



**New Forest National Park Authority
Local Development Framework**

Delivery and Implementation Plan

February 2010

Delivery and Implementation

1. Introduction

- 1.1 This delivery plan outlines the delivery and implementation of the New Forest National Park Authority's Core Strategy, with particular regard to the infrastructure necessary to deliver and service the development that is required in the period up to 2026. The South East Plan identifies a housing requirement of 220 dwellings between 2006 and 2026, equating to 11 dwellings per year. The Authority's Core Strategy does not allocate any sites for housing or for employment, as there is no requirement in the South East Plan for employment land provision.
- 1.2 The assessment of infrastructure needs set out in this report is broadly based on the definition of 'infrastructure' set out in the South East Plan, which largely comprises:
- Housing
 - Education
 - Utility infrastructure
 - Transport
 - Health
 - Community facilities
 - Open space and green infrastructure
- 1.3 The main ways of delivering the Authority's Core Strategy are through:
- i. the determination of planning applications
 - ii. the provision of infrastructure through the use of developer contributions, and public and private sector funding
 - iii. the provision of services through public and private funding

2. Housing

- 2.1 A Strategic Housing Market Assessment was undertaken for Central Hampshire and the New Forest in 2007, which highlighted that the level of housing need far exceeds what will be delivered by way of new affordable housing each year. This had been complemented by two, more recent studies undertaken by consultants Three Dragons which have examined the economic viability of proposed affordable housing.
- 2.2 As a general principle seeking on-site provision of affordable housing will be the first priority in the National Park, with provision of affordable housing on an alternative site or by way of a financial payment in lieu (or commuted sum) if on-site provision is not possible.
- 2.3 Effective delivery of affordable housing will need a partnership approach involving the housing authorities and the major land managers and estates

holding stocks of rented properties. Continued support will be given to communities to identify the level of local need and agree appropriate sites.

3. Education

- 3.1 Hampshire County Council and Wiltshire Council are the Local Education Authorities covering the National Park. Hampshire County Council Schools Plan 2009 identifies that there is existing surplus capacity overall in primary and secondary schools in the National Park, and this will be kept under review during the period of the Authority's Core Strategy.
- 3.2 Two primary schools in the Wiltshire part of the Park amalgamated in February 2009 to form one new primary school on two different sites, though overall capacity remains comparable.
- 3.3 No significant new educational facilities will be required as part of the development expected in the National Park up to 2026. Funding is available for refurbishment or extensions to existing schools, such as through the Building Schools for the Future programme.
- 3.4 Contributions towards education provision may be sought if major development (a scheme of 10 or more dwellings) exacerbates a particular shortage of school places.

4. Utility Infrastructure

Sewerage / water infrastructure

Water Supply

- 4.1 The National Park is supplied with water from large reservoirs at Blashford Lakes (administered by Wessex Water and Bournemouth and West Hampshire Water) which draw water from the River Avon, and Testwood Lakes (administered by Southern Water) which draw water from the River Test. The Environment Agency has identified water catchment areas around the Avon and the Test rivers.

Groundwater

- 4.2 There are groundwater protection zones at Ampress, Lymington and in the Western Downlands extending to Fordingbridge and through Breamore into the National Park at Hale, serving boreholes at Hale and Woodgreen.
- 4.3 The Strategic Flood Risk Assessment (SFRA) for the National Park indicates that there have only been a very small number of incidences of groundwater flooding in the New Forest area.

Waste Water

- 4.4 Waste water in the National Park is dealt with by Southern Water and Wessex Water. There are several small scale treatment works within the

National Park, particularly near the defined villages of Brockenhurst, Lyndhurst and Sway. Major new infrastructure is unlikely to be required to service new development in the National Park. The cost of connecting new properties to the waste water network is borne by the developer.

Electricity / Gas providers

Electricity

- 4.5 National Grid owns and operates the high-voltage electricity transmission network and gas transmission network in England. With regard to existing infrastructure there is a 400kV line which passes through the National Park, from Mannington substation in East Dorset to Nursling substation in Test Valley.
- 4.6 Scottish and Southern Energy Group is the local Distribution Network Operator for the electricity transmission in Hampshire, operating as Southern Electric. No additional requirements for new infrastructure have been identified in their Long Term Development Statement.
- 4.7 National Grid has confirmed there are no new major upgrade proposals required at present to construct new overhead line infrastructure or to dual the existing pylon network in the area.

Gas

- 4.8 National Grid owns and operates the gas transmission network in England, and the gas distribution network in Hampshire is operated by Southern Gas Networks. There are no gas transmission assets currently located within the National Park, and Southern Gas Networks have indicated in their Long Term Development Statement 2009 that no major local transmission schemes are under consideration for the National Park.
- 4.9 The level of development expected in the National Park during the life of the Core Strategy is not dependent upon major upgrades to these services.

5. Transport

Road

- 5.1 The strategic road network in the National Park is managed by the Highways Agency and comprises the M27, A31 and A36. The A31, connecting with the M27 at Cadnam, provides the main road link between the urban areas of South Hampshire and Bournemouth and Poole, and provides a major corridor between the national road network in the South East and South West regions.

- 5.2 The Highways Agency is proposing an improvement to the M27 layout on the westbound approach to Junction 1, essentially creating a longer off slip for traffic leaving the M27 at junction 1. The intended outcome of this scheme is a reduction in queuing traffic where the M31 meets the A31 and changes from three lanes to two.
- 5.3 In addition, the Highways Agency is proposing an improvement scheme to relieve congestion and improve safety on the westbound route of the A31 past Ringwood. Although this scheme falls outside of the National Park boundary, it is likely to deliver benefits to traffic approaching Ringwood from within the Park.
- 5.4 Hampshire County Council and Wiltshire Council are the Highways Authorities responsible for the general maintenance of the rest of the road network in the National Park.
- 5.5 The Core Strategy identifies that seasonal traffic congestion in the National park, and Lyndhurst in particular, can create accessibility issues for local people and reduce the quality of experience of visitors. In 2007 Hampshire County Council undertook a scrutiny review of the transport situation in Lyndhurst, considering evidence from a wide range of stakeholders. The review groups conclusions included:-
- prioritisation of New Forest wide approaches to traffic management with a view to known hot spots such as Lyndhurst benefitting from such measures.
 - Demand management measures, such as junction improvement, within the village.
 - Not supporting the prioritisation of a Lyndhurst focused bypass at the present time.
- 5.6 The National Park Authority will support Hampshire County Council, and other stakeholders, in progressing the review recommendations over the plan period.

Rail

- 5.7 There are four mainline passenger railway stations in the National Park, at Ashurst, Brockenhurst, Beaulieu Road (near Lyndhurst) and Sway, which are on the South West Mainline route between London Waterloo and Weymouth. South West Trains link Brockenhurst with London Waterloo, Basingstoke, Winchester, Southampton, Bournemouth, Poole and Weymouth. Cross country services connect Reading, Oxford, Birmingham and all points further north.
- 5.8 There is also a rail connection between Brockenhurst and Lymington, which has recently been designated a Community Rail Partnership, and is particularly important in serving the ferry services to the Isle of Wight.

- 5.9 No major changes are expected to these services, and no changes are required to the infrastructure as a result of the Authority's Core Strategy.

Buses

- 5.10 There are a number of regular scheduled public bus services through and across the National Park, including the hourly 56 service between Southampton and Lyminster which also links Lyndhurst village and Brockenhurst rail station. The main bus operators covering the National Park are Bluestar and Wilts and Dorset.
- 5.11 There are existing Cango demand responsive bus services in the Sway and Fordingbridge areas. The overall level of passenger transport provision reflects the areas predominantly rural nature where many residents are far from bus and rail access. Consequently car ownership is high. One of the long term strategies set out in the Hampshire Local Transport Plan is for "*improvements to bus services and infrastructure including the appropriate use of demand responsive services*" (paragraph 7.80, Hampshire LTP March 2006).
- 5.12 In addition, the New Forest Tour recreational open top bus serves the large visitor market during the summer months. The New Forest Tour follows a circular route which takes in Lyndhurst, Brockenhurst, Lyminster and Beaulieu including attractions en route. In 2009 the New Forest Tour achieved over 15000 passenger journeys.
- 5.13 In order to deal with the existing Air Quality Monitoring Assessment area along the High Street in Lyndhurst the Hampshire Local Transport Plan identifies that "*a demand responsive, or predetermined variable direction signing system will be put in place in conjunction with the Highways Agency*" (HCC LTP, March 2006).

6. Health

- 6.1 Hampshire Primary Care Trust and Wiltshire Primary Care Trust are the bodies responsible for the provision of healthcare facilities and services in the National Park. No major facilities are anticipated for the national Park during the life of the Core Strategy. However, funding is available for any necessary small extensions or improvements to existing facilities.

7. Community Facilities

- 7.1 To be provided on an ad hoc basis as necessary, mainly likely to comprise extensions, refurbishments and improvements to existing facilities. The level of housing development anticipated in the Core Strategy does not indicate the need for any major new community facilities, such as village halls or libraries. Policies in the Core Strategy support the retention and extension or improvement of existing community facilities and the

Authority's annual monitoring reports from the last few years indicate a number of such schemes have been granted planning permission each year.

8. Open Space and Green Infrastructure

- 8.1 The Authority is committed to working with partners including the local authorities surrounding the Park and Natural England to develop green infrastructure for the National Park. A number of projects have recently been or are currently planned including Tiptoe Community Gardens and Warren Copse in Holbury.
- 8.2 The Authority will collect developer contributions and work with partners to create or enhance green infrastructure.
- 8.3 This will be complemented by the implementation of the Authority's Recreation Management Strategy, which sets out the strategic direction for the management of outdoor recreation in the National Park over the next 20 years. It includes a number of actions, which will also help to deliver projects and outcomes that contribute to the delivery of the Authority's Core Strategy, some of which are set out in Table 1.

9. Conclusion

- 9.1 The main way of delivering the Core Strategy is through the determination of planning applications. However, the provision of key infrastructure will also be enabled through developer contributions and public and private sector funding. In addition the provision of key services will be through public and private funding, such as the Primary Care Trust funding for improvements to health care facilities in the National Park. Table 1 below identifies a range of projects and actions that will help deliver the objectives of the Authority's Core Strategy.
- 9.2 The level of development expected in the National Park during the plan period up to 2026 is not reliant on the provision of any major new infrastructure and does not in itself result in the need for any additional major infrastructure. Other associated infrastructure such as open space, is either to be provided on-site, or off site through developer contributions. Policy DP15 in the Core Strategy sets out the Authority's approach to developer contributions, and the Authority will consider the Community Infrastructure Levy.
- 9.3 Future planning documents will provide additional detail on parking standards (Standards Supplementary Planning Document) and design principles and advice (Design Guide Supplementary Planning Document). Both of these aspects will primarily be implemented through the determination of planning applications. However the Delivery and Implementation Plan will be updated in due course to reflect any changes to infrastructure requirements.

Table 1: Implementation and Delivery of the Authority's Core Strategy

Core Strategy Objective	Relevant Plan / Project	Lead Authority(ies)	When	Main outcomes	Sources of funding
OBJECTIVE 1: Protect and enhance the natural environment of the National Park, including the natural beauty of the landscape and the range of habitats and species	New Forest National Park Management Plan (2010)	Natural England, Forestry Commission, NFNPA, Environment Agency, SSSI owners and managers. NFNPA, Natural England, NFDC, Hampshire County Council, Forestry Commission, Wiltshire Council, RSPB, Wildlife Trusts.	Ongoing	Implementation of a programme to continue to restore and maintain SSSIs within the National Park. Research undertaken to clarify and monitor the cumulative impacts of development (including additional visitor pressure) on a range of important habitats and key species.	Natural England, landowners, other funding sources NFNPA and various partners
	New Forest National Park Authority Recreation Management Strategy (2010 draft)	NFNPA, New Forest Recreation Management Steering Group, recreational user groups, land managers.		Develop a range of mechanisms to minimise disturbance to species and habitats that are sensitive to disturbance or trampling (e.g. ground nesting and over-wintering birds and bog vegetation).	Unknown
	Site specific green infrastructure projects	NFNPA; adjacent local authorities; Natural England; Forestry Commission	Ongoing	Protection and enhancement of nature conservation sites. Mitigation of the impacts of development.	Developer Contributions; other funding grants for individual projects
	PUSH Green infrastructure Strategy	PUSH	In conjunction with new housing provision	Relief of pressures on sensitive areas such as the New Forest National Park.	PUSH; Local authorities through developer contributions
	Application of Authority's Open Space standards	NFNPA; Parish Councils; local authorities	Ongoing - In conjunction with new housing provision	New or enhanced open space provision	Developer contributions

OBJECTIVE 2: Conserve and enhance the wealth of individual characteristics that contribute to the local distinctiveness of the built environment of the New Forest	Design Guide SPD	NFNPA; developers; applicants	SPD to be consulted on during autumn 2010 and adopted in early 2011	More detail to guide developers and applicants on how to reflect sustainable design and local distinctiveness in new development	n/a
	Pre-application discussions with applicants	NFNPA; developers; applicants	Ongoing - In conjunction with new development	Improved development schemes	n/a
OBJECTIVE 3: Plan for the likely impacts of climate change on the special qualities of the New Forest and reduce the overall environmental footprint of the National Park	New Forest National Park Management Plan (2010)	Forestry Commission, New Forest Trust, NFNPA, New Forest District Council, land managers.	Ongoing	Support for renewable energy schemes, such as identifying and developing new markets for wood products, including wood-fuel.	NFNPA Sustainable Development Fund; private funding
		NFNPA, Hampshire Local Area Agreement Partnership, Wiltshire Council.	Within next 5 years	Agreed criteria for measuring and monitoring the overall environmental footprint of the area and realistic targets with all stakeholders to reduce the Park's footprint identified.	Unknown
		NFNPA, NFDC, Test Valley Borough Council, Wiltshire Council, Forestry Commission, National Trust, Wildlife Trusts, Natural England, Environment Agency, parish and town councils, major private landowners.	Within next 5 years	A climate change adaptation strategy for the National Park.	Unknown

OBJECTIVE 4: Strengthen the well-being, identity and sustainability of rural communities and the pride of local people in their area.	Building Schools for the Future programme	Hampshire County Council	Next 10 years	Improvements to facilities in all secondary schools in Hampshire	£80 million Government grant
OBJECTIVE 5: Promote affordable housing to meet local needs and maintain the vibrant communities of the National Park.	Application of affordable housing policy	Registered Social Landlords (RSL); developers; housing authorities.	Ongoing	Provision of affordable housing throughout the National Park	Developer contributions; RSL; provision of land by landowner
	Commoners Dwelling Scheme	NFNPA, Forestry Commission, National Trust.	Ongoing	Continued support for the implementation of the Commoners Dwelling Scheme to provide affordable housing suitable for commoners.	NFNPA and partners
OBJECTIVE 6: Develop a diverse and sustainable economy that contributes to the well-being of local communities.	New Forest National Park Management Plan (2010)	NFNPA, Forestry Commission.	Within next 5 years	A socio-economic study of the forestry and woodland management sector will be produced.	
OBJECTIVE 7: Encourage land management that sustains the special qualities of the National Park	New Forest National Park Management Plan (2010)	NFNPA, Natural England, Wildlife Trusts, Verderers of the New Forest, Forestry Commission, National Farmers Union.	Currently being implemented	A land management advisory service for the National Park and surrounding area.	NFNPA and partners
	New Forest National Park Authority Recreation Management Strategy (2010 draft)	NFNPA, Equine Forum		Development and provision of advice and training to paddock owners to promote high standards of paddock and boundary management. Assist owners to secure additional sources of funding for land management e.g. by joining agri-environment schemes.	NFNPA, other sources such as the agri-environment scheme.

OBJECTIVE 8: Support development which encourages sustainable tourism and recreation, and provides opportunities for enjoying the Park's special qualities.	New Forest National Park Management Plan (2010)	NFNPA, New Forest District Council, Forestry Commission, Natural England, Tourism South East.	Within next 5 years	Further survey work relating to visitor numbers and recreational use in the National Park.	NFNPA and partners
	New Forest National Park Authority Recreation Management Strategy (2010 draft)	NFNPA and partners	Long term strategy	Implementation of a 'Core Route Strategy' that identifies key existing routes which will be maintained and promoted as a prioritised coherent network across the National Park - and which provides safer links on foot, bicycle and horse back.	Unknown
		NFNPA, recreation providers	Long term strategy	Encourage all recreation providers to have a travel plan offering sustainable transport options to their visitors.	Unknown
		NFNPA, Forestry Commission, Hampshire County Council, Wiltshire Council	Long term strategy	Provision of further guidance on the future management of campsites to reduce the dependency on car use.	Unknown
OBJECTIVE 9: Reduce the impacts of traffic on the special qualities of the National Park and provide a range of sustainable transport alternatives within the Park.	New Forest and South West Hampshire Countryside Access Plan	NFNPA, Hampshire County Council, Wiltshire Council, Forestry Commission, Verderers of the New Forest, New Forest Access Forum, Natural England, NFDC	Ongoing	Take forward the implementation of the New Forest and South West Hampshire Countryside Access Plan and the Wiltshire Rights of Way Improvement Plan, including identifying a network of connected routes.	NFNPA, Hampshire County Council, Wiltshire Council
	New Forest National Park Management Plan (2010)	NFNPA, Highways Agency, Natural England, Hampshire County Council, Dorset County Council, NFDC, Christchurch Borough Council, East Dorset District Council, Forestry Commission, Verderers of the New Forest.	Long term strategy	A long-term strategy for reducing the impacts of the A31 on tranquillity and the physical severance of the Park.	Unknown

	New Forest National Park Authority Recreation Management Strategy (2010 draft)	NFNPA, Hampshire County Council, Wiltshire Council, Highways Agency	Long term strategy	Work with Hampshire County Council and Wiltshire Council who have responsibility for the road network to explore the possibility of developing a hierarchy of roads concept and encourage them to introduce a range of mechanisms that allow the shared use of road space for a wide range of non-motorised users such as reduced speed limits and appropriate signing.	Unknown
		NFNPA, Hampshire County Council, Wiltshire Council, Highways Agency, public transport operators	Long term strategy	Promotion of recreational transport links between the main public transport nodes (e.g. railway stations and ferry terminals in and around the National Park) and popular destinations and the network of 'Core Routes'.	Unknown
		NFNPA, New Forest District Council, Hampshire County Council, Wiltshire Council	Ongoing	Continue to prioritise and implement the existing and agreed New Forest strategic cycle network (2005), together with a review of the local cycling network and production of a new map of proposed routes that meets the needs of users and local communities by providing a safe, coherent core cycle network within the National Park that links settlements with existing permitted routes.	Unknown