>• Will it ensure transport infrastructure (roads/ rail/ buses/ cycleways/ footpaths) serves local needs?</li> <li>• Will it improve/ increase provision of public transport?</li> <li>• Will it encourage greater use of public transport?</li> </ul>	<ul style="list-style-type: none"> <li>• Volumes of traffic on strategic road network</li> <li>• Bus &amp; rail usage</li> <li>• Journey to work</li> <li>• Car ownership</li> <li>* Amount completed non-residential development within UCOs A,B and D complying with adopted car parking standards</li> </ul>	<ul style="list-style-type: none"> <li>• Highway Authority data</li> <li>• Labour Force Survey</li> <li>• 2001 Census</li> <li>• Public transport operators' data</li> <li>• NFDC parking data</li> </ul>
	<ul style="list-style-type: none"> <li>• Will it ensure utilities infrastructure serves local needs?</li> <li>• Will it limit adverse environmental impacts of</li> </ul>	<ul style="list-style-type: none"> <li>• Water/ electricity/ gas usage per head of population</li> <li>• Water resources</li> <li>• Capacity of sewage treatment infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Utilities companies' data, needs and proposals</li> <li>• NFDC applications records</li> </ul>

	<p>infrastructure provision?</p> <ul style="list-style-type: none"> <li>• Will it enable economic / environmentally acceptable provision of services?</li> </ul>	<ul style="list-style-type: none"> <li>• Areas with access to mobile telecoms and Broadband</li> <li>• Utilities infrastructure refused / objected to because of environmental impact</li> <li>• Development refused because service provision uneconomic/ environmentally unacceptable</li> </ul>	
<b>15. Minimise factors contributing to climate change</b>	<ul style="list-style-type: none"> <li>• Will it limit greenhouse gas emissions from domestic and industrial sources by means of energy-efficient building construction and layout?</li> <li>• Will it require new buildings to incorporate energy-generating infrastructure?</li> <li>• Will it encourage the use of energy-generating devices in existing buildings?</li> </ul>	<ul style="list-style-type: none"> <li>• Refusals based on inadequate construction methods/ materials</li> <li>• % new homes meeting Eco Homes standards</li> <li>• Electricity/ gas/ solid fuel usage per head of population</li> <li>• Applications refused on basis of failure to incorporate energy generating infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Utilities companies records</li> <li>• NFDC applications records</li> <li>• Building Control records</li> <li>• Utilities companies records</li> </ul>
	<ul style="list-style-type: none"> <li>• Will it reduce the need to travel by car by means of sustainable location of development?</li> <li>• Will it encourage the use of alternative modes of transport, including more walking and cycling?</li> </ul>	<ul style="list-style-type: none"> <li>• Distances travelled per person per year by mode of transport</li> <li>• Pedestrian and bicycle numbers on selected lengths of road/ paths</li> </ul>	<ul style="list-style-type: none"> <li>• HCC records/ data</li> <li>• New surveys</li> </ul>
	<ul style="list-style-type: none"> <li>• Will it encourage generation of renewable energy by enabling the development of renewable energy schemes consistent with local resources and the environment?</li> </ul>	<ul style="list-style-type: none"> <li>• * Renewable energy capacity installed by type</li> </ul>	<ul style="list-style-type: none"> <li>• NFDC applications records</li> <li>• Utilities companies records</li> <li>• DTI</li> </ul>

### 3 OBJECTIVES OF THE SUPPLEMENTARY PLANNING DOCUMENT

- 3.1 The SPD is being prepared to supplement Policies DW-E1 and DW-T9 of the adopted New Forest District Local Plan (First Alteration). Policy DW-E1 addresses general design issues and Policy DW-T9 governs the provision of car parking on and in association with new developments.
- 3.2 The objectives of preparing this Supplementary Planning Document are:
1. **To take advantage of the increased flexibility recently introduced into Government policy on car parking provision to make the District Council’s policy and standards for car parking provision more responsive to local circumstances.**
  2. **To update the policy by incorporating in the document any other relevant recent research findings or guidance.**
- 3.3 It is a requirement that the objectives of the SPD be tested against the Sustainability Appraisal objectives.

SA objective SPD objective	2. Improve health and wellbeing	3. Make sustainable provision to meet housing needs and requirements	5. Meet local community needs for essential utilities and transport infrastructure having regard to environmental constraints	15. Minimise factors contributing to climate change
1. To take advantage of the increased flexibility recently introduced into Government policy on car parking provision to make the District Council’s policy and standards for car parking provision more responsive to local circumstances.	?	+	+	?
2. To update the policy by incorporating in the document any other relevant recent research findings or guidance.	?	+	+	?

+ Positive    0 Neutral    ? Uncertain    x Possible conflict

## 4. OPTIONS

- 4.1 The District Council's requirements for the design and provision of parking space on new housing development are set out in the New Forest District Local Plan First Alteration Sections C1 and C9. Further requirements are set out in the supplementary planning document *Housing design, density and character* (April 2006). These documents have all been prepared in accordance with Government advice, and have been subject to extensive consultation and where necessary public inquiry.
- 4.2 The present SPD seeks not to replace the local plan provisions referred to in the last paragraph, but to bring their implementation into line with recent changes in Government policy. The options within the scope of this objective are limited.

Two options have been identified:

### **Option 1: Do nothing**

The need for this supplementary document was identified some time ago and arose from a perception, encouraged by central Government, that the operation of the policies (in particular Policy DW-T9) needed to be improved.

A 'do nothing' option would perpetuate this situation, which would limit the Council's ability to meet the relevant Sustainability Appraisal Objectives.

### **Option 2: Publish a Supplementary Planning Document to assist in the interpretation of the policies in the New Forest District Local Plan and the implementation of other recently-adopted supplementary guidance.**

- 4.3 As can be seen from the appraisal in Appendix 2, the draft Supplementary Planning Document will have an overall beneficial impact in terms of the issues raised in this report.
- 4.4 **The option of preparing and publishing the SPD is clearly the preferred option.**

PATRICKH/SPD/SPDPKSTDS07SA  
5 Oct '07

## APPENDIX 1 Plans, programmes and policy objectives relevant to the Supplementary Planning Document

Plan/ programme/ strategy	Key objectives relevant to SPD	Implications for SPD	Implications for SA
<p><b>White Paper European Transport Policy for 2010: Time to Decide (European Commission, 2001)</b> Informs preparation of LDF</p>	<p>Objective: to provide: efficient, accessible and competitive transport systems which are essential to growth, employment and EU competitiveness; and a high level of safety and environmental protection.</p>	<p>Will need to consider ways in which efficient and accessible transport systems can be provided through LDF</p>	<p>SA objectives and criteria should reflect requirements for efficient transport systems and reduction in associated air pollution</p>
<p><b>Strategy for Sustainable Development for the United Kingdom (DEFRA 2005)</b> LDF required to give effect to this</p>	<p>The UK goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations. For the UK Government and the Devolved Administrations, that goal will be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment; and a just society that promotes social inclusion, sustainable communities and personal wellbeing. This will be done in ways that protect and enhance the physical and natural environment, and use resources and energy as efficiently as possible.</p>	<p>LDF needs to provide for environmental, social and economic spatial dimensions of objectives</p>	<p>SA needs to ensure that environmental, social and economic issues are fully considered during the development of the LDF</p>
<p><b>Sustainable Communities – Building for the Future (ODPM 2003)</b> Informs preparation of LDF</p>	<p>Objective: to set out an Action Programme towards creating successful, thriving and inclusive communities, both urban and rural, across England. Objective: to tackle the housing provision mismatches between the South East and parts of the North and the Midlands.</p>	<p>LDF needs to provide for environmental, social and economic spatial dimensions of objectives</p>	<p>SA needs to ensure that environmental, social and economic issues are fully considered during the development of the LDF</p>
<p><b>Planning Policy Statement (PPS) 1: Creating</b></p>	<p>Aims to ensure that planning policies recognise the need to address the causes and impacts of climate change,</p>	<p>LDF should provide for environmental, social and economic spatial dimensions of objectives</p>	<p>SA needs to ensure that environmental, social and economic issues are fully</p>

<p><b>Sustainable Communities (ODPM 2004)</b> LDF required to give effect to this</p>	<p>pollution and waste and resource management impacts. Measures to prevent, offset or reduce adverse environmental effects should be considered.</p>		<p>considered during development of the LDF</p>
<p><b>Planning Policy Statement (PPS)3: Housing</b> LDF required to give effect to this</p>	<p>This PPS replaces the former PPG3. It outlines a range of issues relating to the provision of housing. It provides guidance on achieving high quality housing, planning the provision of new housing on a regional basis and the allocation of land for housing by local authorities. The PPG carries forward a national target that 60% of additional housing should be provided on previously developed land.</p>	<p>LDF should provide for the housing needs of the community and give priority to re-use of previously developed land</p>	<p>SA needs to ensure that any adverse effects of housing provision are carefully considered during the development of the LDF, and mitigated where possible</p>
<p><b>PPG13: Transport (ODPM, 2001)</b> Provides policy guidance on planning issues</p>	<p>Provides guidance on integrating planning at all levels to promote more sustainable choices, increase accessibility to jobs and reduce the need to travel by car.</p>	<p>Will need to consider ways in which transport can be integrated through LDF</p>	<p>SA objectives and criteria should reflect requirements for integration of transport</p>
<p><b>10 Year Transport Plan (DFT, 2000)</b> Informs preparation of LDF</p>	<p>Objective: to deliver a modern, safe, and reliable transport system, while tackling congestion and pollution. Targets - the most relevant targets are:</p> <ul style="list-style-type: none"> <li>• Double light rail use</li> <li>• 10% increase in bus passenger journeys</li> <li>• Extensive bus priority schemes</li> <li>• Urban Bus Challenge Fund to improve links to deprived areas</li> <li>• More cities and towns with park and ride schemes</li> <li>• Safer cycling and walking routes</li> </ul> <p>Rail:</p> <ul style="list-style-type: none"> <li>• 50% increase in use</li> <li>• 80% increase in rail freight</li> <li>• Better integration with cars, buses, taxis, bicycles and better links to airports</li> </ul> <p>Roads:</p> <ul style="list-style-type: none"> <li>• 40% reduction in people killed or seriously injured in road accidents</li> </ul>	<p>Will need to consider ways in which the adverse effects of transport can be reduced through LDF</p>	<p>SA objectives and criteria should reflect consideration of the adverse effects of transport use</p>

<p><b>Draft South East Plan – submitted March 2006</b> LDF must be in general conformity with the Plan (the Regional Spatial Strategy)</p>	<p>Informed by sustainable development principles. Objectives include need to plan for reasonable levels of economic and housing growth, including an increase in affordable housing; reductions in economic and social disparities; timely provision of infrastructure including transport and access improvements; tackling skills deficits; radical thinking about health provision; increased emphasis on natural resource management; measures for climate change mitigation and adaptation; protection of the natural environment; and achieving a balance between economic prosperity, environmental quality, social well-being and a high quality of life. Includes policies relating to sustainability (including climate change, resource use and sustainable construction), the economy, housing, communications and transport, natural resources, waste and minerals, countryside and landscape management, the built and historic environment, town centres, tourism, and social, cultural and health dimensions. Also include subregional strategy for South Hampshire.</p>	<p>LDF must bring into effect proposals of the SE Plan relating to this area.</p>	<p>SA should ensure that environmental, social and economic issues are fully considered during the development of the LDF</p>
<p><b>HCSP Supplementary Planning Guidance – Hampshire Parking Strategy and Standards</b> Non-statutory guidance</p>	<p>Overall aim – to reduce car use and encourage use of alternative modes by limiting parking availability in accordance with PPG13. Introduces maximum parking standards for new development, and seeks controls over workplace and shopping parking.</p>	<p>Introduce relevant parking standards (as per adopted Local Plan)</p>	<p>SA objectives and criteria should assist in limiting factors contributing to climate change by reducing use of private car and encouraging alternative modes of transport.</p>
<p><b>Hampshire Local Transport Plan (HLTP)</b> Statutory advice informing transportation policies and proposals included in LDDs</p>	<p><u>General</u> Main target: • halve the forecast rate of road traffic growth across the county Other general targets: • Reduce serious and fatal road accidents by 30% • Increase use of public transport by 25% by 2020</p>	<ul style="list-style-type: none"> <li>• All new businesses to have Green Transport Plan as part of planning permission</li> <li>• Ensure provision of an efficient transport network to serve economic interests</li> <li>• Ensure transport is a prime consideration for</li> </ul>	<p>SA objectives and criteria should ensure that the LDF: -provides a safe and secure environment and improves road safety - encourages walking and cycling</p>

	<ul style="list-style-type: none"> <li>• Contribute to national target of quadrupling cycle trips by 2012</li> <li>• Increase walking by 25% by 2020</li> <li>• Encourage development of green commuter plans for major businesses &amp; schools</li> </ul> <p>Reduce levels of main air pollutants</p>	<p>land allocation</p> <ul style="list-style-type: none"> <li>• Review local plans to reflect integration of land use and transport planning</li> <li>• Encourage home-working, teleworking and flexible working</li> <li>• Ensure provision of footpaths and cycle routes linking residential areas with public transport, employment and community facilities (including health and education facilities) and local centres</li> <li>• Ensure local availability of jobs, community facilities and shops</li> <li>• Encourage proportion of school journeys by alternative modes</li> <li>• Encourage use of community transport schemes and their integration into wider network</li> <li>• Encourage traffic management schemes improve road safety, including provision of facilities for disabled people</li> </ul>	<ul style="list-style-type: none"> <li>-ensures accessibility to essential services</li> <li>-ensures access to alternative modes of transport</li> <li>-ensures recreational access to countryside and coast within environmental constraints</li> <li>-ensures that within environmental constraints, economic activity is supported by an adequate transport network</li> <li>-protects quality of air, water and soil by controlling increases in traffic emissions</li> <li>-limits greenhouse gas emissions</li> </ul>
HLTP (cont.): New Forest Transport Strategy	<ul style="list-style-type: none"> <li>• Promote public transport, cycling and walking as alternatives to the car</li> <li>• Encourage improvement of local facilities to reduce need to travel</li> <li>• Locate new development to provide alternative means of travel to the car</li> <li>• Manage the use of the Forest highway network and reduce undesirable effects of traffic on wildlife and Forest environment</li> <li>• Improve road safety</li> <li>• Ensure good accessibility for people with disabilities</li> <li>• Traffic management proposals – Lyndhurst &amp; environs, Ashurst, Brockenhurst [now complete]</li> <li>• A326/A35 junction improvement, Colbury [now complete]</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure policies and proposals include potential for access to alternative modes of transport</li> <li>• Locate new development in places with access to alternative transport modes</li> <li>• Limit development giving rise to additional traffic on Forest roads</li> <li>• Ensure new development maintains/ enhances road safety</li> <li>• Ensure new development/ parking areas/ footpaths are accessible for people with disabilities</li> <li>• Include site/ settlement specific policies as necessary</li> </ul>	<p>In addition to general proposals, SA objectives and criteria should:</p> <ul style="list-style-type: none"> <li>-avoid adverse impacts on the National Park of infrastructure provision within and adjoining it</li> </ul>
HLTP (cont): Coastal Towns Transport	<ul style="list-style-type: none"> <li>• Integrate planning and transport approaches to the area</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure policies and proposals include potential for access to alternative</li> </ul>	<p>As for general proposals above</p>

Strategy	<ul style="list-style-type: none"> <li>• Reduce number of personal injury accidents</li> <li>• Reduce air pollution</li> <li>• Promote new and improved passenger transport, walking &amp; cycling</li> <li>• Raise awareness of transport issues through Headstart initiative</li> <li>• Improve accessibility for all including mobility impaired, vulnerable road users and those without access to car</li> <li>• Traffic management proposals, New Milton [almost complete]</li> </ul>	<p>modes of transport</p> <ul style="list-style-type: none"> <li>• Locate new development in places with access to alternative transport modes</li> <li>• Limit new development giving rise to increased traffic</li> <li>• Ensure new development maintains/ enhances road safety</li> <li>• Ensure new development/ parking areas/ footpaths are accessible for people with disabilities</li> <li>• Include site/ settlement specific policies as necessary</li> </ul>	
<p><b>New Forest Health Strategy 2003-2006</b> Non-statutory document that inputs to Community Strategy. Spatial elements to inform LDF.</p>	<p>Transport:</p> <ul style="list-style-type: none"> <li>• Reduce access deprivation</li> <li>• Improve community transport</li> <li>• Improve access for households without cars</li> <li>• Focus on pensioner households without cars</li> <li>• Reduce child road casualties</li> <li>• Reduce older road casualties</li> <li>• Meet unmet demand for public transport bus services</li> </ul>	<ul style="list-style-type: none"> <li>• Improve infrastructure for pedestrians and cyclists (where it will make most difference to access to local services)</li> <li>• Agree an outline programme for cycle routes</li> <li>• Encourage traffic management and other measures to improve road safety</li> </ul>	<p>SA objectives and criteria should:</p> <ul style="list-style-type: none"> <li>• Reduce social deprivation</li> <li>• Provide a safe and secure environment</li> </ul>
<p><b>New Forest Housing Strategy</b> Non-statutory document that provides basis for affordable and special needs housing policies and proposals in LDF</p>	<p>Priorities for action:</p> <ul style="list-style-type: none"> <li>• To maintain an up to date knowledge of the housing market and local housing needs (regular survey and assessment)</li> <li>• To promote sustainable communities and foster social inclusion (meet community needs, promote sustainable development, social inclusion &amp; community safety, integrate affordable housing with market housing, adapt to meet needs of disabled people, improve home energy efficiency)</li> <li>• To increase the supply of affordable housing and minimise homelessness (address shortage, maximise use of opportunities in planning system, increase supply in rural areas)</li> <li>• To maximise and make best use of resources to provide additional homes</li> </ul>	<ul style="list-style-type: none"> <li>• Maximise development of affordable housing on new development sites and by 'exceptions' policies (also where possible by identifying sites?)</li> <li>• Enable dwellings for key workers?</li> <li>• Ensure integration of affordable housing with other housing</li> <li>• Encourage sustainable building construction</li> <li>• Encourage provision of 'lifetime' homes</li> <li>• Ensure design and layout maximises community safety</li> </ul> <p>Indicators:</p> <p>Nos. in housing need Nos. of affordable dwellings built per annum Nos. with special needs Nos. of dwellings/ sites provided for special needs per annum (Annual housing</p>	<p>SA objectives and criteria should create sustainable communities</p>

	(review Council land holdings) <ul style="list-style-type: none"> <li>• To provide decent and suitable homes (ensure dwellings meet needs)</li> <li>• To engage with New Forest communities (work with communities)</li> </ul>	monitoring)	
<b>Strategy for the New Forest</b> Produced as non-statutory management plan with extensive public involvement. Adopted by New Forest National Park Authority as interim management plan for the National Park. Informs LDF	To conserve and enhance the unique environment of the New Forest, and in particular the special qualities of its landscape, cultural heritage and biodiversity	Give protection of the New Forest the highest priority, and avoid development within or in proximity to the New Forest which will lead to harmful human or animal pressures on the New Forest, or have adverse effects on its landscape or ecology or the supply of back-up grazing land.	SA objectives and criteria should: <ul style="list-style-type: none"> <li>• maintain and enhance nature conservation interests</li> <li>• maintain, enhance and create high quality landscape, townscape and seascape</li> <li>• maintain and enhance local heritage and culture</li> </ul>
	Conserve and enhance the special and distinctive landscapes of the Forest – especially their natural beauty, diversity and qualities of tranquility, remoteness and wilderness	Achieve and maintain a high quality landscape in rural and urban areas; and protect and maintain trees and woodland of high amenity and landscape value.	SA objectives and criteria should maintain, enhance and create high quality landscape, townscape and seascape
	Provide more affordable housing, close to the workplace, for people who live and work in the Forest	<ul style="list-style-type: none"> <li>• Maximise development of affordable housing on new development sites and by 'exceptions' policies (also where possible by identifying sites?)</li> <li>• Enable dwellings for key workers?</li> <li>• Enable the provision of commoners' dwellings</li> </ul>	SA objectives and criteria should create sustainable communities and provide for special accommodation needs including commoners
	Reduce the impact of vehicle use on the Forest environment through co-ordinated traffic management, and improve travel choice through an affordable, integrated and sustainable transport network	<ul style="list-style-type: none"> <li>• Ensure policies and proposals include potential for access to alternative modes of transport</li> <li>• Locate new development in places with access to alternative transport modes</li> <li>• Limit development giving rise to additional traffic on Forest roads</li> <li>• Manage traffic on Forest roads to limit accident risk including animal deaths</li> <li>• Ensure new development maintains/ enhances road safety</li> <li>• Ensure new development/ parking</li> </ul>	SA objectives and criteria should: <ul style="list-style-type: none"> <li>-provide a safe and secure environment and improve road safety, especially for vulnerable groups</li> <li>-encourage walking and cycling</li> <li>-ensure accessibility to essential services</li> <li>-ensure access to alternative modes of transport</li> <li>-ensure provision to meet needs of disabled people</li> <li>-ensure recreational</li> </ul>

		<p>areas/ footpaths are accessible for people with disabilities</p> <ul style="list-style-type: none"> <li>• Include site/ settlement specific policies as necessary</li> </ul>	<p>access to countryside and coast within environmental constraints</p> <ul style="list-style-type: none"> <li>-ensure that so far as possible within environmental constraints, economic activity is supported by an adequate transport network</li> <li>-protect quality of air, water and soil by controlling increases in traffic likely to give rise to harmful gaseous or particulate emissions</li> <li>-limit greenhouse gas emissions from domestic, industrial and traffic sources</li> </ul>
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## APPENDIX 2 Sustainability appraisal matrix

### Option 1: Prepare SPD

SA Objective	Criteria	Effects of Policy/Option on objective(s)			Justification for assessment noting:
		Short term (5 yrs)	Med term (5-10 yrs)	Long term (> 10 yrs)	
<b>2. Improve health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Will it encourage walking and cycling?</li> <li>• Will it improve access to leisure facilities?</li> </ul>	?	?	+?	In long term, likely to lead to more efficient layouts
	<ul style="list-style-type: none"> <li>• Will it reduce noise pollution?</li> </ul>	0	0	0	
	<ul style="list-style-type: none"> <li>• Will it ensure access to health care?</li> </ul>	0	0	0	
	Will it ensure accessible buildings and external spaces?	+?	+?	+?	May lead to more efficient layouts
<b>3. Make sustainable provision to meet housing needs and requirements</b>	Will it provide enough dwellings to meet identified District housing needs, particularly with regard to providing affordable and key-worker dwellings?	+	+	+	Should lead to more efficient use of land
	<ul style="list-style-type: none"> <li>• Will it provide for special accommodation needs? (Key workers/ elderly / disabled/ commoners/ agricultural and forestry workers/ other occupational needs/ gypsies/ travelling showpeople)</li> </ul>	0	0	0	
	<ul style="list-style-type: none"> <li>• Will it ensure adequate standards of residential accommodation?</li> </ul>	0	0	0	
<b>5. Meet local community needs for essential utilities and transport infra-</b>	<ul style="list-style-type: none"> <li>• Will it ensure transport infrastructure (roads/ rail/ buses/ cycleways/ footpaths) serves local needs?</li> </ul>	0	?	+?	SPD based on principle of taking more account of local circumstances
	<ul style="list-style-type: none"> <li>• Will it improve/ increase provision of public transport?</li> </ul>	0	0	0	

<b>structure having regard to environmental constraints</b>	• Will it encourage greater use of public transport?	0	+?	0	
	• Will it ensure utilities infrastructure serves local needs?	0	0	0	Should encourage well-designed layouts rather than wasteful ones
	• Will it limit adverse environmental impacts of infrastructure provision?	+	+	+	
Will it enable economic / environmentally acceptable provision of services?	0	0	0		
<b>15. Minimise factors contributing to climate change</b>	• Will it limit greenhouse gas emissions from domestic and industrial sources by means of energy-efficient building construction and layout?	?	?	?	
	• Will it require new buildings to incorporate energy-generating infrastructure?	0	0	0	
	• Will it encourage the use of energy-generating devices in existing buildings?	0	0	0	
	• Will it reduce the need to travel by car by means of sustainable location of development?	?	?	+?	In long term should contribute to more efficient transport network
	• Will it encourage the use of alternative modes of transport, including more walking and cycling?	?	?	+?	In long term should contribute to more efficient transport network
• Will it encourage generation of renewable energy by enabling the development of renewable energy schemes consistent with local resources and the environment?	0	0	0		

## Option 2: No SPD prepared

All rows register zero.

PATRICKH/SPD/SPDPKSTDS07SA  
30 Oct '07