

Gosport Borough Council

Local Development Framework

# Annual Monitoring Report

December 2006

*Delivering  
for Gosport*



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**GOSPORT**  
BOROUGH COUNCIL



**Gosport Borough Council**  
**Local Development Framework**  
**Annual Monitoring Report**  
**December 2006**

Approved by the Transportation and Planning Sub Board 28 November 2006

**Gosport Borough Council is committed to equal opportunities for all.**

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## EXECUTIVE SUMMARY

This is the second Annual Monitoring Report (AMR) produced by Gosport Borough Council in accordance with the requirements of the Planning and Compulsory Purchase Act 2004.

The AMR covers the period April 2005 to March 2006. However, more up-to-date information has been provided in certain instances, notably progress on the implementation of the Local Development Scheme (LDS) and some contextual indicators.

The AMR reviews actual progress in terms of local development document (LDD) preparation against the timetables and milestones in the LDS. The primary achievement in the production of documents in the LDS during the monitoring period was the adoption of the Local Plan Review (LPR) ahead of schedule in May 2006.

Three LDDs arising from the new planning system are identified in the LDS namely: the Statement of Community Involvement (SCI), the Core Strategy and the Site Allocations and Distribution Development Plan Document (DPD). The 2006 AMR demonstrates that progress was made on all three documents during the monitoring period in line with the timetable and milestones set out in the LDS.

Two key issues and actions arising from this report are the need to prepare additional LDDs and the need to realign the timetable of the LDS with that of the Community Strategy. The Borough Council is currently holding discussions with the Government Office for the South East (GOSE) on revising the LDS. It is intended that the revised LDS will include the production of two site specific Supplementary Planning Documents (SPD) on the Marine Parade Area of Special Character and Gosport Waterfront, as well as a Development Control DPD. In due course when SEEDA have finalised their timetable a further SPD will be prepared for the Daedalus site. The preparation of this SPD will necessitate a further revision to the LDS.

The AMR considers the policy performance of the LPR. A number of Strategic Statements set out in the LPR provide the structure for this analysis namely: Co-ordinating land use and transport, employment and economic development, housing, environment, retail and community and leisure facilities. A number of indicators and outputs are set out after each Strategic Statement; targets are included where relevant. Brief commentaries discuss key findings and highlight linked contextual indicators.

The key performance indicators in the 2006 AMR highlight the following major issues:

- The Queen Alexander Hospital at Cosham is the nearest hospital to Gosport with an accident and emergency unit and does not come within the thirty minute accessibility threshold for any of the new homes built in the Borough.
- A total of 9,991 square metres of new employment floorspace was developed in the Borough in 2005-2006.
- A total of 500 new homes were completed and occupied in 2005-2006, and the Gosport Housing Trajectory shows that new housing is being delivered at a rate significantly above the housing requirement set out in the LPR.
- Developer contributions continue to fund open space schemes across the Borough, such as Stokes Bay Paddling Pool.
- The new Neighbourhood Centre at Cherque Farm opened, and a scheme of High Street improvements began in Gosport Town Centre.
- Two new health facilities opened in the Borough namely Rowner Health Centre and the new NHS dental surgery in South Street, Gosport.

The issues identified through the monitoring of LPR policies will inform the preparation of the LDF Core Strategy and other LDDs.

## 1.0 INTRODUCTION

- 1.1 This is the second Annual Monitoring Report (AMR) to be produced by Gosport Borough Council in accordance with the requirements of the Planning and Compulsory Purchase Act 2004 to prepare a yearly report. In the context of the new planning system, with its focus on the delivery of sustainable development and sustainable communities, monitoring takes on increased importance in providing a check on whether those aims are being achieved.
- 1.2 In terms of what the AMR should seek to achieve, local authorities are required, by Regulation 48 of The Town and Country Planning (Local Development) (England) Regulations 2004 and by PPS12 *Local Development Frameworks*, to undertake certain key monitoring tasks, all of which are interrelated. The document *Local Development Framework Monitoring: A Good Practice Guide* sets out the key tasks as follows:
- review actual progress in terms of local development document preparation against the timetable and milestones in the local development scheme;
  - assess the extent to which policies in local development documents are being implemented;
  - where policies are not being implemented, to explain why and to set out what steps are to be taken to ensure that the policy is implemented; or whether the policy is to be amended or replaced;
  - identify the significant effects of implementing policies in local development documents and whether they are as intended; and
  - set out whether policies are to be amended or replaced.
- 1.3 This report follows the same basic structure as the 2005 AMR. The document is structured around the Strategic Statements set out in the Gosport Local Plan Review (LPR), which was adopted in May 2006. This focus will change in future AMRs as work progresses on the local development documents (LDD) in the local development framework (LDF).
- 1.4 The 2006 Gosport AMR covers the monitoring period 1 April 2005 to 31 March 2006, and data included in it generally applies to that timescale. However, more up-to-date information has been used in certain instances notably progress on the implementation of the local development scheme (LDS) and some contextual indicators such as the retail centre health checks.
- 1.5 A spatial portrait of Gosport forms Chapter 2 of this report and sets out the key contextual characteristics of the Borough. The LPR sets out the planning vision for Gosport and identifies key issues, challenges and opportunities. It also discusses planning for Gosport in a regional and sub-regional context. The contextual indicators are drawn principally from baseline information contained in the emerging Sustainability Appraisal Scoping Report. Other sources of information are acknowledged in the text.
- 1.6 Progress with implementing the LDS is dealt with in Chapter 3 of the AMR with an examination of timetables and milestones and an assessment of whether they are being achieved or not.
- 1.7 Chapters 4 to 9 consider the policy performance of the recently adopted LPR. These five chapters are based on the Strategic Statements set out in Chapter 2 of

the LPR and are sub-divided into themes identified in Chapter 14. After each Strategic Statement the relevant indicators and their outputs for the monitoring period are set out, along with a target where relevant. A brief commentary sets out the key findings of the output and relates these back to policy. A number of tables, graphs and photographs provide additional information as appropriate.

- 1.8 The majority of outputs in chapters 4 to 9 were calculated by the Borough Council in conjunction with Hampshire County Council (HCC). The source of the monitoring information is referenced in Appendix 1 of the report. In regard to non-residential completions, there is a monitoring threshold of 200 square metres of gross external floorspace. Combined completion figures for different use classes are given when the final end use is not known.
- 1.9 The core output indicators set out in chapters 4 to 9 include all indicators set out in Annex B of *Local Development Framework Monitoring: A Good Practice Guide* as updated in October 2005. Appendix 1 of this report is a quick reference guide, which sets out the AMR indicator numbers, the relevant LPR policy and the Annex B reference. There are a limited number of instances in which it has not been possible to meet the exact criteria set out in Annex B, most notably gross external floorspace figures have been provided for non-residential completions. It is hoped that the introduction of a revised universal planning application form in 2007 will facilitate enhanced monitoring of these indicators. A number of local indicators relevant to Gosport are also included, such as losses and gains to pedestrian access along the coastline.
- 1.10 Finally, a glossary explains key technical terms used in this report.

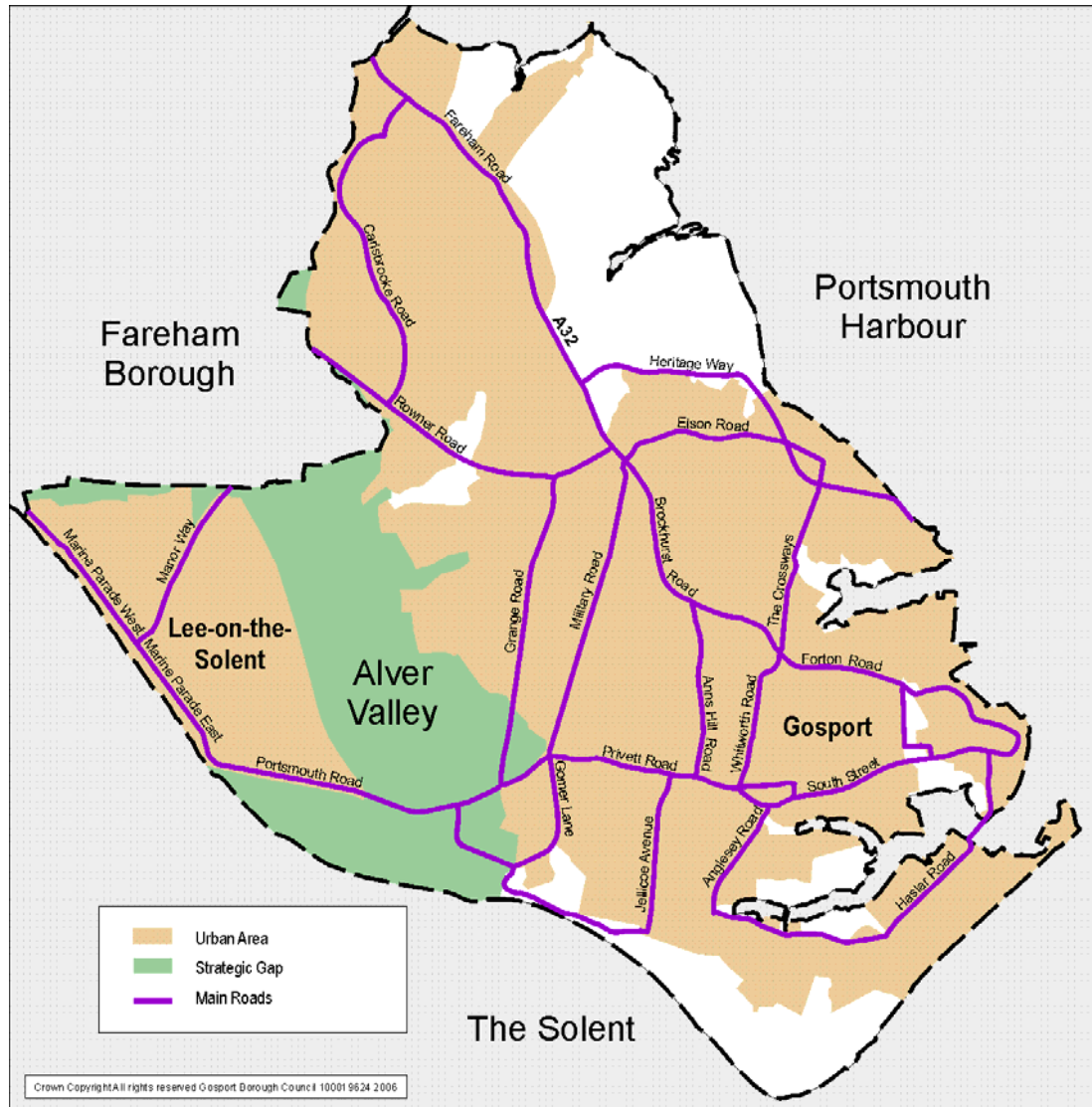
## 2.0 SPATIAL PORTRAIT OF GOSPORT

### Profile

#### Location

- 2.1 Gosport is located on the south coast of Hampshire and has a distinctive geography. The Borough is a peninsula of 2,750 hectares surrounded on three sides by The Solent and Portsmouth Harbour (see figure 2.1) with almost 39 kilometres of coastline. The Borough contains two principal settlements, Gosport and Lee-on-the-Solent, separated by the Alver Valley.

**Figure 2.1: Gosport Borough**



#### Population and households

- 2.2 The population of the Borough is fairly stable. In the 2001 Census it was recorded as 76,415 persons, which represents an increase of only 1.8% from the 1991 figure. However, the number of households has increased by 6.7% over the same period. In 2006 there were 34,991 homes in the Borough. Gosport is also one of the most densely populated areas in the South East Region, with an urban density of 30.2 people per hectare.

### **Transport**

- 2.3 Access to the Peninsula is via three road routes. One of these is the A32 which is part of the County Strategic Road Network. There is no railway service to Gosport. Hampshire County Council and Portsmouth City Council submitted proposals for Light Rapid Transit (LRT) system linking Fareham, Gosport and Portsmouth. The Government chose not to provide funding for this scheme and the County Council is now looking at alternatives. Gosport is linked to Portsmouth by the Gosport Ferry service which is one of the busiest passenger ferry routes in the United Kingdom. The Ferry service provides a link to Portsmouth Harbour railway station.
- 2.4 The increasing dominance of the journey to work by private motor vehicle has resulted in high levels of congestion on the A32, B3385 (Newgate Lane) and other roads in the morning and evening peaks. By 2002 the traffic flow capacity had been reached on parts of the A32. In the absence of rail or other segregated public transport links, the network of bus services is subject to delays arising from this traffic congestion.

### **Employment and economic development**

- 2.5 Historically, Gosport developed primarily as a support base for the Royal Navy and a large number of residents of the Borough were once employed either in local MoD establishments or at Portsmouth Naval Base and other establishments around the Harbour.
- 2.6 There has been a significant change both in the patterns of employment and mode of transport in the last three decades. Employment at Portsmouth Naval Base has fallen while several other Ministry of Defence establishments in the Borough and around the Harbour have closed. Some of these sites have been redeveloped and others are available for re-use.
- 2.7 As a result of these changes in employment a large number of residents of the Borough now work in different locations, particularly along the A27-M27 corridor in areas where the journey to work is predominantly by private car. Between 1991 and 2001, the number of people out-commuting on a daily basis increased by 41% to 18,159 workers.
- 2.8 There are 1,700 businesses in Gosport employing some 19,000 employees. The business sector is characterised by a small number of companies employing a large number of the workforce with 1.6% of the firms employing 100 people or more, which accounts for 40% of Gosport's employees. The unemployment rate at August 2006 was 1.5%.

### **Environment**

- 2.9 Despite being densely developed there are some important and attractive open spaces within the Borough. The Alver Valley, much of which is set to become a 221 hectare Country Park, forms part of the Stubbington/Lee-on-the-Solent-Fareham/Gosport Strategic Gap. The Stokes Bay/Gilkicker area also provides a significant area of open space. The quality of Gosport's environment is also reflected in its built heritage with 16 Conservation Areas, 505 Listed Buildings and 13 Scheduled Ancient Monuments. There are also significant areas which are internationally and nationally important for nature conservation.

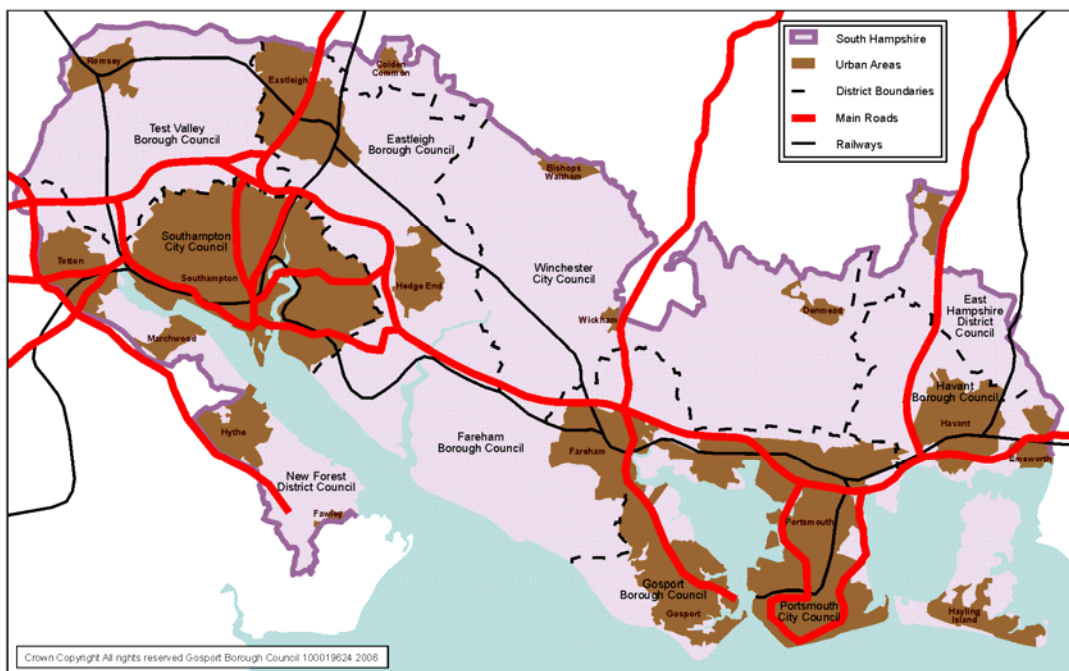
### **Planning for Gosport in a sub-regional context**

- 2.10 In terms of regional planning Gosport is located in the South East of England. Regional Planning Guidance for the South East (RPG9) was published in March 2001 and continues to provide the strategic framework for development.



- 2.11 However, a new Regional Spatial Strategy for the South East, '*The South East Plan*' (SE) is being prepared by the South East England Regional Assembly (SEERA). This document has been subject to public consultation and was submitted to the Government in March 2006. An examination into this plan by an independent Inspector is due to commence in November 2006. The new Plan will provide an updated strategic policy framework for the Region, and places a renewed emphasis on urban regeneration and sustainable development.
- 2.12 The draft SE Plan recognises that there are distinct sub-regions, which require their own strategies. South Hampshire is one of these areas specifically identified in the SE Plan (see figure 2.2). The Sub Regional Strategy for this area was developed by SEERA in conjunction with the Partnership for Urban South Hampshire (PUSH). PUSH is a consortium of local authorities which includes Gosport Borough Council.

**Figure 2.2: Area covered by the South Hampshire Sub Regional Strategy**



- 2.13 The principal objective of PUSH is to address the economic regeneration and development needs of the sub-region by improving its economic performance to at least match the regional average, with a target of achieving a Gross Value Added (GVA) rate of growth of 3.5% per annum by 2026.
- 2.14 This will involve an increase in jobs as well as productivity, requiring land for business development and house building. To enable this to happen, there will need to be increased investment in transport and other infrastructure. The strategy is one of 'conditional managed growth', with the pace of growth and development determined by, and conditional on, the rate of infrastructure investment.
- 2.15 Within the sub-region Gosport Borough has a distinct identity and it is important that this is retained. Large parts of the Borough are already developed and much of the open space is highly valued in terms of nature conservation interest and/or its recreational importance. Gosport has an important role to play in promoting sustainable economic regeneration in the sub-region. A significant amount of land within the Borough is owned by the Ministry of Defence and as it continues to rationalise its operations as part of a national review there is the likelihood that some of its land holdings will be released for re-development. These land releases as well as other sites will provide opportunities for economic development which

can contribute towards meeting the employment needs of Gosport residents and improving the economic performance of South Hampshire.

### **Key development sites**

- 2.16 There are a number of key development sites in the Borough, which are identified in figure 2.3. Progress on each site is considered below.

#### **Cherque Farm**

- 2.17 Development continued throughout the monitoring period at Cherque Farm, Lee-on-the-Solent. A total of 852 new homes had been completed and occupied by April 2006, including 105 affordable homes, leaving 212 outstanding. The Neighbourhood Centre was completed during the monitoring period and is discussed in more detail in section 8 of this report. The transfer of the play areas and the urban park to the Borough Council was agreed in September 2006.

#### **Coldharbour**

- 2.18 Development has been taking place at both the northern and southern parts of this prominent waterfront site. Work continued during the monitoring period on the construction of 109 flats at Rope Quay. The Council expects proposals to be brought forward for the comprehensive development of the remaining central part of the site within the next 3 years. The redevelopment of Coldharbour will be considered as part of the forthcoming Waterfront SPD.

#### **Daedalus**

- 2.19 The Daedalus site lies in both Gosport and Fareham Borough Councils. The MoD released Daedalus in March 2006. The Maritime and Coastal Agency (MCA) purchased most of the airfield and will continue to operate from the site along with Hampshire Constabulary. Permission has been granted for a new search and rescue facility, which will include a helicopter hanger. The South East of England Development Agency (SEEDA) purchased the rest of the site including the technical area, which lies within Gosport Borough, and is considering a mix of uses for the site. A Joint Planning Statement for Daedalus was released in April 2006 by Gosport and Fareham Borough Councils, which sets out their aspirations for the site and how planning policies will be produced. In due course, when SEEDA has finalised their timetable, the Borough Council will prepare SPD for Daedalus. A part of the site has been retained by Defence Estates for 300 Married Quarters of which 148 homes are currently under construction.

#### **Frater Gate**

- 2.20 Development continued throughout the monitoring period on this key employment site in the northern part of the Borough. Ordnance Business Park, Glenmore Business Centre and Basepoint are all now completed, providing new and quality floorspace of which there has traditionally been a shortage in the Borough. Further expansion in the northern section of Frater Gate for mixed employment uses was granted detailed planning permission in July 2006.

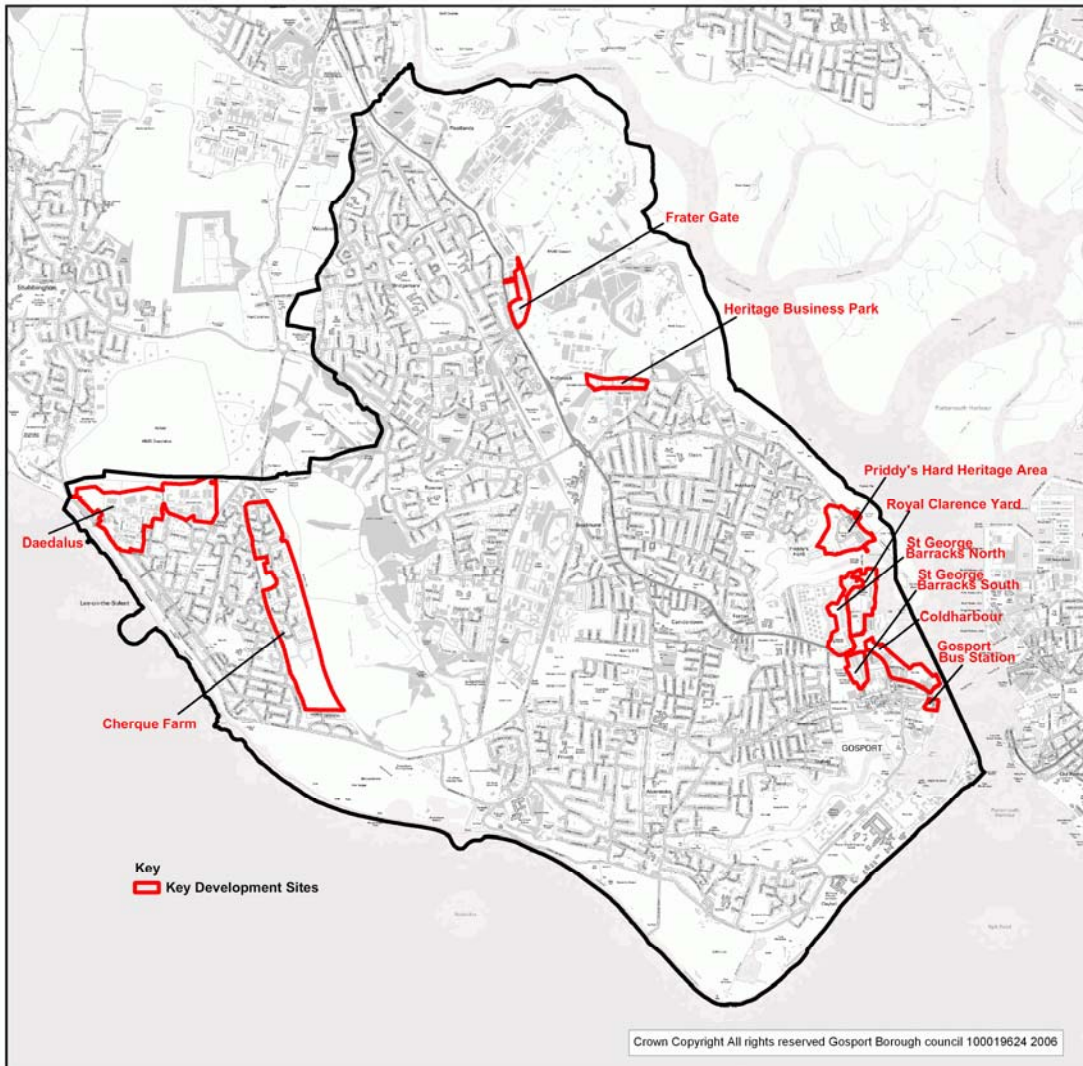
#### **Gosport Bus Station**

- 2.21 Proposals for the development of this site will be considered as part of the Waterfront SPD.

#### **Heritage Business Park**

- 2.22 The development of this key employment site to the north of Fort Brockhurst is nearing completion. A total of 9,213 square metres of new employment floorspace has been completed to date, including an industrial building constructed during the monitoring period and there is one outstanding plot awaiting development.

**Figure 2.3: Key development sites in Gosport**



**Priddy's Hard Heritage Area**

2.23 Planning permission has been granted for 198 dwellings on this site of which 18 were completed and occupied during the monitoring period. The remaining part of the site is to be marketed for the development of a mixture of uses, including commercial and leisure uses.

**Royal Clarence Yard**

2.24 Construction work on this prominent waterfront site continued throughout the monitoring period. A public inquiry was held in autumn 2005 into the Borough Council's decision to refuse planning permission to increase the residential content of the mixed-use scheme at the expense of commercial and other uses. The appeal was allowed in February 2006. The revised scheme is for 698 dwellings in total and 10,203 square metres of commercial floorspace. This represents a net increase of 318 dwellings and a decrease of 6,857 square metres of commercial floorspace.

**St George Barracks South**

2.25 Regeneration of this site is almost completed with a mix of uses, including residential and commercial uses. Martin Snape House was completed and occupied during the monitoring period with community offices on the ground floor and 32 affordable flats built over four storeys.

## **Gosport Planning Vision**

- 2.26 The current planning vision set out for Gosport in the Local Plan Review (LPR) is set as follows:

***The separate identity of Gosport will be retained, the Borough will be a desirable place to live, work and visit, with the needs of the community being met in a sustainable way.***

- 2.27 The first Strategic Statement of the LPR relates to the principle of sustainable development and is set as follows:

***The Local Plan Review will promote sustainable development in a form that meets the needs of the present without compromising the ability of future generations to meet their own needs.***

- 2.28 If Gosport can become a more sustainable community, relying less on neighbouring areas for employment, shopping and other community facilities, there will be significant social, economic and environmental benefits. Urban regeneration and re-use of sites are important considerations in achieving a more sustainable pattern of development, allowing for more efficient movement and use of infrastructure. It will also be important to improve the general quality of both the built and natural environment, to enhance biodiversity and counter the perception that it is under threat and deteriorating.

- 2.29 A new spatial vision for Gosport will be developed as part of the Core Strategy. This vision will be prepared in conjunction with the emerging Community Strategy and a consultation event is timetabled to take place in winter 2006 to inform the development of the vision.

### **3.0 LOCAL DEVELOPMENT SCHEME: PROGRESS ON IMPLEMENTATION**

3.1 This section of the Annual Monitoring Report deals with timetables and milestones in the Local Development Scheme (LDS) indicating whether they are being achieved or not. The Gosport LDS has a commencement date of January 2005 and identifies four Local Development Documents (LDD):

- Gosport Borough Local Plan Review
- Statement of Community Involvement
- Core Strategy
- Site Allocations and Distribution

Although this AMR covers the period April 2005 to March 2006, it seemed relevant to make this commentary on LDS implementation as up to date as possible and it therefore reports on progress until the end of September 2006.

3.2 The primary achievement in the production of documents in the LDS was the adoption of the Local Plan Review (LPR) ahead of schedule in May 2006. Appendix 2 shows a Gantt chart adapted from the LDS that plots the targeted and actual progress made on the LPR, which was prepared under the previous development plan system. The Inspector's Report was submitted to the Borough Council in September 2005 and Modifications to the LPR were published for consultation in January 2006. The adoption of the LPR was a key milestone in the LDS targeted for June 2006 and was actually achieved on 17 May 2006.

3.3 A Gantt chart adapted from the LDS that plots the targeted and actual progress made on the Statement of Community Involvement (SCI), the Core Strategy and the Site Allocations and Distribution Development Plan Document (DPD) is shown in Appendix 2.

3.4 The first milestone for the SCI was achieved through the commencement of evidence gathering in May 2005. This was programmed to continue throughout the year ending in March 2006. The Borough Council undertook informal consultation on issues and options under Regulation 25 of the Town and Country Planning (Local Development) (England) Regulations 2004 during May and June 2006. Finally, Gosport achieved another milestone by going out to consultation on the draft SCI on 14 September 2006.

3.5 Evidence gathering for the Core Strategy began in May 2005 meeting the first milestone for this DPD. Evidence gathering continued throughout 2005 and 2006 in conjunction with the preparation of the Sustainability Appraisal in readiness for going out to consultation on issues and options in winter 2006. The revision of the Community Strategy provided the opportunity to carry out a joint consultation exercise on both documents.

3.6 The first milestone for the Site Allocations and Distribution DPD came at the end of the monitoring period in March 2006 with the start of evidence gathering. This is scheduled to continue throughout the next year and will be investigated partly through a Housing Land Availability Assessment and Employment Land Review.

3.7 A number of key issues were raised in the 2005 AMR in regard to monitoring the LDS. The first issue related to the timetable for the adoption of the LPR, which has been successfully achieved in this monitoring period. The second issue relates to a recommendation made in the Local Plan Inquiry Inspector's report. The Inspector recommended a change to R/DP10 of the LPR regarding the Marine Parade Area of Special Character and the revision of the accompanying



Supplementary Guidance (SPG). Under the provisions of the new planning system introduced by the Planning and Compulsory Purchase Act 2004 it is no longer possible to produce SPG, and so a Supplementary Planning Document (SPD) will need to be produced instead. This is a matter that will be addressed in the revised LDS.

- 3.8 The Borough Council intends to prepare an SPD on Gosport Waterfront, which would include the key sites of Coldharbour and the Bus Station discussed in section 2 of this report. It also intends to prepare a Development Control DPD.
- 3.9 The Borough Council is currently holding discussions with the Government Office for the South East (GOSE) on revising the LDS in order to accommodate changes to its programme. The changes have resulted from the need to co-ordinate the Core Strategy with the Community Strategy and the need to prepare additional LDDs.
- 3.10 There is also a need to prepare an SPD for the former airfield at Daedalus, which is a major mixed-use site identified in R/DP4 of the Adopted LPR and discussed in section 2 of this report. It is likely that the Borough Council will prepare an SPD with the Landowner, the South East of England Development Agency (SEEDA). SEEDA are not yet in a position to finalise their timetable, so it is not possible to include the proposed SPD in the first revision of the LDS. When there is more certainty a further revision to the LDS will be necessary.

## 4.0 CO-ORDINATING LAND USE AND TRANSPORT ISSUES

### Strategic Statement 2:

*The Local Plan Review will plan the future use of land in the Borough to reduce the need to travel and to facilitate modal transfer away from use of the private car.*

### Location and Integration of New Development

#### Indicator 1(a)

Percentage of new residential development within 30 minutes public transport travel time of a primary and a secondary school, a further education college, a hospital, a doctor's surgery, an employment centre, a major retail centre and a food supermarket

#### Output

The percentage breakdown of dwellings completed 2005-2006 which have access to key basic services is set out in figure 4.1

**Figure 4.1: Percentage of new residential development completed in Gosport 2005-2006 within 30 minutes public transport time of key basic services**

Destination type	Public transport time	Number of new homes (gross)	%
Primary school	Within 30 minutes	595	100%
	30 to 60 minutes	0	0
	Out of thresholds	0	0
Secondary school	Within 30 minutes	595	100%
	30 to 60 minutes	0	0
	Out of thresholds	0	0
Further education college	Within 30 minutes	595	100%
	30 to 60 minutes	0	0
	Out of thresholds	0	0
Hospital	Within 30 minutes	0	0
	30 to 60 minutes	386	65%
	Out of thresholds	209	35%
Doctor	Within 30 minutes	595	100%
	30 to 60 minutes	0	0
	Out of thresholds	0	0
Employment centre	Within 30 minutes	417	70%
	30 to 60 minutes	178	30%
	Out of thresholds	0	0
Principal or district shopping centre	Within 30 minutes	460	77%
	30 to 60 minutes	135	23%
	Out of thresholds	0	0
Food supermarket	Within 30 minutes	564	95%
	30 to 60 minutes	30	5%
	Out of thresholds	0	0

### **Commentary**

- 4.1 The accessibility of new homes completed in the Borough during the monitoring period was analysed in regard to all the key basic services identified in indicator 3b of the Government's good practice guide, as well as further education colleges and food supermarkets. A percentage breakdown of new residential development above and below the thirty minute public transport travel time threshold is set out along with additional information on a 60 minute threshold.
- 4.2 All the new homes completed and occupied in the Borough during the monitoring period were within the thirty minute threshold for accessing a primary school, a secondary school, a further education college and a doctor's surgery by public transport and walking. Although there are two hospitals within the Borough, neither of them has an Accident and Emergency unit, and therefore none of the new homes are considered to be within the thirty minute threshold for a hospital. Furthermore, the model indicated that it was not possible for a third of the new homes to access a hospital by public transport or walking at all. In regard to employment centres, 70% of the new homes were located within the thirty minute threshold with the remaining 30% located within 30 to 60 minutes walking and public transport time. Similar results were found for the accessibility of retail centres, although almost all the new homes were within the thirty minute threshold for a supermarket.
- 4.3 Policy R/T2 of the LPR deals with development proposals that are likely to generate significant levels of travel demand and states that new developments should be sited in locations that are effectively and conveniently served by public transport.
- 4.4 The problems of accessibility and congestion within the Borough increase the need to co-locate housing with key basic services. Gosport is the largest town in the country without access to a railway station, and local bus services operate within a limited and highly congested area. Despite being almost entirely urban in character there are a number of wards in the Borough isolated from arterial routes and difficult to serve cost effectively by bus. This indicator demonstrates that people within these communities without personal transport have difficulty accessing certain health, employment and shopping facilities.
- 4.5 High levels of out-commuting, the lack of a rail line on the Peninsula and the increasing dominance of car usage for the daily journey to work all contribute to the serious levels of congestion on the Borough's road network, particularly the A32 and B3385 (Newgate Lane). In November 2005 the Secretary of State for Transport took the decision to withdraw funding for the South Hampshire Rapid Transit (SHRT) scheme between Fareham, Gosport and Portsmouth on the grounds of affordability. Gosport residents cited traffic congestion as the top priority for improvement in the local area in a recent ODPM Best Value General Survey. Furthermore, a section of the A32 just outside the Borough in Fareham was identified as an Air Quality Management Area in February 2006 due to high levels of air pollution. This was attributed to high levels of congestion caused by out-commuting traffic from Gosport approaching the Quay Street roundabout. Figure 4.2 shows a detailed breakdown of the main mode of travel to work as detailed from the Census results of 1991 and 2001. There was an increase of 3.2% points in Gosport residents driving to their place of work over the ten year period, which is higher than the overall increase for Hampshire of 2.3%.

**Figure 4.2: Main mode of travel to work in 1991 and 2001 (percentages)**

	At home	Train	Bus	Motor cycle	Car or van driver	Car or van passenger	Bicycle	On foot	Other modes
Gosport (1991)	2.0	1.4	8.0	4.2	49.2	7.3	14.4	10.4	3.0
Gosport (2001)	6.8	1.3	6.6	2.3	52.4	6.2	10.7	11.8	1.9
Hampshire (1991)	4.4	3.1	5.3	2.1	61.2	7.0	4.6	10.1	2.3
Hampshire (2001)	9.7	3.2	3.2	1.3	63.5	5.9	3.5	8.7	1.0

**Indicator 1(b)**

Percentage of completed non-residential development complying with car parking standards in Appendix E of the LPR

**Output**

The percentage breakdown of non-residential development that complied with the Borough Council's car parking standards in 2005-2006 is set out in figure 4.3.

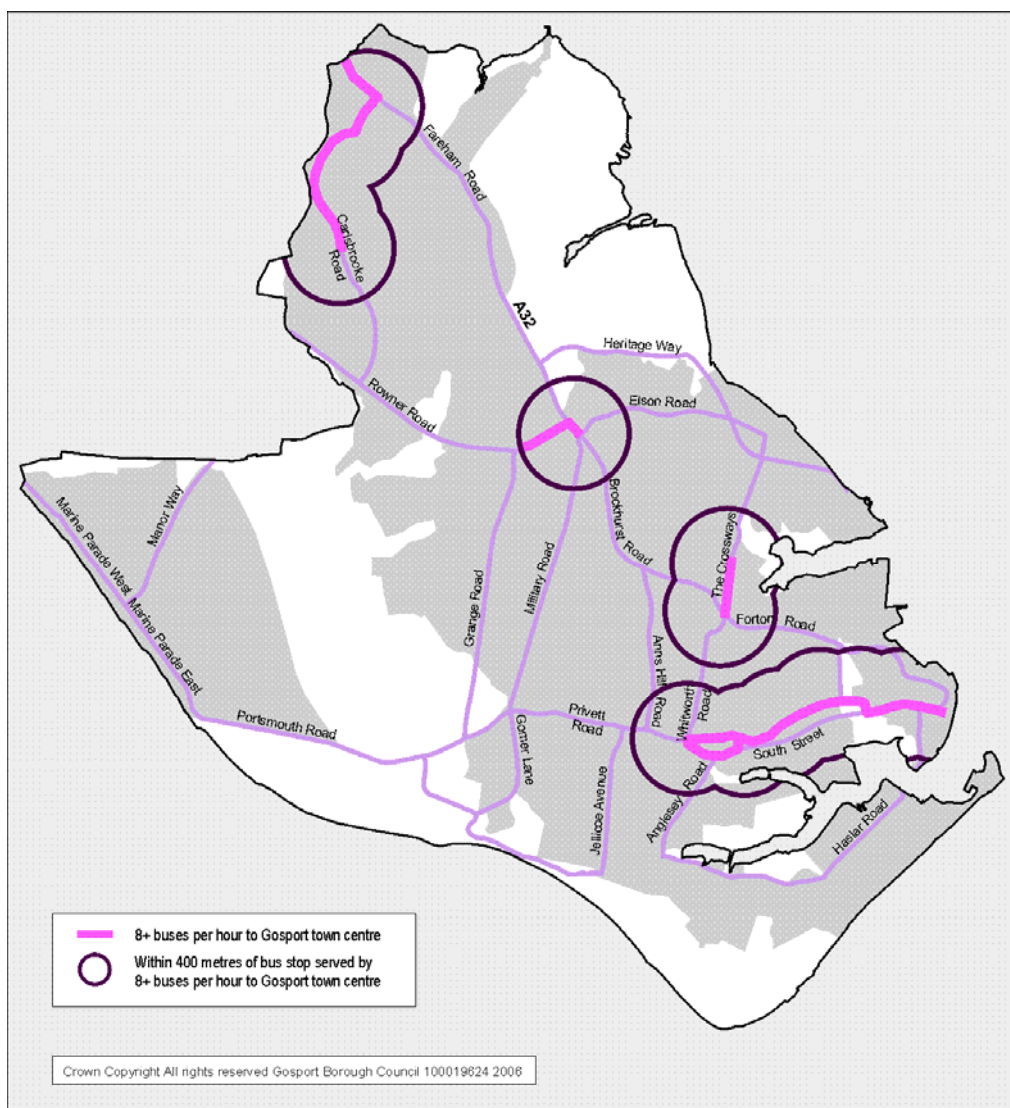
**Figure 4.3: Percentage of non-residential development completed in 2005-2006 complying with maximum car parking standards set out in Appendix E of the LPR**

Use Class (Amendment) Order 2005	Percentage of completed floorspace according with car parking standards
A1, A2, A3, A4 and A5	44%
B1, B2 and B8	39%
D1 and D2	93%

**Commentary**

- 4.6 Policy R/T11 of the LPR deals with access and parking, and Appendix E contains the Local Highway Authority's standards for the maximum level of car parking for different land uses. These standards form part of the Hampshire Parking Strategy and Standards 2002, which were adopted as supplementary guidance to the Hampshire County Structure Plan 1996-2011 (Review).
- 4.7 The outputs set out in figure 4.3 were calculated for development types identified in Appendix E. Different car parking standards apply in more accessible locations, which are defined in Appendix E as being served by eight buses per hour and within 400 metres of a bus stop. The accessible areas of the Borough are identified in figure 4.4.
- 4.8 Figure 4.3 shows that 93% of D1 and D2 developments complied with the Borough Council's maximum car parking standards. Maximum car parking standards have been exceeded in some sites in order to address issues of highway safety and in other instances to support the Council's key strategic aim of promoting economic prosperity.

Figure 4.4: Accessible location map for Gosport





## 5.0 EMPLOYMENT AND ECONOMIC DEVELOPMENT

### Strategic Statement 3:

*The Local Plan Review will identify sites for employment use (in some cases as part of larger mixed use developments) to enable economic regeneration to achieve a more sustainable employment base.*

### Indicator 2(a)

Amount of floorspace developed for employment by type

#### Output

The amount of completed floorspace on land developed for employment by type in 2005-2006 is set out in figure 5.1.

**Figure 5.1: Employment completions in Gosport 2005-2006**

Use Class (Amendment) Order	Completed floorspace (m2)
<b>2005</b>	
B1a: Offices	766
B1b: Research and development	0
B1c: Light industry	4,270
B2: General industry	0
B8: Storage and distribution	1,786
B1 – B8 (non-specific)	3,169
<b>Total</b>	<b>9,991</b>

### Indicator 2(b)

Amount of floorspace developed for employment by type on sites allocated for employment in policies R/EMP1 and R/EMP2 of the LPR.

#### Output

The amount of completed floorspace on land developed for employment by type in 2005-2006 on new sites allocated for employment is set out in figure 5.2.

**Figure 5.2: Employment completions in Gosport 2005-2006 on new sites allocated for employment in the LPR**

Use Class (Amendment) Order	Completed floorspace (m2)
<b>2005</b>	
B1a: Offices	0
B1b: Research and development	0
B1c: Light industry	1,719
B2: General industry	0
B8: Storage and distribution	1,786
B1 – B8 (non-specific)	3,169
<b>Total</b>	<b>4,888</b>

### Commentary

- 5.1 Policy R/EMP1 of the LPR allocates land for employment and policy R/EMP2 allocates land for employment as part of mixed-use development. There were several major commercial developments completed in the Borough during the monitoring period. The development of Heritage Business Park continued with the erection of an industrial building, two buildings were erected at Ordnance Business Park at Frater Gate and light industrial buildings were completed at Glenmore Business Centre also at Frater Gate.

Figure 5.3 shows one of the new buildings at Glenmore Business Centre. The largest completion actually took place on the existing employment site of Regents Business Park. Policy R/EMP3 of the LPR relates to this site and seeks to retain it for employment purposes.

**Figure 5.3: Glenmore Business Centre, Frater Gate, Gosport**



**Indicator 2(c)**

Amount of floorspace developed for employment by type on previously developed land

**Output**

The amount of floorspace developed for employment by type on previously developed land is 9,121 square metres.

**Commentary**

5.2 91% of the total floorspace developed for employment during the monitoring period was on previously developed land.

**Indicator 2(d)**

Employment land available by type

**Output**

The amount of employment land available within the Borough by type is set out in figure 5.4.

**Figure 5.4: Employment land available by type April 2006**

<b>Use Class (Amendment) Order 2005</b>	<b>Available employment land (hectares)</b>
B1a: Offices	1.23
B1b: Research and development	0
B1c: Light industry	0.11
B2: General industry	0.20
B8: Storage and distribution	0.09
B1 – B8 (non-specific)	24.28
<b>Total</b>	<b>25.91</b>

**Commentary**

- 5.3 Available employment land is defined as land identified for employment purposes in the LPR or with extant planning permission as of April 2006. Combined figures have been given when a variety of commercial end uses are possible.
- 5.4 The largest area of available employment land is at the key mixed-use site of Daedalus in Lee-on-the-Solent, the development of which is discussed in section 2 of this report. Other available sites include Priddy's Hard Heritage Area, Coldharbour and Frater Gate.
- 5.5 A key contextual indicator of economic development is job density. It is expressed as a ratio of total jobs to total working-age population. Gosport has a job density of 0.53, which is the lowest job density within the South East region and the fifth lowest in the UK (nomisweb.co.uk).
- 5.6 The low job density in Gosport contributes to an unsustainably high level of out-commuting, resulting in acute congestion on the Peninsula's highly constrained road network. Between 1991 and 2001, the number of people out-commuting on a daily basis increased by 41% to 18,159 workers.
- 5.7 Gosport Borough provides work for only 51% of its resident workers, which is one of the lowest resident self-containment ratios in the sub-region of South Hampshire. Conversely Gosport has the second highest workplace self-containment ratio in Hampshire with 72% of Gosport based jobs filled by local residents. This suggests that when local jobs are provided they are successfully filled by local residents.
- 5.8 Increasing the total available employment land in Gosport will help to ensure the creation of local jobs vital for the economic prospects of the Borough.

**Indicator 2(e)**

Loss of employment land throughout the Borough and on sites allocated for employment in policies R/EMP1 and R/EMP2 of the LPR

**Output**

There was a loss of 0.19 hectares of employment land both within the Borough and on land allocated for employment in the LPR in 2005-2006.

**Indicator 2(f)**

Loss of employment land to residential development throughout the Borough and on sites allocated for employment in policies R/EMP1 and R/EMP2 of the LPR

**Output**

There was no loss of employment land to residential development in the Borough in 2005-2006

**Commentary**

- 5.9 Only a very small amount of employment land was lost to other uses. This involved the development of a fitness centre and crèche at Frater Gate, which were seen as being complementary to the employment uses on the remainder of the site.

## 6.0 HOUSING

### **Strategic Statement 4**

*The Local Plan Review will identify sites for residential development to meet the Structure Plan Review and subsequent allocations, with an emphasis on re-use of urban sites and innovation in layout.*

The Gosport Housing Trajectory 2006 forms figure 6.1 of this report, and the detailed figures are set out in Appendix 3. The outputs for indicators 3(a) to 3(e) have been extrapolated from the trajectory and have been set out in strict accordance with core output indicators 2a(i) to 2a(v) of Annex B in the Government's good practice guide.

#### **Indicator 3(a)**

Net additional dwellings completed between April 1996 and March 2006

##### **Target**

2,340 net additional dwellings were required between 1996 and March 2006 to meet the housing allocation set out in policy R/H1 of the Adopted Local Plan Review (LPR).

##### **Output**

The net additional dwellings completed and occupied between 1996 and 2006 was 3,146.

#### **Indicator 3(b)**

Net additional dwellings 2005-2006

##### **Target**

185 net additional dwellings were required to meet the housing allocation set out in policy R/H1 of the LPR.

##### **Output**

The net total of additional dwellings completed and occupied between April 2005 and March 2006 was 500.

#### **Indicator 3(c)**

Projected net additional dwellings from 1996 to 2016

##### **Target**

Policy R/H1 of the LPR sets out a requirement of 4,680 additional dwellings from 1996 to 2016.

##### **Output**

The projected net total of additional dwellings from 1996 to 2016 is 5,257

#### **Indicator 3(d)**

Annual net additional dwelling requirement

##### **Target**

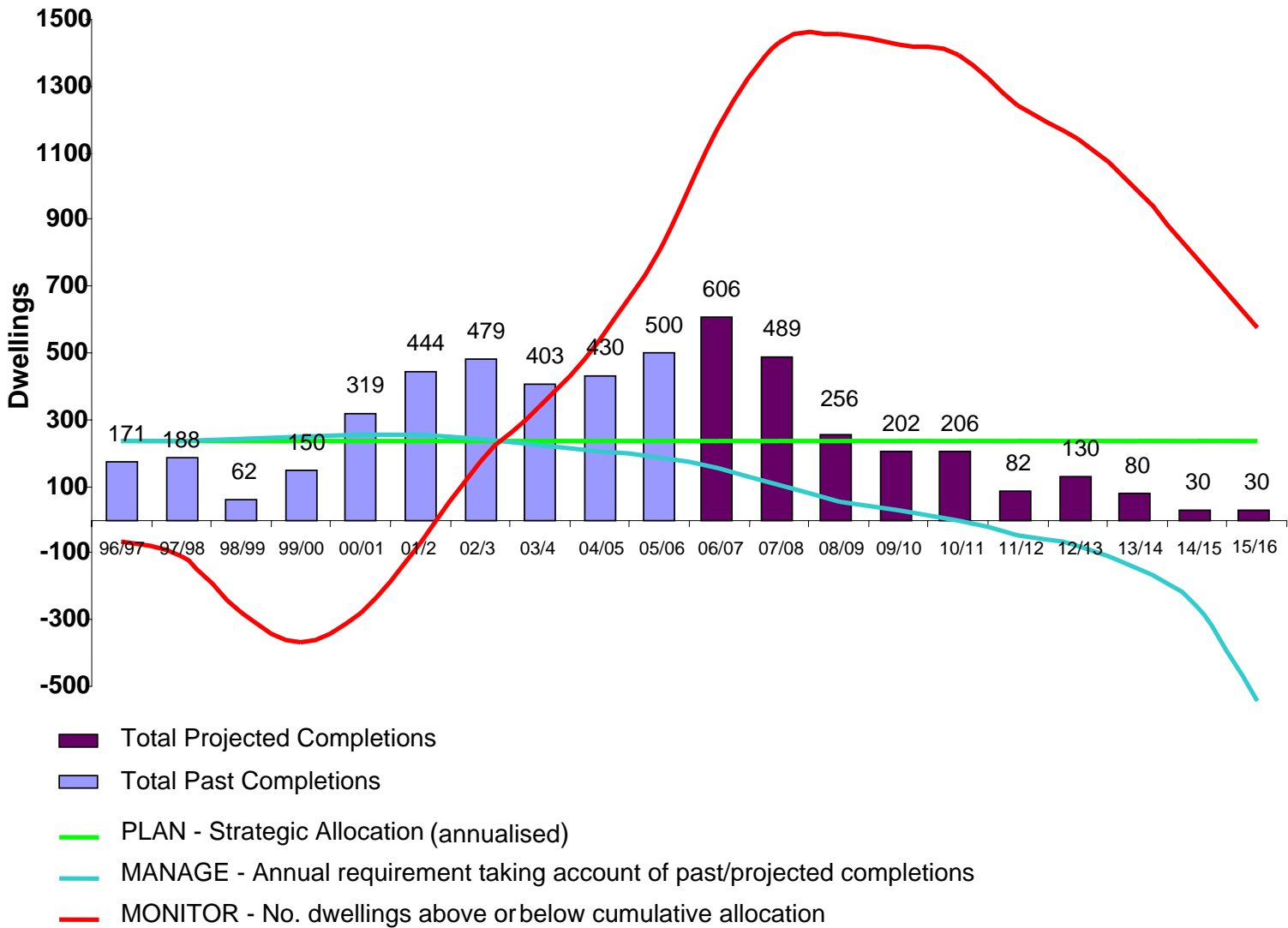
234 annual net additional dwellings are required to meet the housing allocation set out in policy R/H1 of the LPR.

##### **Output**

The annual net additional dwelling requirement from 1996 to 2016 is 234



**Figure 6.1: Gosport Housing Trajectory 2006**



**Indicator 3(e)**

Annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous year's performance

**Target**

The annual average number of net additional dwellings needed to meet overall housing requirements at April 2006 is 153.

**Output**

The annual average number of net additional dwellings needed to meet overall housing requirements at April 2006 is 153.

- 6.1 Within the Housing Trajectory there are a number of bars and lines, which represent different elements of the housing supply. The key components forming the bar chart element of the Housing Trajectory are completions and projections. Total past net completion figures are annualised from April 1996 to March 2006. Housing projections are also annualised and are based on the Hampshire Baseline Future Housing Supply 2006. The projections are broken down into three categories. The first category is made up of large sites allocated in the LPR. The second category is made up of large sites that are not allocated in the LPR, but had extant planning permission at April 2006. The final category of housing projections consists of unallocated sites without planning permission at April 2006; this includes windfall sites identified in the 2004 Gosport Urban Capacity Study and a trend based estimate drawing on past small site completions. The projections for future AMRs will be informed by the forthcoming Housing Land Availability Assessment and the Sites Allocation DPD.
- 6.2 The three lines in the Housing Trajectory were generated in the following ways:
- The 'plan' line annualises the LPR housing allocation
  - The 'monitor' line shows the number of dwellings above or below the cumulative allocation at a given time
  - The 'manage' line shows the annual number of completions needed to meet the LPR housing allocation, taking into account shortfalls and surpluses from both previous and future years.
- 6.3 Policy R/H1 of the LPR sets out the housing provision for Gosport for the 1996 - 2016 period, while Policies R/H2 and R/H3 identify the sites where this level of housing will be achieved. The total requirement is 4,680 dwellings which includes the Hampshire Structure Plan Review allocation of 2,980 dwellings for the period 1996 - 2011. In order to meet this level of provision a target of 234 dwellings a year would need to be built; this is shown in the 'plan' line. If this target is extrapolated to April 2006 then a cumulative figure of 2,340 dwellings would be required. As at April 2006 some 3,146 dwellings had been built, which is approximately a third more than the projected target; this explains the steeply rising 'monitor' line and the steadily falling 'manage' line in the 2006 Gosport Housing Trajectory. The annual housing requirement for 2006 is 153. This has been calculated by subtracting the total completions of 3,146 from the LPR housing allocation figure of 4,680 and dividing it by 10, which is the number of years remaining in the plan period.
- 6.4 The Housing Trajectory shows that in the early years of the LPR period housing completions were averaging around 140 – 150 a year. However, completions have been exceptionally high over the last five years, averaging 451 dwellings per annum and thus exceeding the annualised housing allocation target of 234. This high level of completions is a consequence of several major brownfield sites coming on stream at the same time. Most of these major sites, such as Priddy's Hard and Royal Clarence Yard, are large MoD land releases and it is predicted that the annual completion rate in the Borough will fall as these sites are built-out.

- 6.5 Policy H1 of the draft SE Plan sets out the housing provision for the whole region for the period 2006 to 2026. The regional allocation figure for Gosport is 2,500 new homes, which can be broken down to an annual completion rate of 125. The housing target for Gosport is relatively low in comparison to neighbouring districts in South Hampshire due to a number of significant local constraints, which are discussed in the spatial portrait of this report. The continuing imbalance between housing and employment and the resulting high levels of out-commuting and congestion in the local road network, coupled with the Government's recent decision not to support the South Hampshire Rapid Transit scheme act as significant constraints on development in Gosport and thus reduce the ability to deliver sustainable housing.

**Indicator 3(f)**

Proportion of new and converted dwellings built on previously developed land (PDL) (gross)

**Target**

The Government has set a national target of 60% of new housing to be located on PDL and the LPR has set a local target of 90%.

**Output**

99% of all new homes completed and occupied in the Borough of Gosport in 2005-2006 were on PDL.

**Commentary**

- 6.6 Both the national and local targets for house building on PDL were exceeded in the monitoring period, with only one housing development consisting of six dwellings completed on non-PDL. All extant permissions as of April 2006 were for PDL sites and so the Borough is likely to achieve its PDL housing target again next year.

**Indicator 3(g)**

Proportion of new dwellings (gross) completed at the following densities:

- (i) less than 30 dwellings per hectare (dph)
- (ii) between 30 and 50 dph
- (iii) above 50 dph

**Output**

The breakdown of new dwellings by density in 2005-2006 is as follows:

- (i) 16% of dwellings were built at a density of less than 30 dph;
- (ii) 23% of dwellings were built at a density of between 30 and 50 dph;
- (iii) 61% of dwellings were built at a density of more than 50 dph.

**Commentary**

- 6.7 Policy R/H4 of the LPR deals with housing densities and states that development proposals for housing should be provided at a density between 30 and 50 dph, with higher density developments permitted in accessible locations or close to principal or district centres. Circular 01/05 requires local planning authorities to notify the ODPM of planning applications on sites over one hectare in size with a residential density of less than 30 dwellings per hectare.
- 6.8 Almost two thirds of new homes completed and occupied in the Borough during the monitoring period were built at a density of more than 50 dph. These were mainly flatted developments in accessible locations. Most of the low-density dwellings were built at Cherque Farm, which was granted outline planning permission in 1999 prior to the publication of the LPR.

**Indicator 3(h)**

Affordable housing completions (net and gross)

**Target**

The LPR seeks the provision of 40% affordable housing on suitable sites over 0.5 hectares in area or 15 dwellings or more in total.

**Output**

A gross total of 147 and a net total of 111 affordable dwellings were completed and occupied in 2005 to 2006.

**Figure 6.2: New affordable housing at James Road, Gosport**



**Commentary**

- 6.9 Policy R/H5 deals with affordable housing and sets the target for 40% provision on suitable sites. The Borough Council defines affordable housing as housing intended to meet the needs of people whose incomes are insufficient to enable them to buy or rent suitable housing, without subsidy, on the open market.
- 6.10 A total of 57 affordable dwellings were completed and occupied during the monitoring period on major sites meeting the criteria of Circular 6/98 through Section 106 Legal Agreements at Cherque Farm and St George Barracks South.
- 6.11 A further 90 affordable homes were built on a variety of sites around the Borough by Registered Social Landlords (RSL). The largest scheme, which is still ongoing, is the construction of 83 new affordable homes at James Road. The scheme is a mixture of houses and flats available to rent or for shared ownership, all of which met the Ecohomes standard Very Good standard. Figure 6.2 shows some of the new affordable housing at James Road. A total of 18 affordable homes were completed and occupied during the monitoring period at Priddy's Hard Heritage Area, and a further 63 affordable units have extant planning permission.
- 6.12 A series of housing needs surveys have identified a large and growing need for affordable housing in Gosport. A key finding of the 2003 Housing Needs Survey

was that 87% of new households in Gosport cannot afford to buy or rent market housing. Figure 6.3 shows that the number of households on the Borough Council's Joint Housing Register almost doubled over the last five years. This significant need for affordable housing both in Gosport and the sub-region as a whole was re-iterated in the recently published South Hampshire Housing Market Assessment.

**Figure 6.3: Number of households on Gosport's Joint Housing Register**

Year	Number of households
2001-2002	1,498
2002-2003	1,711
2003-2004	2,405
2004-2005	2,674
2005-2006	2,968

**Figure 6.4: Changes in average house prices in Gosport 2002-2005**

Type of housing	Average house price in Gosport (Oct-Dec 2002)	Average house price in Gosport (Jan-Mar 2005)	% change 2002-2005
Detached	£218,763	£271,227	+24%
Semi detached	£132,114	£165,041	+25%
Terraced	£102,288	£133,391	+30%
Flat/maisonette	£92,464	£112,583	+22%
Average house price overall	£119,950	£146,344	+22%

- 6.13 Figure 6.4 indicates the average house prices for a variety of different types of properties within Gosport between 2002 and 2005. Prices have increased dramatically, particularly for terraced houses, which have gone up by almost a third over this three year period. The problem of the 'affordability gap' can be illustrated by the fact that flats and maisonettes form the lowest priced accommodation available for sale in Gosport at £112,583 whilst just over 50 per cent of households in the Borough have an income of less than £15,000 per annum (HCC: Profile of Hampshire 2005). A key contextual indicator is the ratio between average property prices and average earnings. The average property price in Gosport is 4.15 times the annual average household earnings in the Borough, which is slightly above the national ratio of 4.13. The higher the ratio the more difficult it is for a household to purchase a home in the area.

**Indicator 3(i)**

Number of unauthorised gypsy and traveller encampments during 2005-2006  
**Output**

There was one unauthorised encampment.

**Commentary**

- 6.14 The Housing Needs Survey of Gypsies and Travellers in Hampshire recorded one unauthorised encampment in Gosport during the monitoring period.
- 6.15 Policy R/H11 of the LPR deals with sites for gypsies and travellers, and policy R/H12 deals with sites for short stay travellers. The Hampshire Local Authorities Gypsy and Travellers Panel has been charged with identifying the accommodation needs of gypsies and travellers, including their sub-groups one of which is travelling show people. The Panel has also been charged with identifying a series of suitable

locations across Hampshire for the provision of residential sites for these different sub-groups of gypsies and travellers. Gosport is currently working with other local authorities in South Hampshire to identify sites by commissioning a comprehensive housing needs survey. The survey findings are expected to be published in January 2007.

## 7.0 ENVIRONMENT

### **Strategic Statement 5**

The Local Plan Review will ensure that issues related to the built and natural environment are given a high priority in determining future proposals for land use and transport development.

### **Flood Defence and Water Quality**

#### ***Indicator 4(a)***

Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds

#### **Output**

No planning permissions were granted contrary to the advice of the Environment Agency in this category.

#### **Commentary**

- 7.1 Policy R/ENV1 of the LPR seeks to ensure that new development is not at risk from flooding and that its construction does not put other areas at risk. The Borough Council consults the Environment Agency on those applications that may be contrary to policy using the matrix set out in the Development and Flood Risk England User Guidance Note produced by the Environment Agency.

#### ***Indicator 4 (b)***

Number of planning permissions granted contrary to the advice of the Environment Agency on water quality

#### **Output**

No planning permissions were granted contrary to the advice of the Environment Agency in this category.

#### **Commentary**

- 7.2 Policy R/ENV2 of the LPR seeks to protect the quality of surface, ground or coastal water quality from pollution in accordance with Government guidance. The Borough Council consults the Environment Agency when this issue is expected to form a material consideration in determining planning applications.

### **Nature Conservation**

#### ***Indicator 4 (c)***

Changes in priority habitats and species of biodiversity importance

#### **Output**

No comprehensive information is currently available on changes to priority habitats and species of biodiversity importance in the Borough during 2005-2006.

#### **Commentary**

- 7.3 Policy R/OS13 of the LPR aims to ensure that species and habitats set out in the UK and Hampshire Biodiversity Action Plans (BAP) will be protected and where possible enhanced.
- 7.4 The Borough Council is liaising with the Wildlife Trust and other relevant organisations at ways to monitor this issue in a consistent way so that this issue can be incorporated in future AMRs.



**Indicator 4 (d)**

Changes in areas designated for their intrinsic environmental value

**Output**

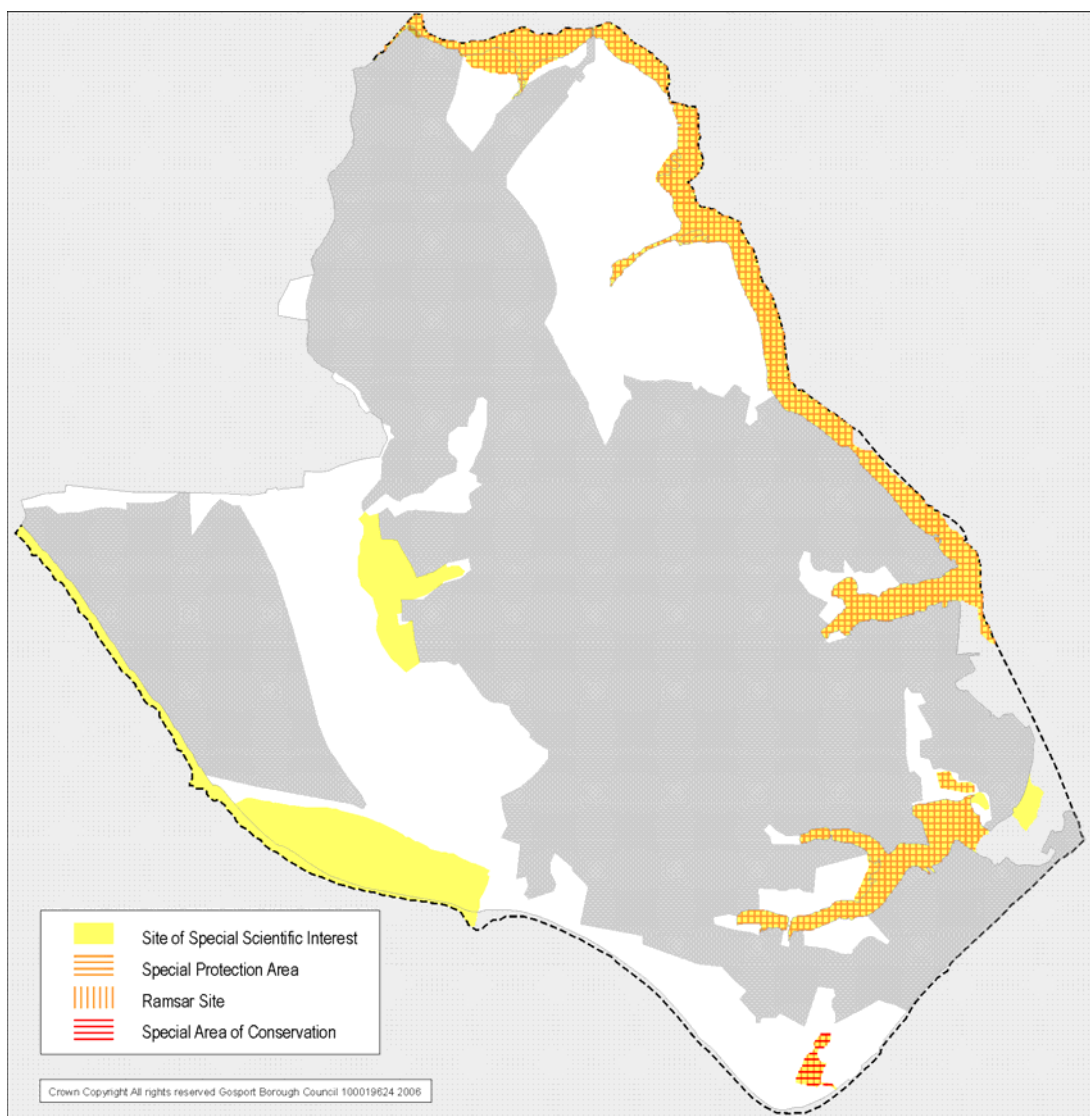
There were no changes to areas designated for their intrinsic environmental value in the Borough during 2005-2006.

**Commentary**

7.5 Policy R/OS10 of the LPR aims to protect all of the internationally important nature conservation sites of the Borough namely: Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar Sites. Policy R/OS11 aims to protect nationally important sites namely Sites of Special Scientific Interest (SSSI).

7.6 Nature conservation designations protect 612 hectares of land within the Borough, which forms 22% of its total area including water. The location of the international and national nature conservation designations are shown in figure 7.1.

**Figure 7.1: International and national nature conservation designations**



7.7 The Government's Public Service Agreement target is that 95% of SSSI land should be in 'favourable' or 'recovering' condition by 2010. Within the Borough 64.6% of SSSIs were rated as being in a favourable condition and 22.4% as being in an unfavourable recovering condition, making a combined percentage of 87%.

## Renewable energy

### **Indicator 4 (e)**

Renewable energy capacity installed by type

#### **Output**

There was no known renewable energy capacity installed as a result of completed planning permissions in 2005-2006

#### **Commentary**

- 7.8 There were no planning applications for renewable energy schemes during this monitoring period. Policy EN4 of the draft SE Plan sets out sub-regional targets for achieving electricity generation from renewable resources and these are shown for Hampshire and the Isle of Wight in figure 7.2.

**Figure 7.2: Regional Targets for Achieving Electricity Generation from Renewable Resources**

Sub-region	2010	2016	2020
Hampshire and Isle of Wight	115 MW	122 MW	154 MW

Source: Draft South East Plan Core Document

- 7.9 Policy R/ENV11 of the LPR establishes the policy framework to facilitate renewable energy schemes to come forward within the local plan period. The Borough Council considers that small domestic renewable systems could play a significant role in providing sustainable, reliable and affordable energy and therefore support the Windyhouse Project, which is a small wind energy scheme. Grants are offered by the Environment Centre, which is a government funded charity supported by the Borough Council, towards the planning and installation of renewable energy in the form of a micro wind turbine. The domestic turbine will be attached to the side of the property, connected to the house mains electricity and will generate approximately a third of the home's required electricity.
- 7.10 Policy R/ENV10 of the LPR encourages energy efficiency measures to be incorporated within developments. All the 57 affordable homes completed and occupied within the monitoring period on major sites secured through Section 106 Legal Agreements met Ecohomes 'Very Good' standard. The further 90 affordable homes built on various sites across the Borough by Registered Social Landlords all met the Ecohomes Good standard. The Community Strategy promotes energy efficiency through sustainable development. The Borough Council also promotes energy efficiency measures through the Council's Environmental Strategy and through wider initiatives such as Energy Week and Environment Week.
- 7.11 The Warmfront is a government-funded scheme which provides grants to make homes warmer, healthier and more energy-efficient. Grants are available to people who are on certain benefits and who are classed as fuel poor. This is defined as a person who spends more than 10% of their available income on heating.
- 7.12 The Borough Council also support Heat Hampshire (Home energy action taskforce) managed by Enact who with the Council actively promote loft insulation and cavity wall. Enact provide a 'one stop shop' and advise the general public on up to date information on grants and discounts that are available.
- 7.13 In addition to these measures, there are three mini Combined Heat and Power (CHP) plants located at three sheltered accommodation blocks. Some 94 units have been connected to the distribution boards and are supplying one to two KW per scheme.

- 7.14 Figure 7.3 shows the number of cavity wall insulation and window and or door replacements during the monitoring period.

**Figure 7.3: Building Regulation approvals for cavity wall insulation and window and door replacement 2005-2006**

Type of energy efficiency measure	Number of Building Regulation approvals
Cavity Wall Insulation	551
Window/Door Replacement (FENSA)	941
Window/Door Replacement (Building Regulations)	48

Source: Fareham and Gosport Building Control Partnership

## Open Space

### **Indicator 4(f)**

Percentage of eligible open spaces managed to Green Flag award standard

#### **Output**

The Borough has one open space that has been awarded a Green Flag. Crescent Gardens (0.53ha) is owned by the Borough Council and maintained in conjunction with the Friends of Crescent Gardens, a local community group, and has been granted the award for the past three years.

### **Commentary**

- 7.15 The Green Flag Award scheme is a marker of good quality in the management and maintenance of greenspaces and can be awarded to any freely accessible public park or green space that meets the standard. Independent verification is made on an annual basis.

### **Indicator 4(g)**

New open space and improvements to existing open space provided through developer contributions

#### **Output**

The open space schemes that were completed in 2005-2006 and received funding from developer contributions are set out in figure 7.4.

**Figure 7.4: Open space schemes completed in 2005-2006 that received funding from developer contributions**

Site	Project	Sum allocated
Siskin Junior School	Multi use games area (MUGA)	£23,000
Holbrook	New play equipment	£6,000
Rowner Recreation Ground	Block up alcove in pavilion	£4,000
Rowner Green	New play equipment	£6,281
Walpole Park	Upgrade basketball court	£12,000
Lee Recreation Ground	Upgrade fencing around sports pitches	£4,000
Forton Recreation Ground	New perimeter fencing	£23,000
Stokes Bay	Improvements to paddling pool	£65,000
<b>Total</b>		<b>£143,281</b>

**Figure 7.5: Stokes Bay Paddling Pool**



**Commentary**

- 7.16 Policy R/OS8 of the LPR deals with recreational space for new residential developments and requires all development proposals which result in a net gain in dwelling units to make appropriate provision for public open space facilities. On small residential developments where it is neither desirable nor practical to make provision for outdoor playing space on site, a financial contribution in lieu of on-site provision is required.
- 7.17 Figure 7.4 shows that a number of open space schemes within the Borough benefited from developer contribution funding during the monitoring period. Stokes Bay Paddling Pool was a particularly popular scheme and the improved facility can be seen in figure 7.5.

**Indicator 4(h)**

The number and proportion of vacant allotments

**Output**

The number and proportion of vacant allotments across the Borough is set out in figure 7.6.

**Figure 7.6: Vacancy rates for allotments in Gosport April 2006**

Allotment site	Total number of plots	Number of vacant plots	Vacancy rate
Brockhurst	272	0	0%
Camden	120	28	23%
Elson	69	0	0%
Lee-on-the-Solent	101	0	0%
Leesland Park	56	0	0%
Middlecroft	129	0	0%
Park Road	17	0	0%
Rowner	55	0	0%
Tukes Avenue	3	0	0%
Wych Lane	6	0	0%
<b>Total</b>	<b>798</b>	<b>28</b>	<b>3.5%</b>

**Commentary**

- 7.18 Policy R/OS9 of the LPR seeks to protect existing allotments within the Borough. Allotments form a valuable part of Gosport's green network and play an important social and health role, as well as being a source of local food production
- 7.19 Figure 7.6 shows that there are no vacant plots at any of the Borough's allotment sites, apart from Camden. This high take-up rate demonstrates the high demand and popularity of allotments.

**Built Heritage****Indicator 4 (i)**

Percentage of Conservation Areas with an up to date Appraisal

**Target**

All Conservation Areas within the Borough will have an up to date appraisal by March 2008.

**Output**

31% of the Borough's Conservation Areas have up to date appraisals.

- 7.20 There are sixteen designated Conservation Areas within the Borough of Gosport. The Best Value Performance Indicator BV219(b) changed the definition of 'up to date' and requires up to date appraisals to have been written in the last five years. Work is in progress to meet the local target of all sixteen Conservation Area to have up to date Appraisals by March 2008.
- 7.21 Conservation Area Appraisals were approved by the Council's Transport and Planning Sub-Board in October 2006 for Gosport High Street and Bury Road Conservation Areas. Draft appraisals are currently going through the consultation process for Stoke Road, Haslar Peninsula, Rowner and Hardway. Work has also commenced on appraisals for Daedalus and Peel Road.

**Indicator 4 (j)**

Number and percentage of Listed Buildings on the Buildings at Risk Register and number removed

**Output**

At April 2006 there were 23 properties or 4.6% of the total stock of Listed Buildings on the At Risk Register.

### **Commentary**

- 7.22 The Borough Council undertook a detailed Buildings at Risk survey as a pilot project with Hampshire County Council where, uniquely in the County, all individually listed buildings (several listings cover a number of individual buildings) and curtilage buildings were separately identified and assessed.
- 7.23 A total of 492 separate buildings were identified and assessed in 2001, and the 'at risk' buildings have subsequently been monitored on an annual basis. There has been a sustained success rate in removing buildings from the 'at risk' register or seeing them gradually improve.
- 7.24 In April 2003 there were 28 separate buildings on the Register. By October 2003, 3 had been removed and improvements were evident in a further 5. It was reported in last year's AMR that 22 buildings or 4.47% of the total stock of Listed Buildings were 'at risk' in April 2005. By April 2006 new listings at the former HMS Daedalus increased the at risk structures by a further 4 and the total number of Listed Buildings has risen to 505. During the monitoring period two buildings at St George Barracks North and Royal Clarence Yard were removed from the Register.
- 7.25 The majority of the remaining Buildings at Risk are on retained MoD land so the level of improvement is likely to be delayed while proposals for these sites are developed. There are also a number of proposed Listed Buildings on the former MoD site at Priddy's Hard likely to be confirmed soon, many of which would be considered at risk and will therefore have a bearing on future surveys.
- 7.26 The Council will continue to target the repair and restoration of at risk buildings and aim to achieve improvements on an annual basis.

### **Coast**

#### ***Indicator 4(k)***

Losses and gains to pedestrian access along the coastline

#### **Output**

There were no losses or gains to pedestrian access along the coastline in 2005-2006.

### **Commentary**

- 7.27 Policy R/CH2 of the Local Plan Review seeks to ensure that development proposals do not result in the loss of existing public access to the coast and that they incorporate or improve public pedestrian access to the shore wherever practical and appropriate. Much of the coast that remains inaccessible is currently with MoD establishments.
- 7.28 It is estimated that the general public currently has access to 17.1 km of coastline, which represents 44% of the total Solent and Portsmouth Harbour coastline within the Borough.

## 8.0 RETAIL

### Strategic Statement 6

*The Local Plan Review will aim to maintain and improve the vitality and viability of Gosport Town Centre and the other shopping areas of the Borough in order to ensure a shopping hierarchy is maintained providing a range of retail facilities to meet the requirements of residents, workers and visitors.*

### Indicator 5(a)

Total amount of retail, office and leisure developments completed in 2005-2006

### Output

The completions of retail, office and leisure developments in 2005-2006 are set out in figure 8.1.

**Figure 8.1: Retail, office and leisure completions in Gosport 2005-2006**

Use Class (Amendment) Order 2005	Completed floorspace (m2)
A1: Shops	378
A2: Financial and professional services	560
A1/A2	150
A3: Restaurants and cafes	0
A4: Drinking establishments	0
A5: Hot food takeaways	184
B1a: Offices not within Class A2	766
D2: Assembly and leisure	1,203
<b>Total</b>	<b>3,241</b>

**Figure 8.2: Cherque Farm Neighbourhood Centre, Lee-on-the-Solent**





**Indicator 5(b)**

Percentage of completed retail, office and leisure developments located in identified shopping centres or land allocated for shopping and commercial uses or employment

**Output**

The percentages of retail, office and leisure developments completed in identified shopping centres or sites allocated for shopping and commercial uses, employment, built leisure and mixed-use development in 2005-2006 are set out in figure 8.3

**Figure 8.3: Retail, office and leisure completions in Gosport 2005-2006 in identified shopping centres, sites allocated for shopping and commercial uses, employment, built leisure and mixed-use development**

Use Class (Amendment) Order 2005	Identified shopping centre (m2)	Site allocated for retail, employment or built leisure (m2)	Total completed floorspace (m2)	% of completed floorspace in identified shopping centre or employment site
A1: Shops	0	378	378	100%
A2: Financial and professional services	560	0	560	100%
A1/A2	0	150	150	100%
A3: Restaurants and cafes	0	0	0	-
A4: Drinking establishments	0	0	0	-
A5: Hot food takeaways	0	184	184	100%
B1a: Offices not within Class A2	0	766	766	100%
D2: Assembly and leisure	0	1,203	1,203	100%
<b>Total</b>	<b>560</b>	<b>2,681</b>	<b>3,241</b>	

**Commentary**

- 8.1 Policy R/S1 of the LPR identifies a number of sites for shopping and commercial uses. The most significant development in the Borough during this monitoring period was the construction of the Neighbourhood Centre at Cherque Farm, Lee-on-the-Solent to serve the new housing estate. This site is identified in policy R/S1 of the LPR and figure 8.2 shows the new development. The total completed floorspace of 884 square metres includes a variety of 'A' uses as well as a 'D1' unit that is listed under indicator 6a on community and health facilities.
- 8.2 Policy R/S3 of the LPR deals with Principal and District shopping centres, and policy R/S4 deals with Local and Neighbourhood centres. There were two A2 completions during the monitoring period, excluding the Cherque Farm development. They were both in shopping centres identified in R/S3 namely Gosport and Lee-on-the-Solent Town Centres.
- 8.3 Policies R/EMP1 and R/EMP2 of the LPR deal with the allocation of land for employment, and R/EMP3 protects existing employment sites from inappropriate development. There was one B1a office development over 200 square metres in the Borough during the monitoring period and this was on an identified existing employment site at Regents Business Park.

- 8.4 Policies R/CF8 and R/CF9 deal with recreation and leisure. The largest built leisure development in the Borough was a fitness centre completed on land allocated for employment under policy R/EMP1.

**Indicator 5 (c)**

Percentage of units in Principal and District shopping centres occupied by A1 and A2 uses

**Target**

The LPR seeks the occupation of at least 66% of commercial units at ground floor level within Principal and District centres by A1 and A2 uses.

**Output**

The percentage frontage occupied by A1 and A2 uses at ground floor level within Principal and District shopping centres is set out in figure 8.4.

**Figure 8.4: Percentage of A1 and A2 frontage within Principal and District centres in Gosport, 2006**

Name of Centre	Type of Centre	Use class	Frontage (m)	% of frontage occupied by use class
<b>Gosport Town Centre</b>	Principal	A1	945.6	54%
		A2	281.7	16%
		Non A1/A2	531.8	30%
		Total	1759.1	
<b>Lee-on-the-Solent Town Centre</b>	District	A1	450.7	65%
		A2	70.7	10%
		Non A1/A2	169.2	25%
		Total	690.6	
<b>Stoke Road</b>	District	A1	494.2	55%
		A2	117.3	13%
		Non A1/A2	279.9	31%
		<b>Total</b>	<b>891.4</b>	

- 8.5 Policy R/S3 of the LPR seeks to protect the key primary retailing services provided by the Principal and District centres of Gosport Town Centre, Lee-on-the-Solent Town Centre and Stoke Road. The policy sets a threshold of no more than 33% of the commercial units within these centres may comprise uses other than A1 or A2; this figure is based on the percentage of the total frontage for each unit. Figure 8.4 shows that the proportion of non A1 and A2 uses has not exceeded the threshold in any of the three centres and the target was achieved in 2006. However, it should be noted that the number of non-A1 and A2 uses in both Gosport Town Centre and Stoke Road is approaching the set threshold at 30% and 31% respectively.

**Indicator 5 (d)**

Percentage of units in Local and Neighbourhood shopping centres occupied by A1 uses

**Target**

The LPR seeks the occupation of at least 60% of commercial units at ground floor level within Local and Neighbourhood centres by A1 uses.

**Output**

The percentage frontage occupied by A1 uses at ground floor level within Local and Neighbourhood shopping centres are set out in figure 8.5 and 8.6 respectively.

**Figure 8.5: Percentage of A1 and non A1 frontage within Local centres in Gosport, 2006**

Name of centre	Use class	Frontage (m)	% of frontage occupied by use class
Gregson Avenue	A1	79.3	74%
	Non A1	27.7	26%
	Total	107	
Rowner Road	A1	59.4	63%
	Non A1	35.4	37%
	Total	94.8	
Brockhurst Road (No. 29-75)	A1	129.4	77%
	Non A1	37.9	23%
	Total	167.3	
Forton Road / The Crossways	A1	103.8	50%
	Non A1	104.5	50%
	Total	208.3	
Alverstoke Village	A1	53.5	56%
	Non A1	42.1	44%
	Total	95.6	

**Commentary**

- 8.6 Local and Neighbourhood centres perform an important role within the retailing hierarchy. They allow members of local communities the opportunity to carry out day-to-day 'top up' shopping and access other local facilities without the need to make unnecessary car borne trips to purchase everyday items. They are also more accessible for those residents who do not have access to a car. Policy R/S4 of the LPR identifies a threshold whereby no more than 40% of the commercial units within the Local and Neighbourhood retail areas should comprise of non A1 uses.
- 8.7 The outputs set out in figures 8.5 and 8.6 show the total frontages for occupied commercial units at ground floor level within all the Borough's Local and Neighbourhood centres and the percentage breakdown between A1 and non-A1 uses.
- 8.8 Figure 8.5 shows that the target set for A1 and non-A1 uses in policy R/S4 has been achieved in three out of five Local centres, namely: Gregson Avenue, Rowner Road and Brockhurst Road. However, the proportion of non-A1 uses at Forton Road and Alverstoke Village does exceed the threshold of 40% and this is a matter that will be considered in the determination of future planning applications in these Local centres.
- 8.9 Figure 8.6 shows that the target set for A1 and non-A1 uses in policy R/S4 of the LPR has been achieved in three quarters of the sixteen Neighbourhood centres. However, the proportion of non-A1 uses has exceeded the threshold of 40% in four Neighbourhood centres, with the highest proportion of non-A1 uses occurring at Forton Road (numbers 45 to 95). This is a matter that will be considered in the determination of future planning applications in these Neighbourhood centres.

**Figure 8.6: Percentage of A1 and non A1 frontage within Neighbourhood centres in Gosport, 2006**

Name of centre	Use class	Frontage (m)	% of frontage occupied by use class
Tukes Avenue	A1	30.9	100%
	Non A1	0	0
	Total	30.9	
Nobes Avenue	A1	50	70%
	Non A1	21.8	30%
	Total	71.8	
Carisbrooke Road	A1	43.2	59%
	Non A1	30.4	41%
	Total	73.6	
Brewers Lane	A1	20	57%
	Non A1	15	43%
	Total	35	
Beauchamp Avenue	A1	21.1	74%
	Non A1	7.3	26%
	Total	28.4	
Rowner Lane	A1	38.2	87%
	Non A1	5.6	13%
	Total	43.8	
St. Nicholas Avenue	A1	20.3	65%
	Non A1	10.7	35%
	Total	31	
Nimrod Drive	A1	48.5	65%
	Non A1	26.5	35%
	Total	75	
Elson Road	A1	42.7	53%
	Non A1	37.9	47%
	Total	80.6	
Palmyra Road	A1	58	72%
	Non A1	22.7	28%
	Total	80.7	
Forton Road (335-359 & 262-278)	A1	74.5	87%
	Non A1	11.6	13%
	Total	86.1	
Forton Road (45-95)	A1	68	47%
	Non A1	76.5	53%
	Total	145	
Bury Cross	A1	57.1	68%
	Non A1	26.9	32%
	Total	84	
Queens Parade	A1	46.5	85%
	Non A1	8.3	15%
	Total	54.8	
Portsmouth Road	A1	36.3	84%
	Non A1	6.8	16%
	Total	43.1	
Dartmouth Court	A1	37.2	100%
	Non A1	0	0
	Total	37.2	

## Retail Centre Health Check

- 8.10 **Qualitative Assessment:** The Borough Council undertook a comprehensive, qualitative health check survey in summer 2006 of the designated shopping centres within the Borough. This survey collected information on a number of qualitative indicators, including condition and design of public areas, accessibility, cleanliness and quality of transport features. In general terms the physical condition of most of the retail centres is good. This type of survey information provides a general indication of the environmental performance of centres and covers general indicators such as condition of buildings and street furniture, cleanliness, ease of movement around centres and accessibility to public transport nodes.

**Figure 8.7: Refurbished street furniture in Gosport High Street**

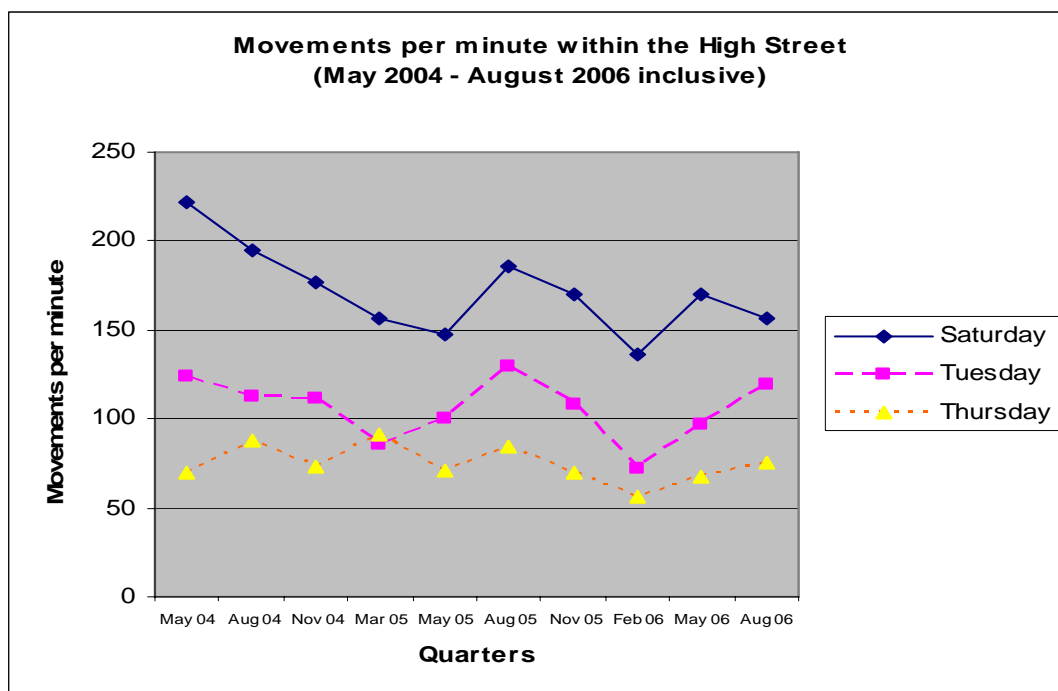


- 8.11 A scheme of High Street Improvements for Gosport Town Centre was put in place during the monitoring period, with the dual aims of reflecting the historic character of the High Street and reinforcing the identity of the shopping area. Several areas of work have been implemented to date such as the refurbishment of light columns, bollards, railing and cycle racks and the renewal of finger post signs. A new colour scheme of classic dark green with gold detail serves to improve the visibility of street furniture to the visually impaired as well as being sympathetic to the Conservation Area setting. Consultation is currently taking place on the next phase of improvements, which will focus on the High Street's planter areas and alleyways. A photograph of Gosport High Street forms figure 8.7.
- 8.12 **Pedestrian Footfall:** The Borough Council's Pedestrian Footfall Survey data is carried out on a quarterly basis in March, May, August and November on Gosport High Street. The surveys are carried out on Tuesdays, Thursdays and Saturdays in order to take account of Market Days (Tuesdays and Saturdays). Figure 8.8 shows the results of the footfall surveys for these three days every quarter from May 2004

to August 2006. This time span includes the 2005-2006 monitoring period and facilitates historical comparison with the previous year.

- 8.13 Figure 8.8 shows that the highest footfall occurs on the busy weekend market day of Saturday and that there are clear seasonal fluctuations with shopping numbers rising during summer months. Notwithstanding these seasonal fluctuations footfall on the High Street would appear to be fairly constant.

**Figure 8.8: Pedestrian footfall surveys on Gosport High Street**



- 8.14 **Vacancy Levels:** Rates of vacancies within centres are an important element within a suite of health checks used to determine how well centres are performing. Figure 8.9 sets out the vacancy rates for all the identified shopping centres in the Borough. The percentages have been calculated from the total frontages of commercial units at ground floor level and the data was collected through a comprehensive survey carried out by the Borough Council in summer 2006.

- 8.15 The vacancy rate in Gosport Town Centre is extremely low at only 2%. The vacancy rates in the two District centres of Stoke Road and Lee-on-the-Solent are slightly higher at 9 and 10% respectively. Two of the Local centres do not have any vacancies, but the remaining three have a significant number of vacant units, for example the Local centre at Forton Road / The Crossways currently has 23% of its commercial frontage vacant. Almost half of the Neighbourhood centres do not have any commercial vacancies at all, but a number of centres such as Nimrod Drive and Dartmouth Close have extremely high vacancy rates at 72% and 83% respectively.

**Figure 8.9: Vacancy rates at shopping centres in Gosport, 2006**

Name of centre	Type of centre	% of frontage vacant
Gosport Town Centre	Principal	2%
Lee-on-the-Solent Town Centre	District	9%
Stoke Road	District	10%
Gregson Avenue	Local	0%
Rowner Road	Local	21%
Brockhurst Road (No. 29-75)	Local	15%
Forton Road / The Crossways	Local	23%
Alverstoke Village	Local	0%
Tukes Avenue	Neighbourhood	0%
Nobes Avenue	Neighbourhood	0%
Carisbrooke Road	Neighbourhood	0%
Brewers Lane	Neighbourhood	0%
Beauchamp Avenue	Neighbourhood	0%
Rowner Lane	Neighbourhood	0%
St. Nicholas Avenue	Neighbourhood	16%
Nimrod Drive	Neighbourhood	72%
Elson Road	Neighbourhood	29%
Palmyra Road	Neighbourhood	13%
Forton Road (335-359 & 262-278)	Neighbourhood	7%
Forton Road (45-95)	Neighbourhood	7%
Bury Cross	Neighbourhood	14%
Queens Parade	Neighbourhood	0%
Portsmouth Road	Neighbourhood	41%
Dartmouth Court, Priddy's Hard	Neighbourhood	83%

- 8.16 **Rents:** A comparison of retail rents across South Hampshire shows that Gosport Town Centre has the lowest retail rents amongst the main town centres across the sub-region. The rental level was £30 per square foot per annum in 2002 and rose to £35 in 2004.
- 8.17 **Yields:** The 'all risks yield' represents the ratio of rental income to capital value and is a simple benchmark used by the property market to assess the comparative attractiveness of different shopping centres. Areas with low yield are considered to be more attractive to investors. The yield figure for Gosport has remained steady at 9% over the last five years. The commercial yields for Gosport and a number of other centres in South Hampshire over the last five years are set out in figure 8.10.

**Figure 8.10: Commercial yields of shopping centres in South Hampshire**

	04/2000	04/2001	04/2002	04/2003	07/2004	07/2005
Eastleigh	7.5%	7.5%	7.5%	7.5%	7.5%	7.25%
Fareham	8%	8%	8%	8%	8%	7.5%
Gosport	9%	9%	9%	9%	9%	9%
Havant	10%	10%	10%	10%	10%	10%
Portsmouth	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%
Southampton	6%	5%	5%	5%	5%	5%
Southsea	9%	9%	9%	10%	10%	10%



## 9.0 COMMUNITY AND LEISURE FACILITIES

### Strategic Statement 7

*The Local Plan Review will aim to ensure that existing community and leisure facilities are retained and new facilities are provided in locations that are easily accessible to the local community*

### Indicator 6(a)

Total amount of completed community and health facilities

### Output

A total of 1,757 square metres of new community and health facilities were completed in 2005 to 2006.

**Figure 9.1: Rowner Health Centre, Gosport**



### Commentary

- 9.1 The LPR includes several policies on community and health facilities. R/CF1 deals with new or improved community and health facilities, R/CF2 protects existing facilities, R/CF3 relates to provision on major housing developments and R/CF4 is a site specific policy which allocates land to two new health and community facilities within the Borough.
- 9.2 A new NHS dental surgery was opened in South Street, Gosport in the converted former Job Centre building. A total of five dental surgeries were provided within the building, which is in an accessible Town Centre location. The Department of Health had previously identified Gosport and Fareham as needing special help with access to dental care,
- 9.3 The other major development of health facilities that took place within the Borough was the construction of Rowner Health Centre. The original building, which had been built for use as a church hall in 1959, was demolished and replaced with a

purpose built health centre. The building provides 1,012 square metres of accommodation with seventeen consultation rooms on two floors served by a passenger lift. Figure 9.1 is a photograph of the new health centre.

- 9.4 Current health statistics highlight the need to improve the health of Gosport's population and the provision of improved health facilities is one of the Council's Strategic Priorities. Life expectancy for females in Gosport is 81 years old, which is slightly above the national average of 80.9 years, but life expectancy for males in the Borough is 75.9 years, which is slightly below the national average of 76.4 years. There is significant variability within the Borough in regard to average life expectancy. Residents of the lowest fifth of wards have an average life expectancy of 76.4 years whereas residents of the highest fifth have an average life expectancy of 80.9 years. The wards of Rowner and Forton have average life expectancies significantly lower than the national average.

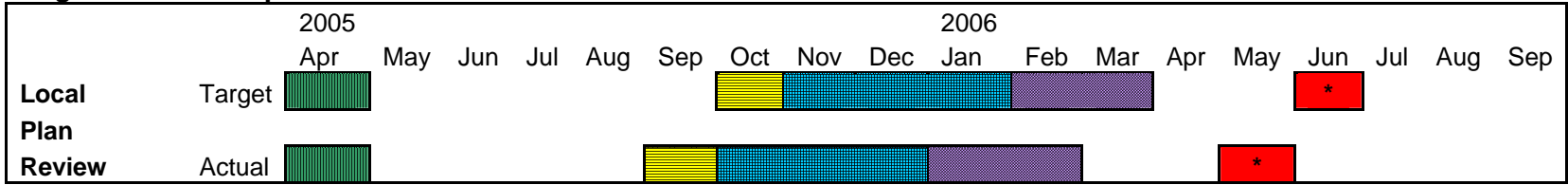
**Appendix 1: List of Output Indicators**

<b>Strategic Statement</b>	<b>Indicator No.</b>	<b>Local Plan Review policy</b>	<b>ODPM Annex B reference*</b>	<b>Information source</b>
SS2 Coordinating land use and transport issues	1a	R/T2	3b	GBC
SS2 Coordinating land use and transport issues	1b	R/T11 and Appendix E	3a	HCC
SS3 Employment and economic development	2a	R/EMP1 and R/EMP2	1a	GBC and HCC
SS3 Employment and economic development	2b	R/EMP1 and R/EMP2	1b	GBC and HCC
SS3 Employment and economic development	2c	R/EMP1 and R/EMP2	1c	GBC and HCC
SS3 Employment and economic development	2d	R/EMP1 and R/EMP2	1d	GBC and HCC
SS3 Employment and economic development	2e	R/EMP1 and R/EMP2	1e	GBC and HCC
SS3 Employment and economic development	2f	R/EMP1 and R/EMP2	1f	GBC and HCC
SS4 Housing	3a	R/H1, R/H2 and R/H3	2ai	GBC and HCC
SS4 Housing	3b	R/H1, R/H2 and R/H3	2aii	GBC and HCC
SS4 Housing	3c	R/H1, R/H2 and R/H3	2aiii	GBC and HCC
SS4 Housing	3d	R/H1, R/H2 and R/H3	2aiv	GBC and HCC
SS4 Housing	3e	R/H1, R/H2 and R/H3	2av	GBC and HCC
SS4 Housing	3f	R/H1, R/H2 and R/H3	2b	GBC and HCC
SS4 Housing	3g	R/H4	2c	GBC and HCC
SS4 Housing	3h	R/H5	2d	GBC and HCC
SS4 Housing	3i	R/H11 and R/H12	N/a	GBC
SS5 Environment	4a	R/ENV1	7	GBC
SS5 Environment	4b	R/ENV4	7	GBC
SS5 Environment	4c	R/OS13	8i	GBC
SS5 Environment	4d	R/OS10 and R/OS11	8ii	GBC
SS5 Environment	4e	R/ENV11	9	GBC
SS5 Environment	4f	n/a	4c	GBC
SS5 Environment	4g	R/OS8 and Appendix O	n/a	GBC
SS5 Environment	4h	R/OS9	n/a	GBC
SS5 Environment	4i	R/BH1	n/a	GBC
SS5 Environment	4j	R/BH3	n/a	GBC
SS5 Environment	4k	R/CH2	n/a	GBC
SS6 Retail	5a	R/S1, R/S2, R/S3, R/EMP1, R/EMP2, R/CF8 and R/CF9	4a	GBC and HCC
SS6 Retail	5b	R/S1, R/S2, R/S3, R/EMP1, R/EMP2, R/CF8 and R/CF9	4b	GBC and HCC
SS6 Retail	5c	R/S3	N/a	GBC
SS6 Retail	5d	R/S4	N/a	GBC
SS7 Community and leisure facilities	6a	R/CF1, R/CF2, R/CF3 and R/CF4	N/a	GBC

\*Annex B of Local Development Framework Monitoring: A Good Practice Guide

## Appendix 2: Gantt charts for Gosport Local Development Scheme

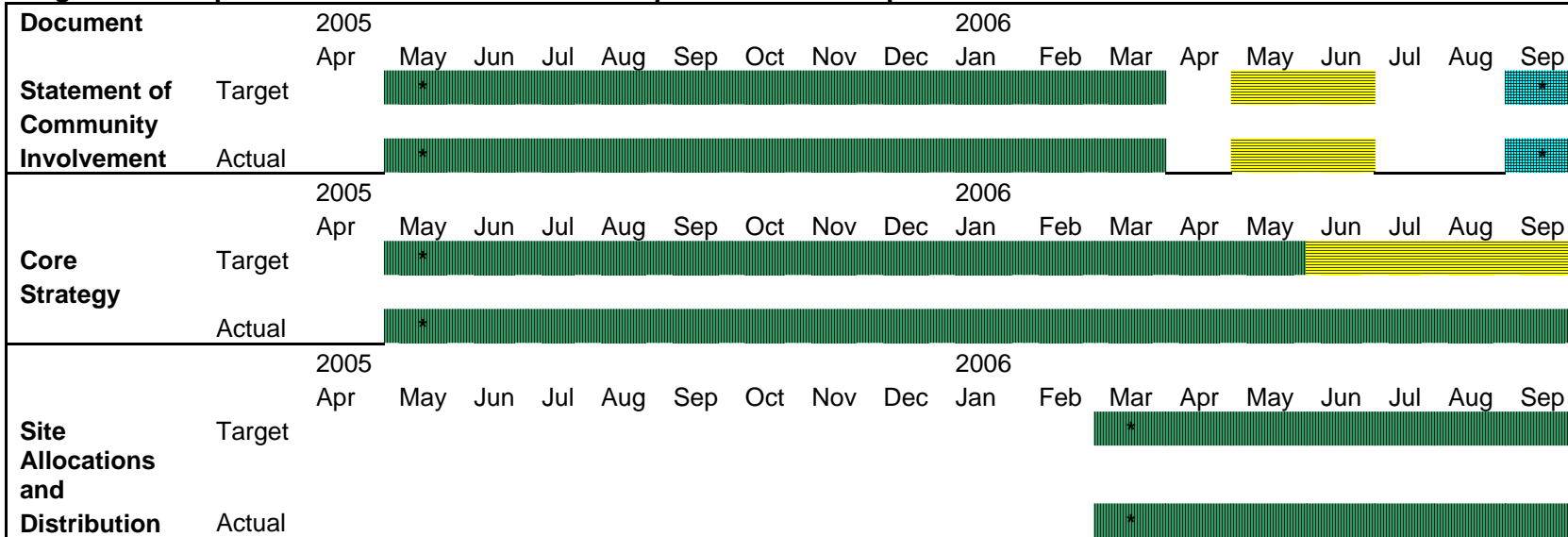
### Programme for adoption of Local Plan Review



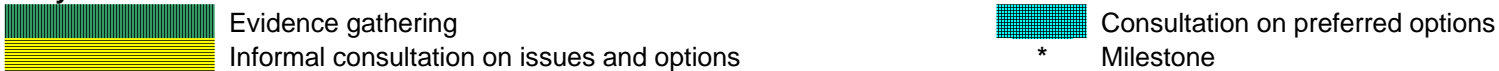
**Key:**



### Programme for production of documents for Gosport Local Development Framework



**Key:**



## Appendix 3: Figures for 2006 Gosport Housing Trajectory

	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Total
<b>Projections</b> Sites allocated in LPR											571	330	160	172	176	27	25	25	25	0	1511
<b>Projections</b> Large unallocated site with planning permission											-6	76	10	0	0	0	0	0	0	0	80
<b>Projections</b> Unallocated sites without permission											41	83	86	30	30	30	30	30	30	30	420
<b>Total Past Completions</b>	171	188	62	150	319	444	479	403	430	500											
<b>Total Projected Completions</b>											606	489	256	202	206	82	130	80	30	30	5257
<b>Cumulative Completions</b>	171	359	421	571	890	1334	1813	2216	2646	3146	3752	4241	4497	4699	4905	4987	5117	5197	5227	5257	
<b>PLAN – Strategic Allocation (Annualised)</b>	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	4680
<b>MONITOR - No dwellings above or below cumulative allocation</b>	-63	-109	-281	-365	-280	-70	175	344	540	806	1178	1433	1455	1423	1395	1243	1139	985	781	577	
<b>MANAGE – Annual requirement taking account of past/ projected completions</b>	234	237	240	251	257	253	239	221	205	185	153	103	55	26	-3	-45	-77	-146	-259	-547	-577

## **Glossary**

### **Affordable Housing**

Housing intended to meet the needs of people whose incomes are insufficient to enable them to buy or rent suitable housing, without subsidy, on the open market.

### **AQMA - Air Quality Management Areas**

Local Authorities have statutory duties for local air quality management under the Environment Act 1995. They are required to carry out regular reviews and assessments of air quality in their area against standards and objectives in the national Air Quality Strategy. Where it is found these are unlikely to be met, authorities must designate air quality management areas (AQMAs) and prepare and implement remedial action plans to tackle the problem.

### **BREEAM**

The Building Research Establishment Environmental Assessment Method (BREEAM) is used to assess the environmental performance of both new and existing buildings. It is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management.

### **Brownfield**

Land for development which has been previously developed.

### **Buildings at Risk Register**

The Register, published annually, brings together information on all Grade I and II\* listed buildings, and Scheduled Ancient Monuments (structures rather than earthworks), known to English Heritage to be 'at risk' through neglect and decay, or vulnerable to becoming so.

### **Census**

The Census is a survey carried out by the Office for National Statistics of all people and households in the country. It provides essential information from national to neighbourhood level for government, business, and the community.

### **CHP - Combined Heat and Power**

Combined heat and power (CHP) refers to generating electricity at or near the place where it is used. The waste heat from the electricity generation can be used for space heating, water heating, process steam for industrial steam loads, humidity control, air conditioning, water cooling, product drying, or for nearly any other thermal energy need. The end result is significantly more efficient than generating each of these separately.

### **Community Strategy**

A strategy prepared by a Local Authority to improve the local quality of life and aspirations, under the Local Government Act 2000. The Gosport Community Strategy is being developed by the Gosport Partnership.

### **Conservation Area**

An area which is of special historic or architectural character and is worthy of preservation designated by the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990.

### **Core Strategy**

A Development Plan Document which sets out the spatial vision and strategic objectives of the planning framework for the area, having regard to the Gosport Community Strategy (see also DPDs).

### **DCLG - Department for Communities and Local Government**

This is a Government Department that has a responsibility for building the capacity of communities to shape and protect their own future. The work of DCLG's is at the heart of the Government's commitment to social justice, driving social mobility and promoting economic inclusion.

### **Developer Contributions**

Developer contributions are paid by developers to fund *capital* projects associated with new development, usually off-site (for example provision of new sports facilities on a near-by recreation ground).

### **DPD - Development Plan Documents**

These spatial planning documents are a key element of the Local Development Framework, which will eventually replace the Local Plan Review. DPDs are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the development plan for a local authority area.

### **Eco Homes**

Eco Homes is a standard method for assessing the design of dwellings in relation to environmental performance. The scheme can be used to set standards of performance for new housing as part of the brief or tender documents, and can also be used to assess the performance of design proposals.

### **Employment Land Review**

An important objective of the Local Development Framework planning system is to deliver an appropriate local balance between competing uses for land, particularly housing and employment. The Employment Land Review will play an important role in achieving this balance. Local Authorities are required to review their portfolios of employment sites and apply up to date and sensible criteria in terms of sustainable development and market realism.

### **Environment Agency**

A statutory body whose duties are to protect and enhance the environment across England and Wales. Its principal functions are to prevent and control pollution, water, resources, flood defence, fisheries, conservation, navigation and recreation.

### **Footfall**

A count of the number of people passing a particular point at a particular time.

### **GOSE - Government Office for the South East**

The Regional government office which works with regional partners and local people to maximise competitiveness and prosperity in the region, and support integrated policies for an inclusive society. It represents the ODPM, DFES, DTI, DCMS, DEFRA and the Home Office.

### **Greenfield**

Land upon which no previous development has taken place.

### **GVA - Gross Value Added per capita**

One of the most commonly used measures of economic well-being is Gross Value Added (GVA) per head. GVA measures the contribution to the economy of each individual producer, industry or sector in the UK. In summary:  $GVA + \text{taxes on products} - \text{subsidies on products} = \text{Gross Domestic Product (GDP)}$ .



### **Hampshire Biodiversity Action Plan**

This sets out a detailed 10 year programme of action for protecting and enriching nature in Hampshire.

### **Hampshire Local Transport Plan 2006-2011**

The Local Transport Plan sets out the County Council's transport strategy up to 2011. It explains how the strategy has been designed to achieve wider policy objectives, such as improving the quality of life, protecting the environment and securing economic prosperity.

### **Housing Land Availability Assessment**

A Housing Land Availability Assessment is a document that aims to identify the study area, list the sources of supply, survey in order to identify the opportunities, assess the likely housing yield on sites, estimate the likely level of windfall, analyse constraints on sites to providing a assessment of the level of housing that can be realized.

### **HMA - Housing Market Assessment**

An HMA is a framework to analyse the supply/demand dynamic at the sub-regional level. The scale of the HMA is not prescribed, however, it is anticipated it will cover more than one local authority boundary. Gosport is included in a HMA which covers the PUSH authorities in South Hampshire.

### **Housing Needs Survey**

These provide data on housing need at a Borough-wide level. They can also demonstrate the need for affordable housing.

### **Housing Trajectory**

Housing trajectories support the 'plan, monitor and manage' approach to housing delivery by showing past and estimating future performance. They should consider past rates of housing completions and conversions and projected completions and conversions to the end of the specified framework period or ten years from the adoption of the relevant Development Plan Document, whichever is the longest.

### **Job Density**

Ratio of total jobs to the working age population.

### **Listed Building**

A building listed by the Secretary of State for Culture, Media and Sport as being of special architectural or historic interest.

### **LDF - Local Development Framework**

This is the name for the portfolio of Local Development Documents introduced by the Planning and Compulsory Purchase Act 2004, which will replace the Local Plan Review. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports.

### **LPR – Local Plan Review**

Gosport Borough Local Plan Review adopted May 2006 is an old-style development plan consisting of a Written Statement and a Proposals Map. It sets out the Borough Council's policies to control development and its intentions for land use up to 2016.

### **LRT - Light Rapid Transit**

A rail based public transport system which uses modern electric trams.

### **LSP - Local Strategic Partnership**

A partnership that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

### **ODPM - Office of the Deputy Prime Minister**

The former Government department responsible for planning and local government. The Department for Communities and Local Government is now responsible for these functions.

### **PAER - Priority Areas for Economic Regeneration**

The aims of a PAER are to maximise an area's economic potential, maximise the potential for urban renaissance and mixed communities, enable social inclusion, target funding to tackle deprivation and enhance skills.

### **PPS - Planning Policy Statements**

Issued by Central Government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove national policy advice on practical implementation, which is better expressed as guidance rather than policy.

### **PUSH - Partnership for Urban South Hampshire**

A partnership of eleven Local Authorities (East Hampshire District Council, Eastleigh Borough Council, Fareham Borough Council, Gosport Borough Council, Hampshire County Council, Havant Borough Council, New Forest District Council, Portsmouth City Council, Southampton City Council, Test Valley Borough Council and Winchester City Council) whose aims are to ensure that the necessary economic growth in south Hampshire to allow quality jobs and a good standard of living is matched by the need to secure significant investment in infrastructure for government and developers to bring about a bright present and an even brighter future for all its residents - existing or to come.

### **Ramsar**

Wetland of International importance designated by government under the terms of the Ramsar Convention.

### **RSS - Regional Spatial Strategy**

A strategy for how the region should look in 15 to 20 years time and possibly longer. The Regional Spatial Strategy identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment disposal. The RSS for this area is the South East Plan.

### **SEEDA**

The South East England Development Agency, established to promote the sustainable economic development of the region. This includes issues relating to regeneration and social exclusion, learning, rural issues, innovation and technology transfer, enterprise, business development and environmental sustainability.

### **SEERA**

The South East England Regional Assembly, comprising 111 members, including elected councillors nominated by the region's local authorities. As the Regional Planning Body the Assembly has responsibility for proposing strategic planning and transport policies to Government; it prepares, monitors and reviews Regional Planning Guidance (RPG) for South East England, and within that framework, the Regional Transport Strategy (RTS).

### **Shared Ownership**

New or existing dwelling that is sold on a part-rent/part-sale basis.

### **SHRT - South Hampshire Rapid Transit**

A series of public transport proposals for South Hampshire including the Fareham-Gosport-Portsmouth LRT scheme for which funding was withdrawn by Central Government.

### **SSSI -Site of Special Scientific Interest**

Site of Special Scientific Interest as designated by English Nature under the Wildlife and Countryside Act 1981, to afford protection to flora, fauna, geological or physiological features of special interest being of national importance.

### **Social-Rented Housing**

Rented housing owned by Local Authorities and Registered Social Landlords for which guideline target rents are determined.

### **Statutory Nature Conservation Organisation (SNCO)**

Such as English Nature

### **Solent European Marine Sites (SEMS)**

Includes a number of Special Protection Areas and Special Areas of Conservation around the Solent

### **Special Protection Area (SPA)**

Special Protection Area designated by the government under the terms of the European Communities Council Directive 79/404/EEC on the Conservation of Wild Birds. A site of European importance for birds.

### **Special Area of Conservation (SAC)**

A Special Area of Conservation recommended by the government under the European Habitats Directive. An area considered important for its wildlife (usually designated an SSSI).

### **Strategic Gap**

Strategic Gaps define the identity of individual settlements, preventing them from merging into one continuous urban area.

### **Structure Plan**

An old-style development plan, which sets out strategic planning policies and forms the basis for detailed policies in Local Plans. These plans will continue to operate for a time after the commencement of the new development plan system, due to the transitional provisions under planning reform.

### **Supplementary Planning Documents**

Supplementary Planning Documents may cover a range of issues, both thematic and site specific, which may expand policy or provide further detail to policies in a Development Plan Document.

### **Sustainable Development**

Sustainable Development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundland Commission 1987).

### **Sustainability Appraisal**

The purpose of sustainability Appraisal (SA) is to promote sustainable development through the integration of social, economic and environmental considerations into the preparation of revisions of Regional Spatial Strategies (RSS) and for new or revised Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).

### **Use Classes Order**

The Town and Country Planning (Use Classes) Order 2005 lists sixteen classes of land use. Change of use within a use class does not normally require planning permission.