

# Infrastructure Delivery Plan

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# Infrastructure Delivery Plan

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# 1. Introduction

## Purpose

- 1.1 The Infrastructure Delivery Plan (IDP) forms a key part of the evidence base to support the Havant Borough Local Plan 2036. It also influences the Council's spending decisions on the Community Infrastructure Levy. In addition, other workstreams, such as the Council's Regeneration Strategy rely heavily on infrastructure investment.
- 1.2 The IDP sets out the types of infrastructure - facilities, installations and services – that are needed to support new and expanding communities as more development is planned and delivered.
- 1.3 The bulk of the document (Chapter 3) is set out in a 'template' format for each of the various types of infrastructure under the following headings:
  - Lead Organisation(s)
  - Main Sources of Information (and Weblinks for updates)
  - Planning Policy
  - Roles and Responsibilities
  - Existing Provision
  - Anticipated Needs
  - Sources of Funding
  - Key Issues
  - Anticipated Solutions
- 1.4 The solutions - what are they, how much will they cost, who will implement them and when - are also set out in tabular form in Chapter 4, by geographical area.
- 1.5 This 2020 version of the IDP includes updates and additional information from earlier versions, to take account of the comments received during the public consultation periods on the draft plan in 2018 and the Pre-Submission in 2019, as well as general updates needed given the passing of time and the completion of further evidence work for the Local Plan.
- 1.6 The IDP is intended to be a live document that can be updated through active monitoring to inform decisions. It may therefore be updated to draw upon the annual monitoring and review process to provide more accurate costs, priorities and needs, and take account of the infrastructure that has been provided as the implementation of the Local Plan takes place.

## National Policy Context

- 1.7 The National Planning Policy Framework (NPPF), was updated by the Ministry of Housing, Communities and Local Government in February 2019. It sets out the planning policy framework for local planning authorities to follow both when making plans and when determining planning applications.
- 1.8 Paragraph 8 of the NPPF refers to the three dimensions to sustainable development. The economic role for planning includes, "...and by identifying and coordinating the provision of infrastructure."

- 1.9 Paragraph 16 recognises the importance of timely liaison with the infrastructure and service providers during the plan making process: *“Plans should: c) be shaped by early, proportionate and effective engagement between plan makers and ... infrastructure providers and operators ...”*
- 1.10 Paragraph 20 of the NPPF states that, *“Strategic policies should ..., and make sufficient provision for:*
- b) infrastructure for transport<sup>1</sup>, telecommunications<sup>2</sup>, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy<sup>3</sup> (including heat);*
- c) community facilities (such as health, education and cultural infrastructure; and*
- d) ...green infrastructure<sup>4</sup>....”*
- 1.11 Paragraphs 25-26 refers to the importance of joint working between plan making authorities, and engagement with infrastructure providers on strategic matters to help determine where additional infrastructure is necessary.
- 1.12 Paragraph 34 deals with development contributions, that plans should set out what is expected in the way of infrastructure from development and that this should not undermine the deliverability of the plan.
- 1.13 Paragraph 81 states that, *Planning policies should: c) seek to address potential barriers to investment, such as inadequate infrastructure, services ...”*. The capacity of existing infrastructure and availability of services is therefore of concern, as mentioned in paragraph 122 c).
- 1.14 The future resilience of infrastructure to the impacts of climate change is also to be taken account of in plan making with paragraph 149 mentioning as examples, *“providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.”*

## Sub-Regional Context

- 1.15 The Partnership for Urban South Hampshire (PUSH)<sup>5</sup> in June 2016 published the non-statutory PUSH Spatial Position Statement<sup>6</sup> to inform long-term decisions about the scale and distribution of development in the area over the period 2011 to 2034, and the infrastructure investment which is needed to support it.
- 1.16 While the level of housing need to be planned for in Local Plans is now set through a national formula, and a refresh of the Position Statement is underway, the work nevertheless provided an important means of securing a sustainable pattern of development across the sub-region, and also assessing the need for new infrastructure to support new development, and addressing long-running infrastructure deficiencies and support economic growth. The long-term strategic framework provided by the Position Statement put the sub-region on a front foot in terms of securing public funding for infrastructure, including through the Solent Local Enterprise Partnership and in

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<sup>1</sup> Also referred to in paragraphs 102 and 104

<sup>2</sup> Also referred to in paragraphs 112 and 114

<sup>3</sup> Also referred to in paragraph 148

<sup>4</sup> Also referred to paragraphs 91 and 171

<sup>5</sup> PUSH rebranded in 2019 to Partnership for South Hampshire (PfSH)

<sup>6</sup> [PUSH Spatial Position Statement - Partnership for Urban South Hampshire \(June 2016\)](#)

negotiating devolution of funding from Central Government, as well as in enabling partners to influence investment planning by infrastructure providers.

- 1.17 The Position Statement promotes coordination of new investment in infrastructure, stating that *'It is critically important that a range of wider infrastructure is delivered alongside new development. This includes:*
- *Social Infrastructure - including health, education and community facilities;*
  - *Green Infrastructure - including public open space, sport and recreational facilities;*
  - *Utilities Infrastructure - water supply, waste water, energy infrastructure;*
  - *Telecommunications Infrastructure - including broadband provision.'*
- 1.18 The Position Statement envisages that a package of funding will include:
- Developer contributions, through Section 106 and CIL;
  - Central Government funding for strategic infrastructure investment via:
    - The Solent Local Enterprise Partnership
    - Local Growth Fund;
    - Other future bidding opportunities
  - Funding Non-Development Related Infrastructure

## Local Policy Context

- 1.19 The Local Development Plan currently comprises the Havant Borough Core Strategy (adopted March 2011), the Havant Borough Local Plan (Allocations) (adopted July 2014) and the Hampshire Minerals and Waste Plan (adopted October 2013). The Havant Borough Local Plan (Core Strategy and Allocations) covers the period to 2026.
- 1.20 The NPPF expects plans to be drawn up to cover a 15-year time horizon<sup>7</sup> and their policies be kept up to date, which means being reviewed at least once every 5 years<sup>8</sup>. The Council is currently preparing a new Local Plan, with formal consultations on draft taking place in 2018 and 2019<sup>9</sup>.
- 1.21 The assessment of housing need indicates the number of homes that the Local Plan should make provision for over the plan period. Outstanding allocations within the current Local Plan are being reviewed and additional housing sites outside of the current development area boundaries have been added. This includes the identification of a Strategic Site within the area between Denvilles and Emsworth, now known as the Southleigh Strategic Site. These sites, together with other potential sources of supply identified through the Strategic Housing Land Availability Assessment (SHLAA) and Windfall Housing Analysis can meet the assessed housing need <sup>10</sup>.
- 1.22 The Local Plan also needs to make provision for commercial and other forms of development. New employment is likely to be provided through sites in the vicinity of the A3M route corridor, through redevelopment and intensification of existing employment areas, town centres and local centres.

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<sup>7</sup> NPPF paragraph 22

<sup>8</sup> NPF paragraph 33

<sup>9</sup> For details, see [www.havant.gov.uk/localplan](http://www.havant.gov.uk/localplan)

<sup>10</sup> For details, see [www.havant.gov.uk/localplan/evidence-base](http://www.havant.gov.uk/localplan/evidence-base)

- 1.23 The NPPF requires that policies set out the strategy for the pattern, scale and quality of development and make sufficient provision for various types of infrastructure. As a result, this Infrastructure Delivery Plan is being prepared alongside the Havant Borough Local Plan 2036 to set out the type, scale and delivery mechanisms for the infrastructure required to support new development in the Borough for the plan period to the end of the plan period.
- 1.24 In addition, the Council has launched an ambitious regeneration strategy. Infrastructure investment is a key part of these ambitions. A number of key partners such as Homes England, the Department for Transport and the Solent LEP are involved in various aspects of the work and will be vital in bringing forward a step change in improvements to infrastructure. Further information is available at [www.havewithhavant.co.uk](http://www.havewithhavant.co.uk).



# 3. Infrastructure Themes

## Types of Infrastructure and Providers

- 3.1 The facilities, installations and services needed to support communities and enable the local economy to thrive includes those set out in the table below. Each type is considered in detail in the following sections.
- 3.2 Various agencies are responsible for building, maintaining and operating the different types of infrastructure. Havant Borough Council liaises with these agencies for their input to the Local Plan process and provides information to them to assist with their forward service plans and strategies. The main providers consulted in the preparation of this IDP are set out in the table below.
- 3.3 Many are also regarded as ‘statutory consultees’ in the planning application process where there is a requirement set out in law to consult a specific body, who are then under a duty to respond providing advice on the proposal in question.

Category	Type	Provider
Education	Early years	Hampshire County Council
		Various private nursery and pre-school providers
	Schools - primary and secondary	Hampshire County Council
		Private schools and academies
Emergency Services	Police	Hampshire Constabulary
	Fire and rescue	Hampshire Fire and Rescue
	Ambulance	South Central Ambulance Service
	Coastguard	Maritime & Coastguard Agency
	Emergency planning	Hampshire County Council and Havant Borough Council (with other agencies)
Green & Blue	Open space and playing pitches	Havant Borough Council and developers /management companies
	Coast including flood and erosion risk management and defences	Eastern Solent Coastal Partnership
		Environment Agency
		Hampshire County Council
	SUDS and other drainage systems	Developers
		Hampshire County Council
	Green routes including public rights of way	Hampshire County Council
Ecology including SPA mitigation	Solent Recreation Mitigation Partnership	
Health	Primary care - GPs and health centres	Various GP surgeries
		South Eastern Hampshire NHS Clinical Commissioning Group

Category	Type	Provider
	Acute care - hospitals	Portsmouth Hospitals NHS Trust
Social	Community centres	Havant Borough Council
	Leisure - built sports facilities	Havant Borough Council and private operators
	Libraries	Hampshire County Council
	Extra care housing	Hampshire County Council
		Various private residential care homes
Cemeteries and crematoria	Havant BC and other local Councils	
Transport	Buses	First Group
		Stagecoach
	Cycling & Walking	Sustrans
		Hampshire County Council
	Ferry (Hayling Island)	Baker Trayte Marine Ltd
	Rail	Hampshire County Council
		Network Rail
		South Western Railway
		Southern Rail
	Great Western Railway	
Roads	Highways England	
	Hampshire County Council	
Utilities	Electricity	Scottish and Southern Energy Power Distribution (SSE)
	Gas	Southern Gas Network
	Water supply	Portsmouth Water
	Waste water and sewage disposal	Southern Water
	Telecommunications - broadband	BT Openreach
		Virgin Media
Waste and recycling	Hampshire County Council	

**Table 3: Types of Infrastructure and Providers**

## Identifying the Issues

2.1 During the development of the Local Plan, a proforma together with explanatory letter, housing trajectory spreadsheet (potential year on year development rates by plan area) and map of Local Plan areas was circulated to all infrastructure and service providers on the Council's contact database. Respondents were asked to provide information on:

- current capacity or existing levels of use;

- future capacity (of infrastructure in its current form);
- improvements that are already planned and what would be needed to accommodate the proposed levels of development in the Borough over the Plan period to 2036;
- indicative cost for the improvements and how they would be funded; and
- timescale for the improvements to be implemented.

2.2 Although respondents were asked to provide information on the current and future capacity of the infrastructure that they are responsible for such information was often not forthcoming or not available. Even where it could be measured, or calculated from per capita or per dwelling formulae based on evidence, it was not always possible to identify the finite capacity due to the number of variables that can affect capacity. Further variables may then be introduced as a result of potential mitigation options.

2.3 This was followed up by a series of meetings with representatives of each of the infrastructure and service providers, to seek clarification of the responses provided, to seek responses where none had been received and to delve in more detail into particular issues; for example, where matters of concern had been raised through the consultations on the Local Plan.

2.4 Infrastructure and service provider's published reports were also reviewed for additional background information and data. These included annual reports and budget statements, service plans and strategies. The Hampshire Strategic Infrastructure Statement<sup>11</sup>, updated annually is also a useful source of information for all the services and facilities that are included within the County Council and its public sector provider partners' responsibilities.

2.5 While every effort is made to keep the IDP up to date, it can only ever be a snapshot in time. The tables below therefore identify key websites where updated position statements from relevant organisations can be found.

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<sup>11</sup> [www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning](http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning)

# Education

## Early Years

Early Years	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Strategic Infrastructure Statement - Hampshire County Council (2019); Liaison with HCC's Childcare Development and Business Officer</p> <p>Hampshire Infrastructure Planning: <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p>Hampshire guidance: Developers' contributions towards Children's Services facilities (includes schools and pre-school facilities): <a href="http://www.hants.gov.uk/educationandlearning/schoolplacesplan">www.hants.gov.uk/educationandlearning/schoolplacesplan</a></p> <p>Hampshire Childcare: <a href="http://www.hants.gov.uk/socialcareandhealth/childrenandfamilies/childcare">www.hants.gov.uk/socialcareandhealth/childrenandfamilies/childcare</a></p>
Planning Policy	<p>Paragraph 20 of the NPPF suggests that 'strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:.... community facilities (such as health, education and cultural infrastructure); Paragraph 92 adds provisions to ensure that planning policies help to provide the social, recreational and cultural facilities and services the community needs.</p> <p>Recent practice suggests to planners/developers that provision should be made for early years and childcare facilities for children 0- 5 years within their plans for the housing developments. As such HCC is keen to engage with developers to ensure that the infrastructure for provision is taken into account in the planning of new developments.</p>
Roles and Responsibilities	<p>Hampshire County Council (HCC) has a statutory duty to:</p> <ul style="list-style-type: none"> <li>• Ensure sufficient childcare options are available to meet the Early Years free entitlement as far as reasonably practicable; and to</li> <li>• Support all maintained nurseries.</li> </ul> <p>The Childcare Act 2016 places a duty on local authorities to assess the supply and demand for childcare and develop a strategy that meets identified needs. They must secure early years provision for young children in their area, free of charge.</p> <p>From September 2017, the local authority has been required to secure early years education places offering 1140 hours a year, over no fewer than 38 weeks of the year (equivalent to 30 hours a week), for every three and four year old child in their area from the funding period after their third birthday until the child reaches compulsory school age. There is also a requirement to secure Early Years Education provision for eligible (funded from benefits) two-year-old children.</p> <p>Currently, free Early Years Education in Hampshire is delivered through a mixed market of Ofsted registered and inspected Early Years Foundation Stage settings</p>

## Early Years

	<p>which include maintained nursery schools and nursery units of primary schools; academies, private, voluntary and independent day nurseries, preschools; and registered child minders. HCC has a small number of maintained nurseries, although none within the Borough, hence its main role being to commission such services.</p> <p>Childminders are essential to the local market and offer parents an alternative small home based setting; however growth in this market has less impact than larger scale provision, due to their smaller scale and capacity.</p>
Existing Provision	<p>Information about current provision is summarised at Appendix 1.</p> <p>Hampshire County Council's Infrastructure Assessment 2019 indicates that Havant generally has sufficient places, and that a review takes places of new housing developments to assess the likely impact.</p>
Anticipated Needs	<p>HCC have indicated that for every 500 homes approximately 44 new early years places will be required for children aged between 2 and 4. Actual demand could be twice this number when taking into account demand from working parents for places very young children aged 0 and 1 and for the Government's 30 hours childcare policy.</p> <p>Hampshire County Council's Infrastructure Assessment 2019 indicates that a review takes places of new housing developments to assess the likely impact. They have reviewed the emerging Local Plan and note that while many of the allocations in Havant are small, when aggregated by area, will place strain on existing provision which, following the Government's 30 hour childcare policy is running close to capacity in some areas. Therefore, to meet needs going forward additional early years places across the borough will be required:</p> <p><u>Emsworth</u></p> <p>Long Copse Lane site: 25 places; best be accommodated within community-based accommodation.</p> <p>Providers are available to lease buildings. Although there are currently no suitable premises the SYRCH Centre could accommodate these requirements with improvements. A modular building (costing approximately £250,000) or community hall/space (needed as soon as possible) would be appropriate but must be able to meet the needs of working parents 8am-6pm.</p> <p><u>Havant &amp; Bedhampton</u></p> <p>Land East of Castle Avenue site (considered together with recent development at Selangor Ave): 50 places</p> <p>Forty Acres (recent permission): 30 places</p> <p>Cluster of proposed allocations in the Bartons Road area: Approx. 50 place. This need could be met by the provision of a half acre site for a private developer to build and operate provision.</p> <p><u>Hayling Island</u></p> <p>The three proposed major sites on Hayling Island: minimum of 60 places; either in community buildings or by the provision of a site to enable a private build.</p>

## Early Years

	<p><u>Leigh Park</u></p> <p>Proposed developments in Leigh Park are fragmented and it is likely that existing provision can meet the proposed expansion in housing with the exception of Cabbagefield Road, where provision of approx. 20 places in a community facility would be required.</p> <p><u>Waterlooville</u></p> <p>The Woodcroft Farm allocation at 288 units will require additional capacity most likely at the existing provision on Woodcroft Primary School. An additional 30 places would be needed which could be provided by expansion of the existing provision.</p> <p>Land at Campdown will require additional early years provision either at Moreland's School or Southdowns college.</p> <p>Dependent on the housing mix and type of dwellings delivered in Waterlooville Town Centre, it is likely that up to an additional 60 early years places will be needed, although some of this need can be accommodated by existing provision in the adjoining areas.</p> <p><u>Southleigh Strategic Site</u></p> <p>The development for 2,100 homes will require on-site early years provision, either associated with a community building or preferably at the new school site. A Centre for early years provision at the school would have the advantage of being a destination where parents come anyway and the ability to make use of facilities such as after school clubs, with potential support from school meals and school cleaners..</p>
Sources of Funding	<p>As nursery and childcare provisions are run as businesses they are largely self-funding however an amount is paid by the County Council (from Department for Education grants) to cover the 'free' element of provision.</p> <p>Childcare facilities of 50+ places are considered more economically viable and may attract the best investment opportunity from the sector.</p> <p>HCC has asked the Borough Council to seek developer contributions for larger developments of 50 or more residential units. On large sites, it could also be appropriate for the developer to provide land to allow new provision to come forward. Where developments are smaller, typically less than 50 units, it is probable that early year's needs can be met by existing provision.</p>
Key Issues	<p>Forecasting demand from the Small Area Population Statistics cannot be precise due to parental choice which may mean that parents residing outside of but working within the Borough can choose to use nursery facilities near their workplace. Early Years Funding data shows that children in the Borough access their places across all three neighbouring local authorities (Hampshire, West Sussex and Portsmouth). For example, Emsworth facilities are used by West Sussex residents and some Purbrook families use facilities in Portsmouth.</p> <p>Childcare Sufficiency Assessments across Hampshire (2008, 2011) conclude that while some chose facilities near to their workplace, in general parents prefer the early years and childcare facilities to fall within a 1-2 mile radius of their homes. Childcare facilities should either be associated within/alongside community facilities or in a dedicated space identified and available for development. Experience from the market shows that provision is preferred that is close to, or on the site of, infant or primary</p>

## Early Years

	<p>schools where the school site is large enough to accommodate such provision. It is logical therefore, that the allocation of the sites and/or premises for early years and childcare is considered at the same time as that for primary schools.</p> <p>This is especially important within developments that have little or no accessible early years and childcare provision adjacent to the new housing development. If not on the site of primary schools, the location must enable good access for walking as well as having good public transport and motor-vehicle transport links and be within a 1-2 mile radius of the main housing development. Purpose-built facilities are the ideal, with modular buildings being most cost effective at about £250,000. While community buildings offer low rents the demands on their facilities from other uses means that generally they cannot meet the needs of working families throughout the day.</p> <p>For dedicated nursery/childcare facilities, an area of 0.25 hectares is recommended by HCC. For combined school /pre-school sites this can be reduced to 0.2 hectares due to economies with a more flexible site layout when both are planned together.</p> <p>The County Council requests developers of larger housing sites to provide appropriate land and buildings, and will work with the developer to secure a quality provider through a structured process. Facilities are sought at timings that area appropriate to the build out of homes (usually early in the development and at the same time as any school development). The Council endeavours to seek early engagement on the appropriate form of provision in each case. For consistency, the County Council's <i>Developers Contributions towards Children's Services Facilities</i> policy provides the basis<sup>12</sup> of calculations for S106 agreements.</p>
<p>Anticipated Solutions (see also Solutions Table at Appendix 2)</p>	<p>Some places will naturally come on stream from commercial operators making provision to meet demand. In general terms, commercial providers are available to lease buildings but there are no suitable premises. A modular building (costing approximately £250,000) or community hall/space (needed as soon as possible) would be appropriate but must be able to meet the needs of working parents 8am-6pm.</p> <p>The County Council will continue to monitor needs arising from planned development. Where appropriate, the borough council will seek land and buildings, or financial contributions from developers during the planning application process.</p> <p>Requirement in Local Plan to make on-site provision at Southleigh.</p> <p>On Hayling Island, HCC has recommended childcare provision as part of the Eastoke Regeneration Project.</p> <p>In Leigh Park, there is additional capacity in existing provision.</p> <p>Proposed developments in West Leigh (Colt Site and SSE Offices), could be supported by existing provision at Sharps Copse where there is under utilisation of a large setting.</p>

<sup>12</sup> Using a detailed analysis of actual projects designed and tendered in recent years resulting in separate costs per place for new primary and secondary schools and for extensions to existing schools.

# Primary and Secondary Schools

Primary and Secondary Schools	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire School Places Plan 2020-2024 - Hampshire County Council</p> <p>Hampshire Schools by Planning Area 2019 - Hampshire County Council</p> <p>Hampshire Strategic Infrastructure Statement - Hampshire County Council (April 2019)</p> <p>Developers' Contributions Towards Children's Services Facilities - Hampshire County Council (September 2019)</p> <p>Hampshire Sustainable Modes of Travel for Children and Young People Strategy: supporting healthy and safe movement for all - Hampshire County Council (January 2013)</p> <p>Hampshire County Council response to HBLP Regulation 19 consultation, plus ongoing communication with HCC</p> <p>Hampshire Infrastructure Planning:  <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p>Hampshire guidance: Developers' contributions towards Children's Services facilities (includes schools and pre-school facilities) and school place planning information:  <a href="http://www.hants.gov.uk/educationandlearning/schoolplacesplan">www.hants.gov.uk/educationandlearning/schoolplacesplan</a></p>
Planning Policy	<p>In promoting sustainable travel patterns, paragraph 104 of the NPPF states that, <i>'Planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for ... education and other facilities'</i></p> <p>The approach to meeting school provision is set out in paragraph 94, <i>'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i></p> <ul style="list-style-type: none"> <li><i>a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and</i></li> <li><i>b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.'</i></li> </ul> <p>The Borough Council will continue to engage with HCC in its role as education authority, in particular through the pre-application process, to ensure that the need for additional school places arising from new developments can be met, in accordance with paragraph 162 of the NPPF.</p>
Roles and Responsibilities	Hampshire County Council has a statutory duty to ensure a sufficiency of school places for the County's children. HCC plans the provision of school places with the aim of securing an appropriate balance locally between supply and demand while raising standards and promoting diversity.



## Primary and Secondary Schools

	<p>HCC is also required<sup>13</sup> to prepare a Sustainable School Travel Strategy to promote sustainable travel to school. This is to increase the proportion of children and young people using sustainable modes and reduce the impact of the school journey on local traffic congestion and encourage healthy, active travel. In sustainable travel terms it is expected that children would be able to walk up to two miles to school up to the age of 8. If the nearest catchment school is more than two miles for years R to 3, or more than three miles for years 4 to 11 (reduced to more than two miles for those meeting low income criteria), a child will qualify for free transport.</p>
<p>Existing Provision</p>	<p>Details of existing schools are set out at Appendix 1 and are kept updated at <a href="http://www.hants.gov.uk/educationandlearning/schoolplacesplan">www.hants.gov.uk/educationandlearning/schoolplacesplan</a></p> <p>Schools are grouped so that junior and primary schools lie within the catchment of senior schools and therefore act as feeder schools to particular senior establishments.</p>
<p>Anticipated Needs</p>	<p>It is anticipated that there are adequate places in existing secondary schools to cope with projected demands. However planned housing development in the catchments of several primary schools in the Borough will place additional pressure on demand for pupil places which they would not be able to accommodate. Expansion of primary schools is therefore required to accommodate the projected pupil population growth in the areas identified.</p> <p><u>Southleigh Strategic Site</u></p> <p>The scale of the proposed development at the Southleigh Strategic Site requires a 3fe school to allow for development up to the upper end of the range at 2,100 dwellings. This is the maximum that a 3fe (630 places) primary school could cater for based on the average of 0.30 children (aged 4-11) per dwelling.</p> <p>The actual size of site required for a new primary school will depend on a number of factors including shape and topography, access, and the relationship with the adjacent community and other land uses. However, as a guide a 3fe primary school for 630 pupil places would require a minimum 2.8 hectare site.</p> <p>Should the number of dwellings rise above the proposed upper figure of 2,100 then further discussion will be required regarding provision of a second primary school site.</p> <p><u>Emsworth</u></p> <p>Emsworth Primary School was expanded in 2018 to a 2fe school catering for 420 pupils. However, it does not take account of planned developments at Selangor Avenue<sup>14</sup> and Long Copse Lane, which require another 0.5fe. Potential for further expansion is very restricted due to the size of site, being land locked and the access from Victoria Road to serve car-borne pupils. St James' CE Primary School is unable to expand to 1.5fe being on a small site. The northern part of the catchment boundary may therefore need to be adjusted to allow pupils from that part of Emsworth to access the new school planned for the Southleigh Strategic Development.</p>

<sup>14</sup> APP/16/00774 - S106 contribution of £668,904 sought from 155 'eligible' dwellings (one bedroom properties are discounted) generating 47 primary age pupils (0.3 primary age children per dwelling from demographic surveys of recent developments) at £14,232 per place (based on outturn costs of recently completed schemes).

## Primary and Secondary Schools

### Havant & Bedhampton

Trosnant Infant and Junior Schools and the Trosnacc Children’s Nursery extend to 3.65 hectares overall, so that Trosnant Infant and Junior Schools could expand from 2fe to 3fe in the future if needed.

The expansion of Sharps Copse Primary School will be dependent upon the need for additional places in the future.

Latest pupil number forecasts indicate that the Forty Acres site (UE68) can be served by the Bidbury schools however there is a need to create a safe route for crossing the Rusty Cutter roundabout. Developer contributions have been secured towards improvements at the Rusty Cutter roundabout for pedestrians and cyclists for west-east movements from West Bedhampton to Bedhampton.

### Hayling Island

The infant and junior schools at Megham would need to expand further (30 places per year group i.e. by 1fe to 3fe) by September 2023 to accommodate new pupils from any further development in the area. Contributions towards the expansion of Mengham Schools would therefore be required as there is space to expand there. This could displace pupils from Mill Rythe freeing up places there on a catchment basis.

### Waterlooville

The expansion of Morelands Primary School from to 2fe has been identified to provide for pupils arising from housing sites proposed in the area (East of College Road, South of Former South Downs College Campus and North of Fort Purbrook). Due to limited space on site for expansion (which would only allow expansion to 2fe), as the site also accommodates a Special Education Needs unit and a nursery, additional land that currently forms part of an area of informal open space in the Borough Council’s ownership would be needed should the Primary School be required to expand to 3fe in the future. Additional land currently in the ownership of Portsmouth City Council would also enable the off highway drop-off and pick-up area to be reorganised.

Berewood Primary School, built to support the new Major Development Area to the West of Waterlooville opened in September 2014. Attendance has risen from 90 pupils in the first year towards the maximum number of 420 pupils and the timing for the second primary school is under review as the pupil numbers grow. A second primary school is planned at the southern end of the development area. At present it is planned that this will provide up to 420 places required related to further major housing development and associated pupil population growth although the exact size of the provision is under review by Hampshire County Council. Provision is likely to be required by September 2023 depending on the rate of housing development so the timing will be kept under review.

Sources of Funding

A minimum of 700 houses is needed for a new 1 form entry (fe) school however, the preference is to plan for up to 3fe to optimise grant funding.

Funding for the expansion of schools, as a result of natural population growth, is mainly dependent upon central Government grants. These are allocated on an annual

## Primary and Secondary Schools

	<p>basis with an indicative allocation given for the two following years. This creates a challenge for longer term strategic planning as it is not possible to be certain of funding levels beyond the year of the grant allocation.</p> <p>The County Council's <i>Developers Contributions towards Children's Services Facilities</i> policy provides the basis<sup>15</sup> of calculations for S106 agreements to enable developers to be aware of the level of likely contributions that will be sought from them.</p>
Key Issues	<p>Predicting school place demand is a complex task. Where children go to school involves a range of different factors such as housing growth, inward and outward migration and parental preference. HCC collects data on the historical and current uptake of places in all schools that are maintained by the Local Authority. This data along with other linked information, primarily birth and housing data, is used to forecast school places across the County.</p> <p>The main principle of current and future provision is that HCC will seek to provide local schools for local children. The following factors are taken into account when forecasting school places:</p> <ul style="list-style-type: none"> <li>▪ numbers of children living in area;</li> <li>▪ numbers of children attending local schools;</li> <li>▪ % participation rates for numbers joining each phase of schooling;</li> <li>▪ known housing developments and likely pupil yield;</li> <li>▪ in-year migration to and from local schools 'pushback' - children being 'pushed back' to their local schools as preferred schools fill from their own catchment demand.</li> </ul> <p>A detailed database of all the housing developments planned within schools' catchment areas is used to generate projections of new housing and pupil yield. Across the County as a whole the pupil yield for primary schools averages out at 30 primary age pupils per 100 dwellings (0.3 pupils per dwelling), for secondary the figure is 21 pupils per 100 dwellings (0.21 pupils per dwelling). Not unsurprisingly given the diverse demographic nature of the county, the location, type and size of different developments actually generate a range of pupil yields.</p> <p>A number of schools have been expanded in recent years in response to rising demand for places in the light of the likely pattern of future housing development. The established practice is to support sustainable expansion. Decisions on expansion take account of factors including the availability of resources for new buildings, the infrastructure of the school (including halls and specialist facilities) the size of the site and transport implications.</p> <p>Not all unfilled places in a school are surplus places; some margin of capacity is necessary and the County Council's position is that a school should be considered as full when it has less than 5% of its places unfilled.</p>

<sup>15</sup> Using a detailed analysis of actual projects designed and tendered in recent years resulting in separate costs per place for new primary and secondary schools and for extensions to existing schools.

## Primary and Secondary Schools

The current school place planning model assumes an admission priority for children living within a catchment area but not all own admission authority schools give priority on this basis, instead for example, giving priority to siblings or children on faith grounds. Some may choose not to recognise a catchment area.

HCC plans for new school provision are based on Published Admission Numbers in multiples of 30 where possible. When developing new schools, the model is for all-through primary provision, rather than separate infant and junior schools, for continuity of pupils' education. While the aim is to achieve at least a 2fe school where possible, due to the government funding basis, smaller schools will be maintained where they continue to provide value for money and the quality of provision is high.

Anticipated Solutions (see also Solutions Tables at Appendix 2)

A number of primary school expansions and new site requirements have been identified and the policies for particular specific sites will need to include reference to the need to make contributions towards the provision of additional places at particular schools as follows:

- Southleigh Strategic Site requires a 3fe school to allow for development up to the upper end of the range at 2,100 dwellings.
- Selangor Avenue and Long Copse Lane sites together will require another 0.5fe. There are no schools capable of expansion in the area, so the northern part of the catchment boundary may need to be adjusted to allow pupils from that part of Emsworth to access the new school planned for the Southleigh Strategic Development.
- Trosnant Schools have sufficient land to expand from 2fe to 3fe in the future if needed.
- Pedestrian and Cycle Improvements are needed to the Rusty Cutter Roundabout to allow pupils from the Forty Acres site to attend Bidbury schools (paid for by Transport for Cities fund and/or Developer)
- The infant and junior schools at Megham would need to expand further (30 places per year group i.e. by 1fe to 3fe) by September 2023 to accommodate new pupils from any further development in the area.
- The expansion of Morelands Primary School from 1.5fe to 2fe has been identified to provide for pupils arising from housing sites proposed in the area; land is available for a possible future expansion to 3fe.

County Council Programmed School Expansions in Havant 2020-2024 are:

- 2023: Proposed new Berewood 1.5fe/2fe primary school
- 2024: Mengham Infant & Junior Schools (1fe expansion to 3fe) dependent upon new housing being brought forward
- 2025: Morelands Primary School (0.5fe expansion to 2fe)

The County Council regularly updates its School Places Plan, setting out the identified need for additional mainstream school places in the primary and secondary sectors across Hampshire for the coming four years. The County Council will work with its family of schools' including community, voluntary aided, voluntary controlled, foundation, trust and academies to deliver the required additional school places.

# Emergency Services

## Police

Police	
Lead Organisation(s)	Hampshire Constabulary
Main Sources of Information and Key Weblinks for Updates	<p>Liaison with the Estates Officer.</p> <p>Hampshire Strategic Infrastructure Statement – Hampshire County Council 2019</p> <p>Hampshire Constabulary’s website: <a href="https://www.hampshire.police.uk/">https://www.hampshire.police.uk/</a></p> <p>Hampshire Infrastructure Planning:  <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p>
Planning Policy	<p>The NPPF (paragraphs 20 and 95) expects Local Plans to set out policies to deliver infrastructure and facilities including those for ‘security’. Paragraph 95 states, <i>“Planning policies and decisions should promote public safety and take into account wider security and defence requirements by: b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.”</i></p> <p>Where new premises for a police station or neighbourhood policing facility are required the Local Plan can identify and allocate a suitable site. The Local Plan may also set policies to facilitate crime prevention measures in new development.</p>
Roles and Responsibilities	<p>Hampshire Constabulary is one of the biggest forces in the country delivering policing services to the people of Hampshire and the Isle of Wight. Its purpose is to deliver safer communities and the scale of this challenge includes:</p> <ul style="list-style-type: none"> <li>• policing across 1,500 square miles, land which is largely rural but with densely populated cities;</li> <li>• the changing face of crime, with similar trends to those nationally in terms of increased reports of cyber-crime, child sexual exploitation and domestic abuse;</li> <li>• a significant transport network including the M27 and M3 and key rail hubs; and</li> <li>• critical national infrastructure sites to keep safe such as the ports in Southampton and Portsmouth and crucial oil refineries.</li> </ul> <p>The force works in partnership with other bodies including a shared headquarters building with Hampshire Fire and Rescue Service. A number of neighbourhood policing teams are located with district councils. The force is scrutinised by a wide range of formal and informal bodies and also the elected and publicly accountable Police and Crime Commissioner (PCC).</p>
Existing Provision	<p>An operational review has been carried out together with a review of the police estate. Not long ago there was a police station with a custody block in every town however some premises (generally freehold) have been found to be in a poor state of repair and outdated. As a result the police station on Hayling Island has closed, been sold and converted to residential use. Police constables and police community support</p>

## Police

	<p>officers now operate from the building that is also occupied by the Library Service at Elm Grove. The Waterlooville and Havant police stations remain in operation.</p> <p>Three Police Investigation Centre (PIC) across the County (Basingstoke, Southampton and Portsmouth) opened a few years ago. These have a central investigation function, a custody suite, support rooms and investigative areas, as well as a front office with officers who will deal with enquiries including reporting crime, reporting for bail and lost and found property.</p> <p>Neighbourhood policing in Havant is run from Havant Police Station for the neighbourhoods of Barncroft and Bedhampton; Battins and West Leigh; Havant and Emsworth; and from Waterlooville Police Station for the neighbourhoods of Waterlooville North, Waterlooville South and Hayling Island.</p>
<p>Anticipated Needs</p>	<p>Generally, the estates strategy builds on successful partnerships that have been forged as part of the Police and Crime Commissioner's commitment to neighbourhood policing and moves from an owned to a shared estate. Over recent years, the Estate Change Programme (ECP) successfully co-located a number of police officers and staff into shared service facilities with colleagues in local councils and Hampshire Fire and Rescue Buildings. Similarly, it is an aim to work with local authorities to ensure that the police can operate from fit for purpose facilities in convenient locations within the heart of local communities at no additional cost to the public.</p> <p>Havant Police Station will be sold once the existing teams have been relocated. A team from Havant PIC has moved to the Portsmouth PIC, another team is likely to be based within the Public Service Plaza and a facility is being sought for the third team whose operational requirements include ready access to the strategic road network. Preferred option new combined 'blue light' site on A27/A3 corridor (see also Fire &amp; Rescue below)</p>
<p>Sources of Funding</p>	<p>Two thirds of the budget come from national government, the rest is raised through the Council Tax.</p> <p>In the short to medium term, rationalisation of the Hampshire Constabulary estate will generate capital receipts which will help fund required improvements and will in turn lead to to cost savings through reductions in running and maintenance costs. The need for any additional funding to be sought in the short to medium term from external sources (such as developers) is not therefore expected to be required.</p>
<p>Key Issues</p>	<p>A number of factors related to crime in a locality and population projections are used to plan police resources. To enable the ratio of police officers to population (approximately 2.1 officers per thousand population) to be maintained, additional police officers will be required to support planned growth.</p> <p>Neighbourhood Patrol Teams (NPTs) need to have a visible, accessible and familiar presence on the streets and are often based at the neighbourhood level to accommodate police officers, Police Community Support Officers (PCSOs), Special Constables and community volunteers. Longer term, traditional police stations will probably continue to be replaced with mobile working and Neighbourhood Patrol Teams operating in joint premises. The NPT Police hub model incorporates a small secure facility which contains an interview room, a small office, small kitchen and toilet/shower facilities, possibly as part of a community centre, as a base for the neighbourhood team.</p>

## Police

Anticipated Solutions  
(see also Solutions Tables at Appendix 2)

- Safeguarding of a combined site for the Police and Fire & Rescue Service close to the strategic road network through the Local Plan
- Opportunities for redevelopment of the Havant Police Station within Civic Campus Regeneration area Havant Town Centre
- Continue to liaise with the Hampshire Constabulary as the Strategic Site is progressed, to review future needs and solutions (eg a base for a Neighbourhood Patrol Team base within the new community centre)

# Fire & Rescue

Fire and Rescue	
Lead Organisation(s)	Hampshire Fire and Rescue
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Fire and Rescue Service Plan 2019-2020</p> <p>Dialogue with Hampshire Fire and Rescue Property and Estates Manager</p> <p>Hampshire Strategic Infrastructure Statement – Hampshire County Council 2019</p> <p>Hampshire Infrastructure Planning:  <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p>
Role of Planning	<p>The NPPF (paragraphs 20 and 95) expects Local Plans to set out policies to deliver infrastructure and facilities including those for ‘security’. Paragraph 95 states, <i>“Planning policies and decisions should promote public safety and take into account wider security and defence requirements”</i></p> <p>The fire service is a consultee on planning applications and advises the local planning authority and developers on the requirements for roads and buildings to enable access by fire appliances and to include precautions to avoid and reduce the risk and spread of fire.</p> <p>The Local Plan may set policies to facilitate suitable access and precautions in new developments, and may identify and allocate or safeguard land for Fire &amp; Rescue Facilities where they are required.</p>
Roles and Responsibilities	<p>The Hampshire Fire and Rescue Service works closely and in partnership with other blue light services in Hampshire including the police and the ambulance service, as well as Hampshire County Council and other local authorities across the county.</p> <p>A significant proportion of the work the Service undertakes does not involve fighting fires but covers aspects of prevention (e.g. educating children in schools, also businesses, about the risks of fire and how to avoid them), attendance at road traffic incidents, supporting the health services generally (uniformed personnel are trained as first responders to assist the ambulance service) and adverse weather events (snow and flooding incidents).</p>
Existing Provision	<p>The Hampshire Fire and Rescue service covers the whole county including Southampton and Portsmouth. There is a total of 51 fire stations, 38 of which are retained service stations including those at Emsworth, Hayling Island and Waterlooville.</p>
Anticipated Needs	<p>The Hampshire Fire and Rescue Service Plan 2019-2020 sets out priorities including developing and improving the Service’s operational effectiveness. Due to the cost of upkeep of existing premises, advances in firefighting tactics and the need to be close to the strategic road network to optimise response times to incidents including road traffic accidents, Hampshire Fire and Rescue is working to ensure that the physical estate meets the operational requirements of the Service in the future. This is being achieved through investment in premises, replacement of certain facilities and where appropriate, rationalising assets.</p> <p>As part of this on-going review and to better serve the Havant area including improved access up to Petersfield and across to Portsmouth, a site is being sought for a</p>



## Fire and Rescue

	<p>combined facility with Hampshire Constabulary and South Central Ambulance Service. A location close to the trunk road network is needed and a site within the Borough in the A3(M) corridor is favoured.</p>
<p>Sources of Funding</p>	<p>Hampshire Fire and Rescue is for the most part funded from the Council Tax with some income from business rates. Less than 25% of income comes from government grants which are reducing so other sources of income are being sought.</p> <p>A new fire station, based on the Basingstoke model which commenced construction in May 2016 and opened in February 2018, would cost about £6m (not including the cost of land).</p>
<p>Key Issues</p>	<p>Targets for the Service are as follows:</p> <ul style="list-style-type: none"> <li>▪ Critical response - where there is risk to life or property - this aims to ensure that an appliance will be in attendance within eight minutes, 80% of the time.</li> <li>▪ Non-critical response - where there is no apparent threat to life or major risk to property - the aim is to reach 100% of these incidents within 15 minutes.</li> <li>▪ Other response - such as those that are advice related. These are usually attended by a single officer to give expertise on a situation that may require further fire service intervention. The aim is to attend 100% of these incidents within 60 minutes.</li> </ul> <p>Where fire stations are manned by retained (volunteer) firefighters, rather than full time personnel who are based at the fire station, they need to live within 4 minutes of the retained station. Those 4 minutes are included within the response target time.</p> <p>In responding to planned new developments the Service needs to be satisfied that it has the ability to meet these targets. Modelling of response times is carried out to ensure that the service has the ability to adjust provision of existing services where possible.</p> <p>Prevention and measures such as the installation of sprinkler systems during the construction phase of new developments are advised, particularly in buildings that are more likely to have fires or are more difficult to escape from.</p>
<p>Anticipated Solutions (see also Solutions Tables at Appendix 2)</p>	<ul style="list-style-type: none"> <li>• Local Plan Allocation or Safeguarding for site for a new fire station, including combined facilities for the police and ambulance services of 0.4 hectares, within the A3(M) corridor</li> <li>• Guidance or Policy for Developers should include references to requirements for roads and buildings to enable access by fire appliances and to include precautions to avoid and reduce the risk and spread of fire.</li> </ul>

# Ambulance

Ambulance	
Lead Organisation(s)	South Central Ambulance Service
Main Sources of Information and Key Weblinks for Updates	<p>SCAS Operational Plan 2017-19 (March 2017)</p> <p>SCAS Annual Report and Accounts 2016/17</p> <p>Liaison with representative of SCAS</p> <p>South Central Ambulance Service (SCAS) website <a href="http://www.scas.nhs.uk">www.scas.nhs.uk</a></p> <p><a href="http://www.england.nhs.uk/urgent-emergency-care/improving-ambulance-services/">www.england.nhs.uk/urgent-emergency-care/improving-ambulance-services/</a></p>
Planning Policy	Where new premises for an ambulance station (garage, stand-by and rest room) are required the Local Plan can identify and allocate a suitable site.
Roles and Responsibilities	<p>Ambulance Services are provided by the NHS, in the Havant area The South Central Ambulance Service (SCAS).</p> <p>NHS England sets the standards ambulance services are expected to meet. Since 2017, these are designed to ensure the most critically ill or injured patients receive the fastest response:</p> <ul style="list-style-type: none"> <li>▪ Category 1 – life-threatening calls responded to in an average of 7 minutes and within 15 minutes at least 90% of the time;</li> <li>▪ Category 2 – emergency calls responded to in an average of 18 minutes and within 40 minutes at least 90% of the time;</li> <li>▪ Category 3 - urgent calls responded to at least 90% of the time within 120 minutes and may be treated at the scene;</li> <li>▪ Category 4 – less urgent calls responded to at least 90% of the time within 180 minutes and may be given advice over the phone or referred to another service such as GP or pharmacist.</li> </ul>
Existing Provision	<p>Ambulance Services in the Havant area are provided by The South Central Ambulance Service (SCAS), which covers the area of Berkshire, Buckinghamshire, Hampshire and Oxfordshire.</p> <p>Backing up the ambulance crews and paramedic teams are Community First Responders (CRFs). These are community based volunteers who are recruited and trained by SCAS to work alongside their frontline staff within a three-mile radius of their location. Working in partnership with the Fire and Rescue Services, SCAS also trains firefighters, providing them with enhanced first aid skills and medical equipment to be called upon for specific medical emergencies where there is an immediate threat to life prior to an ambulance arriving at the scene. This Co-Responder scheme also involves local military and police services responders.</p> <p>Over 1,800 automatic external defibrillators (AEDs) and publicly accessible defibrillators (PADs) have been installed and can be found via the SCAS' AED Locator App. SCAS is committed to continuing to support the installation of more PADs, along with advice for local communities, to strengthen this network of life saving devices across the region, and has rolled out extensive provision in local communities.</p>

## Ambulance

	<p>The North Harbour Resource Centre at Cosham coordinates services along the south coast from the River Hamble in the west to Emsworth in the east and reaches northwards up to the Hindhead Tunnel including Petersfield and Bordon. Its resources include a fleet of 49 vehicles available daily including 15 ambulances and 34 paramedic cars. The greatest demand on its services comes from Portsmouth.</p> <p>For locations that would be unsafe for a standard ambulance to access the Hazardous Area Response Team has a specialised off-road 6-wheeled vehicle capable of transporting the specially trained paramedics and stretchered casualty from site to an ambulance. The Hampshire and Isle of Wight Air Ambulance helicopter can also be called in to extreme situations.</p> <p>There is no ambulance station on Hayling Island and a standing area near the beach is no longer available. A greater proportion of calls come from the Eastoke area where there is a larger elderly population and the holiday camps add to the population and demand in the summer months. Reliance is placed on the Community First Responders and Co-Responders present on the Island in getting to callers quickly and providing early intervention, in the first vital minutes before an ambulance arrives, for example to someone suffering chest pains.</p> <p>The Havant Ambulance Station has been closed (along with those at Fareham and Gosport) although the old ambulance station at Leigh Road now provides a non-emergency patient transport service. Paramedics in cars now deal with many of the urgent calls, for example to treat an elderly faller at home when hospitalisation is not required.</p> <p>There is an ambulance garage at Waterlooville, however this is in a business unit rather than a purpose-built facility.</p>
Anticipated needs	<p>On-duty paramedics are required and need to take comfort and rest breaks during their shift, and rest facilities are needed for this purpose.</p> <p>There may be a need for additional Community First Responder kit stations and/or community defibrillators to cover newly developed areas, in particular the strategic site.</p> <p>Combined 'blue light' site on A27/A3 corridor (see also Fire &amp; Rescue above)</p>
Sources of Funding	<p>Funding is provided by the Clinical Commissioning Group and is based on a per head of population formula however increases in funding to cover increases in population are retrospective.</p> <p>The Community First Response (CFR) scheme is a charity funded by public donations, although the volunteers are trained and managed by the ambulance services. A full CFR medical kit costs about £2,000. An automated external defibrillator for public access costs £1,850 (including a secure box but excluding fitting costs). These could also be funded through developer contributions, including CIL bids by local communities.</p> <p>The Air Ambulance Service is funded through charitable donations and other support.</p>
Key Issues	<p>Demands on the Service are increasing annually and resources are not keeping up. Even when funding is available it can take a few years for planned increases in personnel to take effect. For example, there is a three year degree course plus one</p>

## Ambulance

	<p>year on the road before a new recruit may become a fully qualified and 'blue light' trained paramedic.</p> <p>Response times can be affected by road traffic conditions. However, more often they are affected by a lack of an immediately available ambulance, which may be a result of the ambulance crew staying to look after patients whose admission to hospital may be delayed by the lack of beds.</p> <p>On-duty paramedics are required and need to take comfort and rest breaks during their shift. To enable crews to stay out in the communities when not on a call, stand-by points where an ambulance can be parked off road with a rest room for meal breaks (with toilet facilities) are needed.</p>
<p>Anticipated Solutions (see also Solutions Tables at Appendix 2)</p>	<p>A new combined facility for fire and rescue, police and ambulance services close to the strategic road network could provide an ambulance garage and rest room for off-duty paramedics (allocation / safeguarding of site for Combined Emergency Services through the Local Plan.</p> <p>On Hayling Island, the Hampshire Fire and Rescue Service has a fire station that may also be able to provide a stand-by and rest break facility for ambulances and their crews to assist with access and improve response times.</p> <p>Potential needs for community provision within the Southleigh Strategic Site will be explored with the SACS as the site comes forward.</p> <p>Developer contributions towards a CFR medical kit or automated external defibrillator for public access may be appropriate, either direct or through CIL.</p>

# Coastguard

Coastguard	
Lead Organisation(s)	HM Coastguard – The Maritime and Coastguard Agency
Main Sources of Information and Key Weblinks for Updates	<p>Strategic Overview of Search and Rescue in the UK - UKSAR (January 2017)</p> <p>Maritime and Coastguard Agency website:  <a href="https://www.gov.uk/government/organisations/maritime-and-coastguard-agency/services-information">https://www.gov.uk/government/organisations/maritime-and-coastguard-agency/services-information</a></p> <p>Hayling Island RNLI: <a href="https://www.haylinglifeboats.org.uk/">https://www.haylinglifeboats.org.uk/</a></p>
Planning Policy	If new premises for the coastguard services are required within borough the Local Plan can identify and allocate a suitable site.
Roles and Responsibilities	<p><u>Maritime and Coastguard Agency</u></p> <p>The role of Her Majesty’s Coastguard is carried out by the Maritime and Coastguard Agency (MCA). The MCA is an executive agency, sponsored by the Department for Transport. The MCA works to prevent the loss of life on the coast and at sea.</p> <p>In port and harbour areas, the overall responsibility for maritime search and rescue response and coordination rests with HM Coastguard, coordinating and mobilising the response to persons in distress in the air, at sea, in tidal waters or at risk of injury or death on the sea cliffs and shoreline of the UK. When alerted or notified by a Harbour Authority, or in the event of being the first recipient of an alert or notification, HM Coastguard will liaise closely with and support the Harbour Authority by co-ordinating the search and rescue phase of any distress incident within the harbour limits and will work with the Harbour Authority to ensure the safe operation of the harbour/port is maintained throughout the response phase.</p> <p>The Coastguard Rescue Service is part of HM Coastguard, but its Coastguard Rescue Team members are volunteers. The role of a coastguard rescue officer includes:</p> <ul style="list-style-type: none"> <li>• help rescue people trapped on the coast, e.g. on cliffs, stuck in mud or in the water;</li> <li>• search for missing people;</li> <li>• report and deal with pollution and other hazards;</li> <li>• help emergency services and local authorities during emergencies, e.g. flooding;</li> <li>• gather information for the coastguard operations centre;</li> <li>• go to schools, clubs and other public places to tell people about staying safe at sea and along the coast;</li> <li>• carry out duties for the Receiver of Wreck, e.g. dealing with wreckage or dead whales and dolphins on the shoreline.</li> </ul> <p><u>Royal National Lifeboat Institution (RNLI)</u></p> <p>The RNLI provides:</p>

## Coastguard

	<ul style="list-style-type: none"> <li>• a strategically located fleet of all-weather lifeboats, which are available at all times, and tactically placed inshore craft, which are subject to weather limitations;</li> <li>• a lifeguard service on a seasonal basis;</li> <li>• coastal safety, research and education programmes; and</li> <li>• flood response.</li> </ul>
Existing Provision	<p>Through its fully integrated and flexible network of nine Operations Centres (and London Coastguard) around the UK with the National Maritime Operations Centre at its hub, HM Coastguard fulfils its responsibility for the initiation and co-ordination of civil maritime and aeronautical search and rescue. Havant is covered by the base at Lee-on-Solent. The Hayling Island Coastguard Station is a building located behind the beach at South Hayling (Eastoke).</p> <p>Situated at the extreme eastern end of Hayling Island at the entrance to Chichester Harbour, the Hayling Island Lifeboat Station provides 24-hour marine emergency cover. The volunteer crews provide cover for the 10,000 boat owners and their crews who are based in Chichester Harbour and to all mariners in the eastern approaches to the Solent. The “Flank” RNLI Stations at Selsey to the East, Portsmouth to the West and Bembridge to the South on the Isle of Wight set the Hayling Station’s operational boundaries.</p>
Anticipated Needs	<p>A new purpose-built training centre was completed for the MCA at Daedalus Airfield, Lee-on-Solent, in 2015, providing Coastguard Rescue Officers with facilities to help them deal with emergency situations along the UK coastline. No further provisions are planned or considered necessary to accommodate future population growth.</p>
Sources of Funding	<p>The MCA is a Government sponsored and funded organisation.</p> <p>The RNLI is a charity dependent on public support, funding and donations, to help meet the cost of saving lives at sea. The volunteer lifesavers give their time for free.</p>
Key Issues	<p>Search and rescue is an activity, normally co-ordinated by a rescue co-ordination authority, where available personnel and facilities are used to locate persons in distress, potential distress or missing and recover them to a place of safety providing for their initial medical care or other needs as necessary.</p>
Anticipated Solutions	<p>The coastal search and rescue services are complementary to the other emergency services and require no specific known provisions within or to support the Havant Borough Local Plan.</p>

# Health

## Primary Care

Primary Care	
Lead Organisation(s)	South Eastern Hampshire Clinical Commissioning Group (SEHCCG)
Main Sources of Information and Key Weblinks for Updates	<p>Correspondence and meetings with officers from the SEHCCG and practice managers</p> <p>General Practice Forward View – NHS England (April 2016)</p> <p>Presentation to the Hayling Island Infrastructure Advisory Committee (3 May 2017)</p> <p>General Practice Forward View: <a href="https://www.england.nhs.uk/gp/gpfv/">https://www.england.nhs.uk/gp/gpfv/</a></p> <p>Better Local Care website <a href="http://www.betterlocalcare.org.uk/#">http://www.betterlocalcare.org.uk/#</a></p>
Planning Policy	<p>The built and natural environments are major determinants of health and wellbeing. The NPPF (paragraph 91) includes planning healthy places which: ‘c) <i>enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling</i>’. Paragraph 20 expects strategic policies to make sufficient provision for community facilities including health infrastructure. Paragraph 34 includes health provision in the list of infrastructure that Local Plans should set out expected requirements for.</p>
Roles & Responsibilities	<p>A total of eight GP Practices are involved, served by two Integrated Community Care Teams including District Nursing, Occupational Therapy, Physiotherapy and Old People's Mental Health (OPMH), alongside several Hampshire-wide Specialist Teams and Acute based models of care designed to improve the emergency care pathway. These services are currently commissioned by South East Hampshire Clinical Commissioning Group (SEHCCG).</p> <p>The South Eastern Hampshire Clinical Commissioning Group (SEHCCG) is required by NHS England to hold an Estates Strategy for its area. In general, health facilities within the Havant locality are of mixed tenure and vary significantly in condition, and lifespan.</p> <p>While some clinics and medical practices are in the ownership of the SEHCCG others may be owned by group practices themselves or by a property company.</p>
Existing Provision	<p>The catchment areas of the various medical practices that provide services for the borough's residents overlap with each other and the local plan areas and some also serve residents outside of the borough. Although a range of 1800-2000 patients per doctor may be considered 'normal', in reality the situation varies considerably depending on the nature of the population within the catchment, the size of the practice and the degree of specialisation and range of services provided by the team supporting the doctors.</p> <p>The tables at Appendix 1 provide data on registered patient numbers for practices that are situated within the borough, and also for some located outside but close to the borough boundary.</p> <p><u>Oak Park Community Clinic</u></p>

## Primary Care

The wider Havant area is served by the Oak Park Community Clinic on Lavant Drive, Havant. The facility is fit for purpose and currently has capacity to deliver existing services now and into the future. Current services at Oak Park Community Clinic are:

- Outpatient and community services across a range of specialties.
- Therapies - physiotherapy, speech and language therapy and occupational therapy.
- Diagnostics - x-ray, ultrasound and echo.
- Podiatry.
- Rapid Assessment for Older People.
- Diabetic Retinopathy screening.
- Children's outpatient and community services.
- Facilities for a mobile scanner to visit the site (e.g. MRI).

### Havant Health Centre

This facility has been identified as requiring replacement within the next 5-10 years. The Health Centre currently provides GP services from two GP Practices; their surgeries are currently operating at capacity. The existing facility has a small amount of spare capacity however it will not meet the needs of the practice and community population moving forward.

### Emsworth Surgery

Emsworth Surgery is a partnership of 7 doctors; using a full-time equivalent GP count of 5.75 there is a ratio of 2,216 patients per GP (based on patient list size of 12,745 in December 2017). The Surgery is already operating at above capacity and the existing surgery building does not meet the requirements for space moving forward.

### Hayling Island

The CCG is satisfied that Hayling Island is well served for Primary Care. There are two GP Practices situated on the island: The Elms Practice and the Waterside Medical Practice. Both are located at the NHS Property Services owned Hayling Island Health Centre. The 2016/17 condition survey rates the condition of the building as in good condition. Both Practices currently have no GP vacancies and when surveyed in 2016 by SEHCCG had the lowest number of patients per GP of all of the practices in the CCG area. Practice registers are open to new patients<sup>16</sup> and there is potential space within the Health Centre, or on adjoining land owned by the Borough Council, for additional consulting rooms if required. Patients on the northern part of the island also fall within the catchments of the both the Bosmere Medical Practice and Homewell Curlew Practice surgeries nearby on the mainland.

### Leigh Park

The CCG has stated that capacity in primary care has recently been extended, however without the development of Community Facilities; space for any new

<sup>16</sup> Registrations alternate monthly with one practice taking on new patients one month and the other practice the following month, and so on, to even out the share of new patients over a 12 month period.



**Primary Care**

population will not be able to be met. There is some capacity for health services to be provided in the Leigh Park (Dunsbury Way) Clinic.

Waterlooville Health Centre

This facility has also been identified as being in need of replacement to enable the development of primary care delivery at scale and the Multi-Speciality Community Provider (MCP) model.

**Anticipated Needs**

Oak Park and Havant Health Centre

The Multi-Speciality Community Provider (MCP) model envisages the Oak Park Community Clinic in the role of the Havant Area Large Health Hub, providing access to primary care. In the future reorganisation of the facilities may be made to accommodate the primary care currently provided at the Havant Health Centre and the administrative services could be relocated to the Public Service Plaza as part of the development of the Civic Campus. The CCG is therefore working with its clinical partners and Havant Borough Council as part of the One Public Estate project to enable the provision of a new facility. The two GP Practices from Havant Health Centre would need to be re-provided in any new development. The likely re-provision cost is £12.5m.

Emsworth Surgery and the Southleigh Strategic Site

The new population arising from large scale development in Emsworth would generate the need for one to two additional doctors, which would be located within an existing practice under the MCP model.

The GPs at Emsworth Surgery, to improve the services that the GPs want to offer their patients, have been considering relocating to a new site to ensure long-term sustainability and to help meet the increasing health needs of a growing population. Following public consultation during summer 2017 and November 2018, the original nine options were reduced to three:

- moving to a refurbished Emsworth Victoria Cottage Hospital and possibly retaining a branch practice at Westbourne, subject to affordability;
- moving to a replacement building on the Victoria Cottage Hospital site, with possible retention of the Westbourne site subject to affordability; or
- relocating to a new site and a new building at Redlands Grange (the existing Emsworth and Westbourne surgeries would be sold).

An application for capital was submitted and the sum of £4.4m was available to deliver on a readily available site for a limited period of time. Planning permission was granted in 2019 to progress the redevelopment of the Victoria Cottage Hospital Site.

Within the terms of the S106 planning agreement for the Hampshire Farm development a site (Redlands Grange) was set aside for a doctor's surgery and pharmacy. However, this part of the agreement is time limited with discussions and negotiations, concerning the passing of the site to the Borough Council for community uses, ongoing. This site would become more central to the expanding population given the proposed developments to the north of Long Copse Lane and at Southleigh as well as the need to cover Westbourne.

## Primary Care

	<p><u>Waterlooville Health Centre</u></p> <p>The likely timeframe for replacement to enable the development of Primary care delivery at scale and the Multi-Speciality Community Provider (MCP) model is 5-10 years. However, no capital expenditure has been identified to meet this as yet.</p>
Sources of Funding	<p>Capital funding for health infrastructure in the NHS is scarce and difficult to secure.</p> <p>Funding for the NHS comes directly from taxation. The services of GP Practices are commissioned by the CCG and paid per head of population. While the Department of Health funds population growth on a retrospective per head basis, this forms part of the allocation of funding which the CCG receives annually. Infrastructure to support health services is not budgeted as part of the allocation given to CCGs.</p> <p>The financial responsibility for the NHS Estate lies with each NHS Commissioner and South Eastern Hampshire CCG is responsible for the rental costs of all NHS provider properties within its locality, apart from dental services which remain the responsibility of NHS England.</p>
Key Issues	<p>The model of primary care services is changing as set out in the General Practice 5 year Forward View. This is in order to meet unprecedented demand and in recognition of the fact that GPs are a scarce resource. Within the borough, as elsewhere across the country, people are living longer but with increasing age are developing more chronic health issues. Demand is also increasing for other reasons, including a growing population, and General Practitioners (GPs) are seeing more patients with increasingly complex problems. Supporting people to remain healthy at home as long as possible is the key to relieving pressure on over-stretched resources.</p> <p>The changing model of primary care services referred to above, with support from the SEHCCG, is already enabling groups of GP practices to join together to develop new approaches to serving their communities, and provide such as extended care from 8am-8pm weekdays, and also care at weekends, by sharing services and staff across practices.</p>
Anticipated Solutions (see also Solutions Tables at Appendix 2)	<p>General Practices will work with or as part of the Multi-Specialty Community Provider (MCPs) which will transform the range and accessibility of services available through primary care, by better utilising GP surgeries, community health teams and other health and care professionals. In doing so, people will receive more timely and appropriate care closer to home in a way that promotes independence and prevention. Increased access to these primary care services and the provision of more support at home from the local extended primary care team (GPs, community and practice nurses, pharmacists, physiotherapists, social care and voluntary sector), will provide a wrap-around service for a locality. As well as early intervention, the management of long term conditions through the creation of specialist community teams and improved access to the tools to self-manage conditions is the key.</p> <p>Changes are already happening with patients being encouraged to seek help from a pharmacist as a first port of call. Online services allow patients to book or cancel appointments, to make repeat prescription requests and increasingly to have access to</p>

## Primary Care

their own patient records. Local GPs are also trialling 'eConsult'<sup>17</sup>, an online service to improve access to medical advice. For those without access to information technology, telephone receptionists are trained to 'triage' patients, to prioritise and allocate patients to the appropriate professionals (which may well not be a doctor) according to the urgency of their need for care.

Within Hampshire 'Better Local Care' is the Vanguard Multi-Specialty Community Provider. It is a new partnership between local NHS and care organisations, GPs and charities which all believe there is a better way to plan and deliver care in Hampshire. For better local care to work it requires everyone, from GPs to nurses, social workers to volunteers, and even patients themselves, changing the way they think, work and act. It also means rethinking the way care funding is spent.

While the development of the Strategic Site and other sites in the Emsworth area will require additional GPs, these could be accommodated within the redevelopment Victoria Cottage Hospital site.

The future for the Waterlooville Health Centre remains uncertain pending the identification of funding for replacement facilities.

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<sup>17</sup> eConsult is an online tool that offers patients immediate self-help advice or can be used to send an online consultation directly to their GP who will reply within 24 hours. It may also help patients to manage certain conditions, without the need to attend the surgery in person. The tool, mainly hosted on GP practice's websites also includes signposting to other services and a symptom checker which can help patients establish whether they need a GP appointment

# Acute Care

Acute Care	
Lead Organisation(s)	Portsmouth Hospitals NHS Trust
Main Sources of Information and Key Weblinks for Updates	<p>Portsmouth Hospitals NHS Trust website <a href="http://www.porthosp.nhs.uk">http://www.porthosp.nhs.uk</a></p> <p>Portsmouth Hospitals NHS Trust Quality Report – Care Quality Commission (June 2015)</p> <p>Portsmouth Hospitals NHS Trust Annual Reports and Accounts for 2016/17 and 2017/18</p>
Planning Policy	See this section in ‘Health – Primary Care’ above.
Roles & Responsibilities	Portsmouth Hospitals NHS Trust provides hospital Services for South East Hampshire
Existing Provision	<p>The majority of Borough residents access their emergency and acute care from Queen Alexandra Hospital in Cosham with a smaller number of patients accessing care (both routine and emergency) at St Richards Hospital, Chichester.</p> <p>At QA Hospital, the Portsmouth Hospitals NHS Trust provides a full range of elective and emergency medical and surgical services. The trust also provides specialist renal and transplantation services and is host to the largest of five Ministry of Defence Hospital Units in England.</p> <p>Elsewhere within the local area there is provision for ten beds (Step Up and Step Down facility) within Edenvale Nursing Home based in Waterlooville. Alongside this, patients have access to community beds within Petersfield Hospital including a specialist rehabilitation ward.</p>
Anticipated Needs	<p>Over the coming years the population served by the QAH is forecast to grow in line with the England average, to approximately 695,000 from 675,000 in 2020. QA Hospital is in the first cohort of hospitals facing the challenges of an ageing population:</p> <ul style="list-style-type: none"> <li>• By 2032 28% of the catchment population will be over 65 years of age, significantly higher than the England average of 22%.</li> <li>• The trend for over 75s suggests that by 2032 this group will account for 16% of the local population compared to the England average of 11%.</li> </ul> <p>In addition, a number of wards within the QAH catchment area face severe deprivation which places an additional demand on the acute service provision, particularly emergency care.</p> <p>The redevelopment of QAH to form a sub-regional health facility is expected to have sufficient physical capacity to cope with the projected increase in population.</p> <p>In order to address the need for some inpatient beds in the community, South Eastern Hampshire Clinical Commissioning Group (SEH CCG) has been working in partnership with Hampshire County Council (HCC) to identify a consortium to build a new nursing home and extra care accommodation on land opposite Oak Park Community Clinic. It is envisaged that the nursing home will provide a minimum of</p>

## Acute Care

	60 beds from which the NHS and HCC will jointly commission 30. These beds will replace beds that were previously provided from an older community hospital in Havant which has now closed. In the meantime, the NHS has commissioned beds from a local nursing home.
Sources of Funding	The NHS is funded almost entirely from general taxation and National Insurance contributions. The level of NHS funding in a given year is set by central government through the Spending Review process. This process estimates how much income the NHS will receive from each of its sources. If National Insurance or patient charges raise less funding for the NHS than originally estimated, funds from general taxation are used to ensure the NHS receives the level of funding it was originally allocated. A very small proportion <sup>18</sup> is generated by user charges (charges for prescriptions, dental treatment and spectacles) also through parking charges and land sales.
Key Issues	The ability of the Queen Alexandra Hospital's services to continue to support the growing population will depend on a number of factors that are likely to include continuing to improve management and leadership, the ability to maintain and increase staffing levels, and on circumstances beyond the control of the NHS such as the availability of home-care services and care home places so that patients who are ready and waiting to be discharged are not preventing new patients from being admitted.
Anticipated Solutions	<p>It is not expected that any new hospital facilities will be required in the Havant Local Plan area for the period to 2036.</p> <p>Portsmouth Hospitals NHS Trust has identified that it can best serve the local population by working collaboratively with partners across the local health and social care system to respond to the growing pressures and mitigate the impact of an increasingly ageing population.</p> <p>The aim is, working together to drive a decline in emergency admissions and average length of stay through:</p> <ul style="list-style-type: none"> <li>• Developing care pathways to reduce multiple handovers and offer a streamlined and targeted service – for example the diabetes service.</li> <li>• Reducing the need for hospital admissions for the frail and elderly, and those with long term conditions.</li> <li>• Supporting self-management and long term prevention of ill-health working closely with Public Health.</li> </ul>

<sup>18</sup> 1.2% according to the Department of Health Annual Report and Accounts 2015/16 as illustrated on the webpage <https://www.kingsfund.org.uk/projects/nhs-in-a-nutshell/how-nhs-funded>

# Green & Blue Infrastructure

## Open Space & GI

**NB it is in the nature of Green Infrastructure that it overlaps with a number of other topics eg green routes, transport, nutrient neutrality and ecological mitigation. Some issues and measures relevant to GI are therefore covered in other sections of this document.**

Open Spaces & Green Infrastructure	
Lead Organisation(s)	Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	Havant Borough Open Space, Sport and Recreation Strategy (2018) <a href="http://www.havant.gov.uk/open-space-sport-and-recreation-strategy">www.havant.gov.uk/open-space-sport-and-recreation-strategy</a> PUSH Green Infrastructure Strategy <a href="http://www.push.gov.uk/work/planning-and-infrastructure/green-infrastructure-flooding-water-management/">www.push.gov.uk/work/planning-and-infrastructure/green-infrastructure-flooding-water-management/</a>
Planning Policy	<p>Green infrastructure is defined in the NPPF as ‘A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.’</p> <p>Paragraph 96 and 97 of the NPPF set national policy on planning for sports and recreation facilities: ‘Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless certain criteria are met.</p>
Roles & Responsibilities	Open spaces and green infrastructure are owned and managed by a variety of landowners and bodies; in the case of public parks, mainly the Borough Council.
Existing Provision	Details of existing provision are found in the Havant Borough Open Space Strategy.
Anticipated Needs	<p>The Council commissioned the Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies to provide a robust and up-to-date assessment of the need for open space, sport and recreation facilities in the Borough. All three strategies highlight the importance of protecting and enhancing existing sports and recreational facilities (both indoor and outdoor) in Havant Borough. This coincides with Havant Borough Council’s local health priorities of reducing obesity and increasing physical activity.</p> <p>The Open Space strategy concludes that there is currently a deficit of play equipment for children and young people, as well as allotments and community gardens (or community food growing provision), in the Borough. This deficit is predicted to rise alongside an increase in resident population.</p> <p>The PUSH Spatial Position Statement recognises that the enhancement of the sub-region’s green infrastructure (GI), including the water environment, as a</p>

## Open Spaces & Green Infrastructure

multifunctional network of green spaces and other environmental features is crucial to enable and complement planned sustainable economic growth and development within the sub-region.

PUSH has also prepared a strategic scale Green Infrastructure Strategy, which covers:

- The Strategic Rights of Way network;
- Long distance footpaths and national cycle routes;
- Country Parks;
- Large scale Suitable Alternative Natural Green Spaces (SANGs);
- Community Forests;
- River and strategic wildlife corridors;
- Internationally important habitat areas;
- National Nature Reserves (NNR);
- Protected landscapes (National Parks and AONBs).

The PUSH Position Statement states that the GI strategy will also be important in the delivery of the mitigation measures necessary to address recreation pressures arising from new development in the PUSH area on the Solent (as set out in the Solent Recreation Mitigation Strategy).

The Position Statement sets out the types of projects that Local Plans are expected to make provision for and local authorities to secure funding for, as follows:

- Landscape-scale green infrastructure projects (e.g. the Forest of Bere);
- The provision of new and enhancement of existing strategic recreational facilities (e.g. Country Parks);
- Projects that will effectively divert recreational pressure away from sensitive European sites;
- The creation and enhancement of a network of green recreational routes (such as pedestrian and cycle) including improved links between urban and rural areas, and to the Country and National Parks;
- Ecological protection and mitigation (e.g. SRMS and SANGs);
- Watercourse and river corridor restoration and enhancement
- Coastal/seafront enhancement; and
- Greener Urban Design/greening the urban area initiatives

Sources of Funding

Open space is new development is delivered either by direct provision by developers, or through financial contributions. Funding needs to be secured not only for the initial provision, which with larger developments is most likely to be provided in kind through S106 agreements, but to ensure that quality is maintained in perpetuity. Ongoing management and maintenance tends to be secured in the borough through the establishment by the developer of a

## Open Spaces & Green Infrastructure

	<p>Management Company and charges imposed on the residents of the new development.</p> <p>Funding will be sought from a number of sources to deliver the PUSH GI Strategy, including the Local Enterprise Partnership’s Local Growth Deal, developer contributions (Community Infrastructure Levy and section 106), and lottery funding.</p>
Key Issues	<p>New development places additional demands on the supply and resilience of existing green spaces. It is important that new residential development provides sufficient public open space for new residents.</p> <p>Planning policy requirements for GI have traditionally been driven by needs of the arising population in terms of quantity however quality is equally important in being able to maximise the use and multifunctionality of the assets.</p>
Anticipated Solutions (see also Solutions Tables at Appendix 2)	<p>In the past green assets were planned for their single use functions; for example, parks as areas for recreation and play and wildlife reserves for the protection of particular species. Green assets have also arisen through planning for other types of infrastructure; for example, verges and embankments within motorway and railway corridors. Now networks of green and blue spaces (including rivers, streams, lakes and coastal waters) that intersperse our settlements provide for a great range of functions. Multifunctionality is central to the green infrastructure (GI) approach to land use planning: Promoting the widest range of functions which can be performed by the same asset and unlocking the greatest number of benefits. The multifunctional benefits of GI include: flood risk management; health and wellbeing; adaption to climate change; protection and enhancement of biodiversity; and the provision of recreational opportunities.</p> <p>The Borough Council will include policies in its Local Plan to protect existing open spaces and GI assets, as well as linkages between them, and to improve access from developed areas to them.</p> <p>PUSH published a GI Implementation Plan in 2019, including projects in Havant:</p> <ul style="list-style-type: none"> <li>• P1(a) Havant Cycling, Walking and Waterways Project</li> <li>• P1(d) Enhanced Woodland Linkages (Forest of Bere Woodlands) Project</li> <li>• P1(f) Hayling Billy Trail Project</li> <li>• P3(b) Broadmarsh Coastal Park Brent Goose Refuge Project</li> <li>• P3(c) Hayling Island Brent Goose Refuge Project</li> <li>• P5. Havant Thicket Reservoir GI Project</li> </ul>



# Flood & Coastal Erosion Risk Management

Flood & Coastal Erosion Risk Management	
Lead Organisation(s)	Havant Borough Council, through the Eastern Solent Coastal Partnership Environment Agency
Main Sources of Information and Key Weblinks for Updates	Correspondence and meeting with the Eastern Solent Coastal Partnership and information on the ESCP website Liaison with the Environment Agency Eastern Solent Coastal Partnership – Strategies for the Havant Coastline: <a href="http://www.escp.org.uk/coastal-strategies">www.escp.org.uk/coastal-strategies</a>
Planning Policy	The NPPF devotes an entire chapter to ‘Meeting the challenge of climate change, flooding and coastal change’, with detailed added through further national guidance. The overall aim is to keep development safe from flooding.  Proposals for improvements to existing defences or new defences or removal of defences require the applicant to obtain all relevant consents and permissions, including planning permission, before carrying out any works.
Roles and Responsibilities	Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However this is not a legal obligation. This means Havant Borough Council has the ‘power’ to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.  Local Authorities and the Environment Agency do however act to try and secure funding and deliver projects where there are sufficient benefits to the public, i.e. when there is a clear economic benefit to developing coastal defence works, when there is an appropriate engineering solution that is achievable and where environmental legislation is not contravened.  Private land owners and homeowners have ultimate responsibility for protecting their own property and land from flooding and erosion and they must act within statutory planning regulations and other applicable legislation to do so.  In Havant, the Borough Council acts as part of the Eastern Solent Coastal Partnership, and undertakes most of the flood & coastal erosion risk work in the Borough. The overarching vision of the ESCP initiative is to reduce the risk of coastal flooding and erosion to people, the developed and natural environment by encouraging the provision of technically, environmentally and economically sustainable coastal defence and protection measures.  The ESCP undertake a broad range of coastal management activities including: <ul style="list-style-type: none"> <li>Working at a strategic level to deliver Shoreline Management Plans and Coastal Flood and Erosion Risk Management (CFERM) Strategies. These plans enable the ESCP to bid for funding to implement the recommended management approach. (Joining together these bids for aid can be more attractive to the EA and can deliver significant cost savings).</li> </ul>

## Flood & Coastal Erosion Risk Management

	<ul style="list-style-type: none"> <li>• Designing and implementing on the ground CFERM engineering schemes that improve the standard of flood and erosion protection for the people living along our shoreline.</li> <li>• Undertaking regular management, inspection and maintenance of the sea defences across our region to ensure a safe standard of protection for our communities.</li> <li>• Carrying out coastal monitoring and research to ensure we have the most accurate and up to date information to undertake our work.</li> <li>• Engaging with local communities, organisations and business on all aspects of our work to ensure we involve local people to help shape the decisions that we make.</li> </ul>
Existing Provision	<p>The Local Authorities across the ESCP frontage invest resources each year into maintaining their existing coastal defence structures. This extends the life of the assets and ensures the appropriate level of protection is sustained. No coastal defence is maintenance free, although in some cases cost can be quite minimal.</p> <p>Examples of some of the maintenance works undertaken are:</p> <ul style="list-style-type: none"> <li>• Shingle recycling.</li> <li>• Beach nourishment.</li> <li>• Replacement of timber planking on groynes and revetments.</li> <li>• Concrete repairs to seawalls.</li> <li>• Construction/basket repairs to gabion seawalls.</li> <li>• Re-pointing to masonry seawalls.</li> <li>• Construction of permeable concrete revetments.</li> </ul> <p>In order to determine when maintenance is required the ESCP implements a comprehensive asset inspection programme. Maintenance is undertaken on a priority basis.</p>
Anticipated Needs	<p>Future needs are planned through a system of plans and strategy, ranging from high level strategic Shoreline Management Plans (SMP), down to local scheme design. The most relevant levels to this document are Flood &amp; Coastal Erosion Risk Management Strategies, which consider the various options available for protecting the coastline and propose management options or flood defence schemes which are economically, socially and environmentally acceptable within the constraints which apply to that location. In terms of implementation, this is planned through detailed coastal schemes.</p> <p><u>Mainland</u></p> <p>Standards of protection are variable within areas at risk, but there are no areas formally benefitting from flood defences. Additional infrastructure provision would most likely be necessary to facilitate new development to remain safe from flooding, beyond improvements already planned which are for the benefit of existing development.</p> <p>The Portchester Castle to Emsworth FCERM Strategy, which covers the mainland of the Borough (Bedhampton, Havant, Langstone, and Emsworth) was completed in 2013 by the Environment Agency in partnership with HBC and the Eastern Solent Coastal Partnership. The estimated whole life cost of implementing the schemes recommended by the Strategy, at that time, for the next 100 years was £113 million.</p>

## Flood & Coastal Erosion Risk Management

Along the mainland coast the SMP policy is 'hold the line'. However, along some stretches further studies are needed to consider potential 'managed realignment' at Conigar, Warblington and part of Southmoor. Such managed realignment schemes are essential, creating new intertidal habitat to offset the losses of habitat through coastal squeeze where 'hold the line' policies are implemented. The Environment Agency led the outline design stage of a Managed Realignment Scheme at Southmoor however the project was found to be unaffordable for the amount of habitat it potentially created.

The SMP policy for the Southmoor frontage from Southmoor Lane westwards, which includes the Budds Farm Sewage Treatment Works, is 'hold the line'. This is due in particular to the regional importance of the A27 road and the railway as well as the treatment plant.

In 2017 extensive repairs took place to failed sections of the revetment near the Broadmarsh Coastal Park. A scheme to ensure the ongoing life of the structure, to maintain Brockhampton Quay and to protect the Budds Farm treatment works has been identified as necessary, however no funding is yet available. The ESCP has secured £76k of RFCC Local Levy funding for a coastal defence feasibility study to identify an appropriate and sustainable coastal defence option whilst delivering a detailed case study by which the costs, requirements and practicalities associated with defending coastal landfill sites throughout the SCOPAC<sup>19</sup> region can be better understood.

Existing defences in Langstone are in poor condition and some are reaching the end of their life, so there is a need to address these issues now in order to reduce flood risk to the Langstone community moving forward into the future. Over the next 100 years, over 120 homes in Langstone are at risk of tidal flooding in an extreme event. The aim of this study is to develop coastal management options to reduce the flood and erosion risk to the community, important heritage assets and the A3023, the only road crossing to Haying Island. Havant Borough Council (HBC) are undertaking a feasibility study to appraise options and develop outline designs for future coastal management at Langstone to reduce coastal flood and erosion risk to over 100 properties, as well as critical infrastructure including the A3023, the only road access to Hayling Island. In March 2018, the Eastern Solent Coastal Partnership (ESCP) on behalf of HBC, secured £376,000 of funding made up from Regional Flood and Coastal Committee Levy and HBC Community Infrastructure Levy to progress the Study and outline design of options at Langstone.

In Emsworth, generally there is little or no 'surplus capacity' within areas at risk: standards of protection are variable but generally modest. Additional infrastructure provision would most likely be necessary to facilitate new development to remain safe from flooding, beyond improvements already planned which are for the benefit of existing development.

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<sup>19</sup> The Standing Conference on Problems Associated with the Coastline is an influential network of local authorities and other key organisations that share an interest in the sustainable management of the shoreline of central southern England from Lyme Regis to Shoreham-by-Sea including the Isla of Wight.

## Flood & Coastal Erosion Risk Management

Habitat creation schemes have been identified to meet the legal obligation (in EU law that will become enshrined in UK law following Brexit) to recreate intertidal habitat that is being lost elsewhere along the Solent coast. Sites are located at Southmoor, Conigar and Warblington however funding is not yet available.

### Hayling Island

Hayling Island does not currently have a holistic FCERM Strategy in place and is covered by a series of smaller studies which were completed at various times over the past 10-15 years. For the whole of Hayling Island, the North Solent SMP estimated the total Present Value (PV) cost of delivering the preferred policies (over 100 years, including risk) as £161m with a total benefit of £778m. Whilst some improvement work has been undertaken, through various projects delivered by the EA and the ESCP, a more detailed and robust strategic assessment and economic appraisal is now required to update the out of date picture that exists for Hayling Island. The plan is to develop an FCERM Strategy for Hayling Island, identifying management approaches for the next 100 years, in two stages; Part 1: Hayling Island Funding and Implementation Strategy (HIFIS) – now complete, and Part 2: Hayling Island full FCERM Strategy. Funding for the full FCERM Strategy will be split between Government funding allocated by the Environment Agency (EA) and Havant Borough Council (HBC) funding from Community Infrastructure Levy. £190k of funding has been secured from Grant in Aid (GiA) (2018) to undertake a Hayling Island FCERM Funding and Implementation Strategy. A further £400k is required to deliver a full FCERM strategy.

Some areas (e.g. parts of Eastoke, Selmore and locations adjacent to West Lane) have a low probability of flooding but this will increase with climate change, and are therefore generally not to the standards required by planning policy. Other areas have a moderate to high probability of flooding, increasing further with climate change.

The Eastoke point flood defence scheme was completed in 2013 and protects approximately 1700 homes from flooding over the next hundred years. The open coast frontage is covered by a Beach Management Plan.

The South Hayling Beach Management Activities are continuing to enable periodic nourishment and annual recycling of suitable beach material for flood and coastal erosion risk management. Funding is available for the period 2017-2022. This is currently funded by Grant in Aid, where the ESCP secured approximately £3.2million over 5 years to undertake these works. In 2021/22 further bids for grant and other sources of funding will be required to maintain these activities.

Potential Habitat creation schemes have also been identified for Hayling Island, through the NSSMP, at Northney, Tournerbury and Stoke. These are required to compensate for the loss of intertidal habitat arising from coastal squeeze across the region. All of the sites, and many others across the Solent, are undergoing a strategic level assessment to assess their viability as part of the Environment Agency's Regional Habitat Creation Programme (RHCP). Any plans to implement them would require further, more detailed studies and in some places landowner consent. Funding would likely come from FCRM Grant in Aid. Any planned Habitat creation schemes

## Flood & Coastal Erosion Risk Management

	<p>would have to take account of the Solent Wide Birds Study<sup>20</sup> which is looking at the impact on high water roost sites from shoreline management and other activities.</p>
Sources of Funding	<p>While the SMP provides a framework for future decisions, the implementation of the policy relies on the availability of funding. A policy of hold the line, advance the line or managed realignment does not mean that public funding is secured or guaranteed for ensuing strategies or schemes.</p> <p>The Department for Environment, Food and Rural Affairs (Defra) provides guidance and grant aid to local authorities for the delivery of FCERM measures. The current funding mechanism for assessing how much Flood Defence Grant in Aid funding a scheme is eligible for, called 'Partnership Funding', was introduced in 2011/12 and works on a payment for outcomes basis.</p> <p><i>A House of Commons Briefing Paper<sup>21</sup> explains that, "A new partnership approach to funding could make government money available to pay a share of any worthwhile scheme. The amount in each case will depend on the level of benefits the scheme provides. For example, the number of households protected, or the amount of damage that can be prevented. The level of government funding potentially available towards each scheme can be easily calculated. Local authorities and communities can then decide on priorities and what to do if full funding isn't available. Projects can still go ahead if costs can be reduced or other funding can be found locally."</i></p> <p>In general, where there are large numbers of properties at risk and the benefits of the scheme outweigh the costs, schemes are likely to be fully funded. Where there are lower numbers of properties at risk and the benefits do not significantly outweigh the costs, schemes may be part grant funded and there will be a need to fund the shortfall to unlock the grant element. This can be through a number of sources i.e. Regional Flood Committee Local Levy, community contributions, Public Funding, Community Infrastructure Levy or may be through private developer funding if the works are needed in part to protect new development.</p> <p>There is limited funding for the ongoing maintenance regime which is generally met by Local Authority Budgets and prioritised using a risk based approach. An annual maintenance programme of works carried out by the Environment Agency is published on its website<sup>22</sup>.</p>
Key Issues	<p>The borough has a coastline with a total length of 48km, and significant areas at risk of flooding, most notably Hayling Island.</p> <p>The entire borough coastline abounds with important habitats, birds and wildlife species. The coastline is therefore protected by complex environmental legislation. There are both potential conflicts and possible opportunities when protecting these internationally important designated sites and providing coastal erosion and flood defences.</p>

<sup>20</sup> [www.solentbirds.org.uk](http://www.solentbirds.org.uk)

<sup>21</sup> [Number CBP07514 – Flood risk management and funding \(13 June 2017\)](#)

<sup>22</sup> <https://www.gov.uk/government/publications/river-and-coastal-maintenance-programme>

## Flood & Coastal Erosion Risk Management

	<p>Coastal squeeze is of particular concern; a process whereby sediments and intertidal habitats (salt marsh and mud flats) in front of coastal defences are eroded and lost as the sea level rises. Losses, calculated across the whole of the Solent area, need to be compensated by new habitat creation. Some areas of managed realignment aim to offset coastal squeeze.</p> <p>Much of the shoreline is privately owned and maintained and private individuals and organisations have rights to continue to maintain existing coastal defences irrespective of the SMP policy.</p> <p>Funding is limited for the delivery of coastal defences, and it takes many years to develop strategies through to the implementation of schemes.</p>
<p>Anticipated Solutions (see also Solutions Table at Appendix 2)</p>	<p>There are recommendations and policies in the North Solent Shoreline Management Plan, completed and emerging Coastal Flooding and Erosion Management Strategies. To implement these recommendations, there are works required to maintain and improve defences to protect existing properties and also projects to create new habitats to mitigate the effects of 'holding the line' together with climate change. The Local Plan should safeguard land where necessary to enable these projects.</p> <p>The Borough Council's CIL spending regime acknowledges flood risk as one of its key issues, and has already committed significant amounts of funding to this cause. This is likely to continue.</p> <p>In the first instance development should avoid areas of flood risk, take steps to ensure that flood risk will not be increased elsewhere and, where possible, reduce flood risk overall. If, following the application of the sequential test, development has to go in flood risk areas suitable adaptation mitigation measures will be needed.</p> <p>Contributions from new development may increase the chances of accessing grant aid funding.</p>

# Drainage

Drainage	
Lead Organisation(s)	Hampshire County Council (Lead Local Flood Authority) Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	<p>Liaison with the Flood &amp; Water Management Team at Hampshire County Council and with the Civil Engineering Team at Havant Borough Council</p> <p>Surface Water and Sustainable Drainage Guidance for Developers, Designers and Planners – Hampshire County Council (November 2015)</p> <p>Flood Risk Management Guidance for Landowners - Hampshire County Council (February 2016)</p> <p>Emsworth Flood Risk Strategy Review – Havant Borough Council (March 2015)</p> <p>Local Lead Flood Authority: <a href="http://www.hants.gov.uk/landplanningandenvironment/environment/flooding">www.hants.gov.uk/landplanningandenvironment/environment/flooding</a></p>
Planning Policy	<p>The NPPF devotes an entire chapter to 'Meeting the challenge of climate change, flooding and coastal change', with detailed added through further national guidance. The overall aim is to keep development safe from flooding. In paragraph 163, the NPPF seeks to ensure that development incorporates sustainable drainage systems.</p> <p>Planning Practice Guidance states: <i>“Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:</i></p> <ol style="list-style-type: none"> <li>1. into the ground (infiltration);</li> <li>2. to a surface water body;</li> <li>3. to a surface water sewer, highway drain, or another drainage system;</li> <li>4. to a combined sewer.” (In the Borough there are no combined sewers)</li> </ol>
Roles & Responsibilities	<p>Hampshire County Council are the Lead Local Flood Authority under the Flood and Water Management Act 2010. They are responsible for managing the risk of flooding from:</p> <ul style="list-style-type: none"> <li>• surface water (rainfall) runoff - flows over surfaces such as roads, roofs and patios that cannot absorb water</li> <li>• ordinary watercourses - smaller, non-main rivers and water bodies. These include rivers, streams, ditches, drains, cuts, culverts, dikes, and sluices</li> <li>• groundwater - caused when heavy or prolonged rainfall makes the water table rise above its normal level</li> </ul> <p>They undertake their role by preparing plans and strategies to manage flood risk. The key plan is the Local Flood Risk Management Strategy. They are also a statutory consultee on major planning applications</p> <p>The Environment Agency has a strategic overview of all sources of flooding and coastal erosion (as defined in the Flood and Water Management Act 2010).</p> <p>Under the FWMA, all flood risk management authorities have a 'duty to co-operate' with each other. As Lead Local Flood Authority (LLFA), Hampshire County Council has established a Strategic Flood &amp; Water Management Board which includes HCC, the Environment Agency, water companies and district councils. The Act also provides the LLFA and the Environment Agency with a power to request information required in connection with their flood risk management functions.</p>

## Drainage

	<p>Under common law, property owners are the riparian owner of any watercourse both within and adjacent to the boundaries of their property, including culverts. These responsibilities include maintaining the bed and banks of the watercourse, keeping it free of obstructions and not causing it to become polluted.</p> <p>Works to a watercourse, and to connect drainage systems to a watercourse may require consent from the LLFA. An environmental permit is likely to be required from the Environment Agency to connect to a main river. Other permissions are also likely to be required from the owners of the systems being connected to, e.g. sewer systems or ditches on adjoining land.</p>
Existing Provision	<p>Emsworth is an area with known drainage capacity issues, which has experienced flooding in particular locations when the flow into culverts exceeds their capacity. The West Brook is increasingly modified as it passes under the A27, the railway line and through the urban area. Bridge Road regularly floods as the culvert underneath has a capacity flow of 1.2 cubic metres per second whereas a relatively common storm can generate a flow in excess of this.</p> <p>Capacity restrictions along the Nore Farm Stream have caused flooding in properties due to the culvert system under Selangor Avenue (including pipes under two houses) and under Nore Farm Avenue. The Environment Agency (EA) has carried out interim work to raise the standard of defence in this area.</p> <p>Westbourne Road in Emsworth had a history of flooding, so surface water from the new 'Hampshire Farm' development drains into a balancing pond on route to the River Ems.</p> <p>The low-lying nature of Hayling Island is compounded by it being surrounded by the sea as the ditches cannot drain at high tide. There are tide flaps that allow the ditches to drain at low tide but prevent the sea coming inland at high tide. However, these need to be maintained by the relevant owner to ensure they continue to work correctly. The fields around Stoke rely on an Environment Agency maintained outfall on the western shore where the shingle is very mobile. When the shingle moves across the tide flap an alarm alerts the EA to go and remove the problem. A full programme of the maintenance, operational checks and servicing of flood gates, outfalls, sluices, screens, tidal flaps, sea walls and embankments is available on the EA's website<sup>23</sup>.</p> <p>It is also essential that adjoining landowners co-operate to ensure that the ditches are kept clear and functioning. The junction of St Peter's Road with Gutner Lane floods due to how the watercourses are managed. The open ditch runs north east to the harbour where the outfall is maintained by the EA. However, restrictions have been placed on the clearance of the ditch by Natural England due to it being part of a Site of Special Scientific Interest.</p>

<sup>23</sup> <https://www.gov.uk/government/publications/river-and-coastal-maintenance-programme>



## Drainage

	<p>Fields to the northern part of West Lane are drained by a pond which often overflows the Hayling Billy Trail.</p> <p>The Oysters development at Station Road, Hayling Island has a balancing pond in the top north-eastern corner of the site which relies on the ditch system via Saltmarsh Lane and under the Hayling Billy Trail.</p>
<p>Anticipated Needs</p>	<p>Hampshire County Council currently has no flood prevention or drainage schemes planned for Havant Borough.</p> <p>Developments will be expected to ensure that there is no net increase in surface water run-off and incorporate SuDS to manage surface water drainage unless it is proven that SuDS are not appropriate.</p> <p>Site specific solutions need to be devised to deal with issues on all sites and the local planning authority may advise at the pre-application stage. The Council's drainage engineer reviewed all potential allocations at an early stage and provided advice. Where relevant, this is noted in site allocations.</p>
<p>Sources of Funding</p>	<p>Costs are unknown and will vary scheme by scheme.</p> <p>SuDS and on-site drainage will be provided by developers, therefore in-kind provision rather than developer contributions would be the norm.</p> <p>Depending on the underlying geology and the previous use of the site, a Bond may be taken for the construction phase of the SuDS reflecting that during construction flood risk may be temporarily increased or changed.</p> <p>Pre-application advice in relation to surface water drainage is provided by Hampshire County Council however there is a charge for this service.</p> <p>In terms of on-going maintenance, there is no mechanism on place for the adoption of SuDS, and maintenance will be expected to be managed by the developer or their legal representative for the lifetime of the development, usually through a Management Company.</p>
<p>Key Issues</p>	<p>In urban areas where surfaces are sealed by buildings, roads and paving rainwater is unable to soak into the ground by infiltration. Drainage networks using pipes and culverts to divert surface water to streams and rivers can cause downstream flooding and pollution when foul sewers are overwhelmed<sup>24</sup>.</p> <p>When development occurs it is crucial to slow the rate at which water reaches receptors, to mimic a natural state (the "time of concentration"). Sustainable drainage systems (SuDS) use a variety of features to manage the flow of water by decreasing and delaying flow rates to receptors such as watercourses. However, the best solution is to return the water to ground as close to the source as possible (straight to ground through infiltration if appropriate) as this reduces flood risk and maintains groundwater recharge.</p>

<sup>24</sup> It should be noted that surface water rarely goes to foul water sewers but may still be polluted from car parks and road runoff

## Drainage

SuDS can maintain groundwater recharge through infiltration, maintain and increase biodiversity, provide amenity and green open spaces, and improve water quality. They therefore need to form an integral part of development, and should be considered as part of the land acquisition due diligence process along with other key considerations including topography, ground conditions, and discharge destinations. It is easier and more cost effective to incorporate sustainable drainage systems along with landscape design from the earliest stages of planning a development. Some assessment of the likely space requirements and volume of drainage infrastructure required as part of the proposed development should be undertaken by developers. The level of detail will depend on whether the planning application for development is in outline or a full application. What information is required is set out in HCC's [Surface Water and Sustainable Drainage Guidance for Developers, Designers and Planners](#).

Therefore, at the pre-application stage, the applicant should enter into discussions with:

- The Local Planning Authority (LPA), with respect to Local Plan requirements for SuDS including biodiversity, ecology, water quality, open space, maintenance and landscape which may impact sustainable drainage delivery;
- The Lead Local Flood Authority (LLFA), with respect to local flood risk and ordinary watercourses taking into account the technical standards; and,
- Other consenting bodies including the Environment Agency.

Surface water flooding, or pluvial flooding, happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead. This type of flooding can be caused by impermeable surfaces, intensity of rainfall not having time to infiltrate, or waterlogged ground not allowing further infiltration and can be much more difficult to predict or pinpoint than river or coastal flooding.

Although roads can be made with permeable surfaces, the Highway Authority will not adopt them as public highway (for future maintenance purposes). The Highway Authority will, however, adopt a soakaway if it is for the purpose of draining the carriageway only<sup>25</sup>.

When developing a greenfield site, the principle of SuDS is that whatever system or combination of features is used, the run-off volume and flow rate should not be more (and preferably less) once development has taken place than occurred naturally prior to development. For redevelopments the run-off should be no worse than existing and an improvement where possible.

Since drainage systems will not be publicly adopted, it is essential for developers and their consultants to give early consideration to the maintenance requirements for their SuDS scheme and should then also engage with the LPA to explore mechanisms for their ongoing future maintenance. Within the borough there are examples of private management companies being set up through legal agreements funded by the new residents to ensure future maintenance. However, the Highway Authority does not

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<sup>25</sup> HCC as Highway Authority is currently preparing guidance on adoption and where commuted sums will be required.

## Drainage

	<p>want its drainage going into privately maintained schemes and private drains cannot go under public highways. Southern Water also has its own particular requirements for access to their systems.</p> <p>Consideration must also be given to the downstream conditions beyond the development boundary where agreement with other landowners may be required to enable whole system maintenance to be carried out.</p>
<p>Anticipated Solutions (see also Solutions Tables at Appendix 2)</p>	<p>The Local Plan should set out policy concerning the management of flood risk and the need for planning applications to be accompanied by a Flood Risk Assessment that also demonstrates the feasibility of SuDS. There is a plethora of guidance concerning how requirements for SuDS can be met.</p> <p>All development should be required to incorporate SuDS, where feasible:</p> <ul style="list-style-type: none"> <li>• In accordance with the drainage hierarchy<sup>26</sup>;</li> <li>• Designed to reduce the risk of surface water flooding;</li> <li>• Giving priority to naturalistic solutions incorporated into the landscaping scheme; and</li> <li>• Including details for future maintenance.</li> </ul> <p>The West Brook North Flood Alleviation Scheme has been identified, to reduce flood risk to 54 residential properties by attenuating flood water upstream. Completion is dependent on the developer delivering the attenuation in accordance with the section 106 planning agreement and planning conditions. This is in the area earmarked for the Southleigh development. As such, it will need to be considered in the drainage strategy for this development.</p>

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<sup>26</sup> First principles for draining a new development of surface water – i.e. starting by looking at systems which infiltrate directly to ground, then systems which attenuate on site, then systems which drain to surface water sewers, then combined sewers – mimicking natural drainage as closely as possible.

# SPA Mitigation

SPA Mitigation	
Lead Organisation(s)	Solent Recreation Mitigation Partnership
Main Sources of Information and Key Weblinks for Updates	Solent Recreation Mitigation Strategy - Bird Aware Solent (December 2017) Bird Aware Solent website <a href="http://www.birdaware.org/home">http://www.birdaware.org/home</a>
Planning Policy	The NPPF in paragraph 170 states that planning policies should: <i>'contribute to and enhance the natural and local environment by: a) protecting and enhancing ... sites of biodiversity ... d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.'</i>
Roles and Responsibilities	Under the Habitats Regulations <sup>27</sup> any plan or project can only lawfully go ahead if it can be shown that the development, either on its own or in combination with other plans or projects, will have no adverse effect on the integrity of the SPAs.
Existing Provision	<p>The Solent coast stretches from Hurst Castle near Lymington to West Wittering, including Chichester and Langstone Harbours, also the northern shore of the Isle of Wight. It is internationally important for its over-wintering birds, including 90,000 waders and more than 10% of the world's Brent Geese. Many of these waders and wildfowl fly from Siberia to spend the winter here and must be able to feed undisturbed to build up enough energy reserves to survive the winter and complete their migratory journey back to their breeding grounds. In recognition of its importance the coast and adjoining estuaries have been designated Special Protection Areas (SPAS).</p> <p>The Solent is also renowned for its coastal walks and other recreational opportunities. Millions of people visit each year. People who are walking along the shore can, often unintentionally, disturb the birds - especially dog walkers. So local authorities and conservation bodies are working together through the Solent Recreation Mitigation Partnership to prevent that disturbance using the Bird Aware Solent Project. Under the Strategy, all residential development within 5.6km of the SPAs resulting in a net increase in dwellings is expected to provide an avoidance and mitigation package, generally in the form of a contribution towards mitigation projects in the strategy. Through funding from developers in association with planning permissions for new housing, the Partnership has already established a team of rangers who will talk to visitors to the coast in the county about how to enjoy a walk without disturbing the birds who are spending winter along the Solent SPA shores.</p>
Anticipated needs	Over 60,000 new homes are planned around the Solent up to 2034. Research has shown that these will lead to more people visiting the coast for recreation, causing additional disturbance to the over-wintering birds. The Solent Recreation Mitigation Strategy has been designed with this increase in population in mind.
Sources of Funding	Since 30th June 2014, HBC has been seeking avoidance and mitigation packages, generally comprising a financial contribution towards the (then) Solent Recreation

<sup>27</sup> The Conservation of Habitats and Species Regulations 2017

## SPA Mitigation

	<p>Mitigation Strategy (SRMS). This will continue, with Local Plan Development contributing to the mitigation scheme.</p> <p>The authorities pool the developer contributions received and implement the mitigation measures through the Solent Recreation Mitigation Partnership.</p> <p>Some funding has been made available through the Solent LEP Growth Deal Funding, via the SRMP, towards the creation of a Brent Goose and wader refuge on Hayling Island.</p>
<p>Key Issues</p>	<p>The protection afforded by the SPA designations has particular consequences for development. Under the Habitats Regulations any plan or project can only lawfully go ahead if it can be shown that the development, either on its own or in combination with other plans or projects, will have no adverse effect on the integrity of the SPAs.</p> <p>Some housing schemes, particularly very large ones, or those located close to the boundary of a SPA, may need to provide mitigation measures in addition to making the financial contribution in order to ensure effective avoidance/ mitigation of impacts on the SPA. Similarly, mitigation in addition to the developer contribution may be needed for new dwellings which are close to the SPA because the occupants are much more likely to visit the coast with the potential for a greater impact. The local planning authority, with advice from Natural England, will consider the mitigation requirements for such housing proposals on a case-by-case basis. Developers are encouraged to hold early discussions with the local planning authority on the mitigation which will be needed for such schemes.</p>
<p>Anticipated Provision (see also Solutions Table at Appendix 2).</p>	<p>A strategy has therefore been prepared to fulfil the need to fund mitigation measures in the area in perpetuity, through:</p> <ul style="list-style-type: none"> <li>• a team of 5-7 coastal rangers to advise people on how to avoid bird disturbance, liaise with landowners, host school visits, etc.;</li> <li>• communications, marketing and education initiatives;</li> <li>• initiatives to encourage responsible dog walking and an officer to implement them;</li> <li>• preparation of codes of conduct for a variety of coastal activities;</li> <li>• site-specific projects to better manage visitors and provide secure habitats for the birds;</li> <li>• providing new/enhanced greenspaces as an alternative to visiting the coast;</li> <li>• a partnership manager to coordinate and manage all the above.</li> </ul> <p>Havant Borough Council has identified land on Hayling Island, at Broadmarsh and at Warblington for Brent Goose and Wader refuges.</p>

## Nutrient Neutrality

Nutrient neutrality	
Lead Organisation(s)	Havant Borough Council
Main Sources of Information and Key Website for Updates	Position Statement and Mitigation Plan (2020) HBS'c Nutrient neutrality webpage <a href="https://www.havant.gov.uk/nitrogen">https://www.havant.gov.uk/nitrogen</a> Integrated Water Management Study – PfSH
Planning Policy	The NPPF in paragraph 170 states that planning policies should: 'contribute to and enhance the natural and local environment by: a) protecting and enhancing ... sites of biodiversity ... d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.'
Roles & Responsibilities	Under the Habitats Regulations the Council is obliged to only approve plans or projects (such as planning applications or a local plan) if there is no likelihood of a significant effect on any European designated nature conservation site, which includes the designated sites in the Solent.  In order to assess whether there is a 'likely significant effect' a Habitats Regulations Assessment (HRA) is carried out. This generally includes an Appropriate Assessment (AA), which is the second more detailed stage <sup>1</sup> of an HRA. Natural England must be consulted on the findings of an HRA and there is a duty to consider their response.  Natural England is a statutory consultee on the findings of HRA, as well as on matters of the natural environment more generally when it comes to planning applications and local plans.
Existing Provision	The European Court of Justice in 2019 determined a case related to considering water quality in Appropriate Assessments. This generally referred to as The Dutch Case. The judgement in this case refined the definition of plans and projects and effectively includes significantly more operations within the definition which have an impact on water quality, most notably runoff from agriculture. As a result, using this changed approach, it can only be concluded that new development could increase nitrogen and phosphate deposition into the protected harbours above consented levels. This results in increased nutrients in the harbour which cause a dense growth in certain plants, which in turn leads to harm to the species which use them. This is the likely significant effect.  As a result, the only way that a new housing scheme could prevent this likely significant effect is for there to be no increase in nutrients into the harbour, i.e. for it to be 'nutrient neutral'. When the issue of nutrient neutrality first came to light in 2019, there was no provision to address the issue of nutrient neutrality for non-neutral development.
Anticipated Needs	New development necessitates the provision of connections to the foul water drainage network. This could increase nutrient load at the Solent European Sites. Nutrient enrichment, can arise from wastewater treatment required in support of new development, even if it is a proportionately small contribution.  Addressing the sources of eutrophication reduces the input of nutrients into the internationally designated marine environment. However if the issue of eutrophication

## Nutrient neutrality

	<p>is not addressed, it could have a negative impact on the marine environment and the conservation objectives of the European designated nature conservation sites.</p> <p>The Integrated Water Management Study (IWMS) used Environment Agency data for WFD catchments and waterbodies (including rivers and harbours) on water quality to assess whether future housing growth across the PUSH area would cause greater than 10% deterioration<sup>28</sup> in water quality in the receiving watercourses arising from discharges of treated sewage effluent. This included whether any potential increases of nitrate from discharge treated sewage effluent would impact on the Solent Maritime Special Area of Conservation (SAC) and the Chichester and Langstone Harbours Special Protection Area (SPA). Nitrate, which is one of the stable end products of the treatment process, is acknowledged to be a particularly problematic nutrient in saline coastal waters. The increases in potential nitrate loading from the WwTWs have been calculated for both Budds WwTWs and Thornham WwTWs.</p> <p>It is anticipated that any site which is not nutrient neutral and cannot mitigate on-site will need some form of mitigation within the Borough which can be provided for Havant Borough Council. The Council has put together a mitigation scheme involving taking land at Warblington out of agricultural use.</p>
Sources of Funding	<p>The scheme at Warblington will be fully funded by the development industry. HBC will be seeking financial contributions based on the costs and fees associated with the management of the site, the value of the asset as well as the cost, fees and taxes needed in order to bring the land fully within the Council's control. The Council's Position Statement sets out a financial contribution required to be paid by developers per kilo of nitrogen mitigation. A financial contribution will be sought based on the calculation of the load provided by the nutrient budget associated with the planning application in question, which will be informed by the catchment that the development will drain to.</p>
Key Issues	<p>The protection afforded to the Solent European designated sites has particular consequences for development. Under the Habitats Regulations any plan or project can only lawfully go ahead if it can be shown that the development, either on its own or in combination with other plans or projects, will have no adverse effect on the integrity of the Solent European Sites.</p> <p>Natural England have advised that there is existing evidence of high levels of nitrogen and phosphorus in the Solent water environment with evidence of eutrophication at some designated sites. Natural England recommends that the waste water issue is examined within the appropriate assessment and that the existing nutrient and conservation status of the receiving waters be taken into account. The achievement of nutrient neutrality, if scientifically and practically effective, is a means of ensuring that development does not add to existing nutrient burdens.</p>
Anticipated Solutions (see also Solutions Tables at Appendix 2)	<p>Development on non-agricultural land will not be able to provide mitigation on site and will need to contribute towards an off-site scheme.</p> <p>Policy EX1 (Water Quality impact on the Solent European Sites) in the Havant Borough Local Plan provides the policy basis for the collection of the financial</p>

<sup>28</sup> Aspirational target set by EA

## Nutrient neutrality

contributions towards the strategic mitigation solution for nutrient neutrality at Warblington Farm which applies to development which is unable to achieve nutrient neutrality on site.

There is also a requirement under policy E12 of the emerging Local Plan for development to achieve 110 litres per person per day in order to address the issue of nutrient neutrality from development.

Warblington Farm (Policy EX2) is a cost effective and simple scheme which can be used by applicants to offset the nitrogen load

This is necessary in order to avoid an adverse effect on the integrity of the Solent European sites as a result of the nitrogen load from new development.



# Green Routes

Green Routes: Countryside Access & Right of Way	
Lead Organisation(s)	Hampshire County Council as Highway Authority
Main Sources of Information and Key Weblinks for Updates	Hampshire Countryside Access Plan 2015-2025 Liaison with Hampshire County Council officers <a href="http://www.hants.gov.uk/landplanningandenvironment/countryside">www.hants.gov.uk/landplanningandenvironment/countryside</a>
Planning Policy	<p>The NPPF (paragraph 91) states that Planning policies should, <i>'enable and support healthy lifestyles, ... - for example through the provision of safe and accessible green infrastructure, ...'</i>. In addition, paragraph 98 states that, <i>'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.'</i></p> <p>As public rights of way are covered by other legislation local plans do not need to include policies and proposals relating to them although in practice many local plans do have policies protecting rights of way.</p> <p>Where the diversion or extinguishment of a public right of way is needed to facilitate development then this may be done through planning legislation.</p>
Existing Provision	<p>The term "countryside access" describes the largely off-road, free-to-use network of paths and open spaces which together provide the infrastructure that connects people with the natural environment. It is used both for utility journeys (travelling from place to place) and for leisure/recreation, and comprises a mixture of statutory, permissive and informal access.</p> <p>The public rights of way network provides not only a transport network but also enriches quality of life, contributing to good physical and mental health. It includes footpaths (as distinct from footways or pavements alongside roads) where pedestrian rights only exist, bridleways where there is also a right to ride a horse or bicycle and byways where rights to drive a horse, motor vehicle or motorcycle also exist. Within the borough there are 242 routes covering a total of 61,054 metres.</p> <p>Some of the paths and rights of way in the area have been designated as 'Long Distance Paths' connecting the borough and its coast and countryside assets at least by foot (sections may also have rights to ride) to other parts of the country:</p> <ul style="list-style-type: none"> <li>• Langstone Harbour Waterside Walk (14 miles);</li> <li>• Shipwrights Way (Alice Holt Forest - Portsmouth, 50 miles);</li> <li>• Solent Way (Emsworth - Milford on Sea, 60 miles);</li> <li>• Staunton Way (Staunton Country Park - Queen Elizabeth Country Park, 20 miles);</li> <li>• Sussex Border Path (Emsworth - Rye, 150 miles);</li> <li>• Wayfarers Walk (Emsworth - Newbury, 70 miles).</li> </ul>
Anticipated Needs	The identification of the key routes – both existing and planned – highlights opportunities to provide missing links and where upgrading can improve accessibility to a wider range of users whether for recreational or sustainable travel purposes when

## Green Routes: Countryside Access & Right of Way

funding becomes available. A number of these are strategic, cross-boundary projects. Havant specific projects include delivering local aspects of the Hampshire Countryside Access Plan, improving connectivity and sustainable transport.

The Hampshire Countryside Access Plan (HCAP) sets out an intention to seek new opportunities to make improvements to the network to meet changing needs, in a way that provides most widespread benefit (including use by people with mobility difficulties), and which ensures that the maintenance costs of adding to the network are accounted for.

HCC has requested that all existing rights of way are retained within a suitable green corridor to conserve their amenity and biodiversity value; and that where necessary, works are carried out to the routes to Countryside Service design standards<sup>29</sup>. Opportunities should be taken to connect development sites to the nearest public right of way, to create new recreational routes with large development sites and to upgrade existing footpaths to multi-user routes where possible.

Natural England has committed to provide a complete England Coast Path by 2020<sup>30</sup>. Regarding the Havant Borough Local Plan 2036, Natural England has recommended that, due to the loss of green spaces by the significant housing pressure, a number of ecological corridors be established between sensitive wildlife areas within and across the planning areas, as mentioned below.

### Emsworth

Havant Footpath 56 forms part of the Wayfarer' Walk from Emsworth along or near the coast through to Langstone. No proposed development sites affect this route.

Development of Site UE27 Land off Westwood Close would impact on public footpath Havant 73 which passes through the site and runs between Westbourne Road and under the A27 to join FP72 at Seagull Lane and under the railway line. Diversion or incorporation within the development area should enhance and not detract from the use of the path.

### Havant & Bedhampton

Opportunities will be sought to complete/enhance the Solent Way where it follows the coast from Langstone around to the northern edge of Portsea Island at Hilsea.

The Shipwrights Way passes through the Market Parade area and Havant Footpath 51 passes through the southern section of the Retail Hub. HCC has requested that development in the Havant Town Centre protects and enhances these routes.

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<sup>29</sup> Countryside Service design standards can be found at - <https://www.hants.gov.uk/landplanningandenvironment/countryside/designstandards>

<sup>30</sup> When the England Coast Path (ECP) is created the Solent Way will no longer be promoted as an entity, the routes being virtually identical. However the Wayfarers Walk where co-incident with the ECP between Emsworth and Broadmarsh will still exist, also the Shipwrights Way down the Hayling Billy Trail where co-incident between Langstone and Ferry Point.

## Green Routes: Countryside Access & Right of Way

The Environment Agency is proposing a managed realignment of South Moor. This will involve the creation of a new sea defence bund set back from the existing concrete sea wall. Havant Footpath 45 (part of the Solent Way and Wayfarers Walk and connected to the town centre via Havant Footpath 51 alongside the Langstone Technology Park) would be diverted onto the new bund, allowing a breaching of the existing sea wall.

### Leigh Park

Havant Bridleway 123 (Park Lane) links Leigh Park from Middle Park Way via Woolston Road and the Dunsbury Business Park, over the A3(M) to Cowplain. The route of the bridleway separates phases one and two of the Business Park and is intended to remain in situ as a surfaced but unsealed track. Havant Footpath 14e runs across the phase two site and into Staunton Country Park. HCC has requested that it be upgraded to a multi-user route to match the surrounding network with high-quality crossing points where it will cross the new roads.

The Hermitage Stream has suffered in terms of environment and water quality from canalisation by concrete lining undertaken to allow for development many years ago. The reach between Barncroft Way and Middle Park Way was naturalised in 2000. The Environment Agency is still seeking funding to enhance two further reaches of the stream.

The proposed restoration to a more natural environment also includes improving public access alongside the stream for both recreational and commuting purposes. A new footpath/cycleway from Middle Park Way to Park House Farm Way was implemented in 2016 and the section between Barncroft Way and Park Road North is due to be built in 2018 using S106 funding. A successful bid to CIL funds has been made<sup>31</sup> to create a further section of a strategic sustainable access route for use by pedestrians, cyclists and mobility vehicles, linking Park House Farm Way with Hulbert Road. This will give improved access to the countryside and to the Dunsbury Hill Business Park as part of a more direct and off-road route between the Borough's two main centres. Other paths in the area would also be upgraded but to a more rural standard.

Improving sustainable transport corridors to Sir George Staunton Country Park (Registered Historic Park) from Leigh Park and Havant. Havant footpath 505/506 connects Leigh Park with the country park.

The development of the Havant Thicket Reservoir would also be expected to provide benefits including recreational routes around the reservoir with links to the wider network. By providing access to a water environment it is also expected to provide benefits for wildlife as an alternative to recreational disturbance on the coast.

In addition, Natural England recommends the establishment of an ecological corridor across the top of the Borough, as identified by the Bechstein's Bat area.

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<sup>31</sup> Bid made in 2017, agreed by the Council on 21/02/18 – see [Appendix D of Report to Cabinet](#) on 07/02/18

## Green Routes: Countryside Access & Right of Way

### Hayling Island

The Hayling Billy Trail, which forms part of the Shipwrights Way, is referred to in more detail in the section on Transport: Cycling and Walking, however it is worth noting here that the provision of funding made available through the Solent LEP Growth Deal Funding, via the Solent Recreation Mitigation Partnership (SRMP), may provide an incidental benefit for the Hayling Billy Trail.

The Holiday Park and residential areas surrounding the fields at Gable Head and Rook Farm are currently linked by a number of footpaths (Havant FPs 89, 92, 93, 94) that criss-cross the fields. Diversion or incorporation within the development area should enhance and not detract from the use of these paths.

### Waterlooville

Havant Footpath 11 is on the western side of Maurepass Way leading towards the Berewood development and Berewood Primary School. HCC has indicated that this would benefit from upgrading to a multi-user route, in line with the aspirations of the Hampshire Countryside Access Plan.

The Scratchface Lane bridleway Havant 28 and footpath Havant 26c pass through the northern part of the Campdown Site UE70 to the rear of South Downs College. The location of other constraints within this part of the site means that these paths may be incorporated within areas of public open space. Incorporation within the development area should enhance and not detract from the use of these paths.

Natural England recommends that a corridor be established from the proposed Brent Goose refuge at Broadmarsh north along the A3(M) corridor to enhance wildlife links in the face of development proposed at the Forty Acres and Land East of College Road sites.

### Southleigh Strategic Site

There are currently no public rights of way within the area of the Strategic Site so a network of green routes through the proposed development area would provide recreational and commuter routes where none exist at present. There is an opportunity to link the strategic site with Emsworth to the south of the A27 via footpath Havant 71 which currently links the recreation ground at Horndean Road via a subway to Washington Road. Development of the land south of the A27 could provide a more direct route to Emsworth Station.

Natural England recommends that a corridor is identified from the coastal area south of Warblington, through the Southleigh Strategic Site and to Emsworth Common.

### Sources of Funding

Due to the range of providers and partners involved in projects funding may be found from a variety of sources.

As Highway Authority, Hampshire County Council (HCC) has limited funds for maintaining the current network, so improvements and new links may be reliant on S106 or CIL. HCC has requested that due to the additional pressure that development will place on the existing network, in a number of instances developer contributions should be sought towards enhancing the nearby network.

## Green Routes: Countryside Access & Right of Way

	<p>Funding may also be available through the Solent Recreation Mitigation Partnership as a means of encouraging and increasing access to alternatives to the Special Protection Areas. Other external funding is usually short-term, capital funding specific to particular paths/areas, obtained through bids and often, but not always, becomes available at short notice.</p>
<p>Key Issues &amp; Rationale</p>	<p>Of the issues concerning the rights of way network the two that are cited as most important are maintaining and improving the condition of the network and improving connectivity of the network particularly for cyclists and horse-riders whose available network is often disjointed and requires riding on sections of increasingly busy roads. To achieve both priorities, and manage the network to meet the needs of all users, resources need to be focussed so that investment is targeted where it will have the greatest benefit to most people.</p> <p>For recreational purposes circular routes from settlements are often the most important to local people and for many people long distance routes perhaps have greater significance as a series of short sections which form part of circular routes. For commuting and other sustainable travel purposes direct routes that minimise the need to travel along busy roads are desirable.</p> <p>The identification of strategically important routes will assist in securing further funding for future improvements and help prioritise existing funding for maintenance and resolving issues. It is also expected to deliver improvements to strategically important routes as opportunities arise, whether through funding availability, landowner assistance or proactive interaction with the planning system. Where lanes or roads which are part of strategically important routes cause road safety concerns, the intention is to seek practical solutions to ‘quieten’ their use by motor vehicles.</p>
<p>Anticipated Solutions (see also Solutions Table at Appendix 2)</p>	<p>In addition to their role in providing habitat and wildlife corridors, green routes enable active and sustainable travel helping both physical and mental wellbeing and reducing congestion.</p> <p>Whether masterplanning a new strategic development area or bringing forward smaller sites for development opportunities can be taken to seek enhancements to the rights of way network or create green routes to improve connections and access by sustainable transport methods and as such should be referred to in relevant site specific allocations</p> <p>Policy for the Southleigh Strategic Site should ensure that a network of green routes is an integral and key function within the masterplan for the new development. Other site specific policies should address opportunities to provide links and improve connections to the existing rights of way and green routes network.</p>

# Social

## Extra Care Housing

Extra Care Housing	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Strategic Infrastructure Statement - Hampshire County Council (2019)</p> <p>Providing a Context and Setting Priorities in Accommodation and Care for Older People in Hampshire – Contact Consulting (2007)</p> <p>Small Area Population Forecast for Havant Borough - Hampshire County Council</p> <p>Liaison with Extra Care Service Officer at Hampshire County Council</p> <p>Hampshire Infrastructure Planning  <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p>
Planning Policy	<p>The NPPF in paragraph 61 states that ‘the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including ... older people, ... people with disabilities.)’</p> <p>The February 2017 Housing White Paper: Fixing our Broken Housing Market sets out the Government’s desire to incentivise new-build accommodation for older people to both help people live independently for longer and to free up family housing, while reducing costs to the social care and health systems.</p>
Roles & Responsibilities	<p>Extra Care housing is defined as purpose-built accommodation in which varying amounts of care and support are provided by an on-site care team 24 hours a day, 7 days a week and where some other wellbeing services are shared. The type of care and housing offered will vary from scheme to scheme and consists of self-contained adapted (for older and disabled people) flats or bungalows which may be for rent or purchase.</p> <p>The principal aim of Extra Care is to offer older people a ‘home for life’ avoiding the need for them to be moved from one care setting to another as their health and care needs change. Extra Care schemes enable care services to be increased in situ according to the individual’s evolving requirements, allowing older people to retain a degree of independence whilst providing support as needed. Extra Care schemes may also include shared facilities such as a café, hairdressers, gardening area, gym/leisure facilities and dedicated transport. These communal facilities are dependent upon economies of scale.</p> <p>There are many different providers of extra care housing. Schemes may be run or owned by Councils, housing associations, charities or private companies. They are generally available for those aged 55 or over and privately-run schemes are likely to have fewer eligibility criteria than Council-run schemes that are provided for people on the local Council’s housing register.</p> <p>In addition to meeting the housing needs of older people the County Council also funds residential placements for vulnerable adults with a Learning Disability in largely third party owned facilities.</p>
Existing Provision	The Housing Care organisation <a href="http://www.housingcare.org">www.housingcare.org</a> provides information for older people including a web-based search facility to find retirement homes and sheltered housing in the

## Extra Care Housing

	<p>area and check current availability. HCC also has a web search facility for care homes: <a href="https://connectsupport.hants.gov.uk/carehomesearch">https://connectsupport.hants.gov.uk/carehomesearch</a>.</p> <p>In 2019, there were 50 spaces in operation in Havant (Hampshire Infrastructure Statement, 2019).</p>
<p>Anticipated Needs</p>	<p>Havant, as in the rest of Hampshire, faces a demographic challenge in the coming decades with a substantial rise forecast in its older population.</p> <p>A study undertaken in 2007<sup>32</sup> looked at the context for developing Extra Care housing in Hampshire. This assessed that the demand should be based on the provision of 20 units of accommodation per 1,000 population aged 75 and over. This results in projected demand for Havant of 422 places by 2030.</p> <p>Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, for an increasing number specialist provision will be required.</p> <p>The site of the former Oak Park Secondary School has planning permission<sup>33</sup> for development which includes an 80-bed nursing home, 51 affordable extra care flats, 48 affordable and market supported living flats together with community hub facilities, amenity gardens and parking. Development has commenced.</p>
<p>Sources of Funding</p>	<p>Funding for such a level of development will need to be assembled from a range of public and private sources.</p> <p>The County Council is looking to invest over the next decade to stimulate development in Extra Care housing. It has plans to spend up to £42m on such housing for older people and £35m for similar housing for adults with learning disabilities across the county. This investment will generate significant joint capital investment from partners such as developers, health, registered providers and district Councils, to stimulate the market to provide county wide coverage of Extra Care housing.</p> <p>Surplus County Council properties and land may be suitable for the development of Extra Care housing. There may be opportunities for the County Council to offer capital grants with repayment or to release land for schemes at less than full market value. The County Council has a dedicated Lead Manager for commissioning new extra care housing based in their Adult Social Care department who should be contacted for help and advice when planning such housing. A Market Position Statement is also planned to help give further detail on needs and delivery models.</p> <p>Other funding and delivery options include private finance (such as mortgage funding raised by a housing provider); Local Authority Grant funding; and capital raised through sale of units. Capital funding might also be secured from sources such as Department of Health, and the Homes and Communities Agency to enable the development of these new build schemes and some existing sheltered housing schemes. A significant issue in financial terms is the additional costs of developing communal space. For this reason,</p>

<sup>32</sup>

<sup>33</sup> APP/15/00303 granted 18 December 2015

## Extra Care Housing

	<p>Extra-Care housing is usually exempt from CIL charges or has reduced charges compared to general needs housing.</p>
<p>Key Issues</p>	<p>One of the major challenges facing all local authorities is how to deliver services to an ageing population. Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, for an increasing number specialist provision will be required.</p> <p>Due to the need to accommodate and support a range of appropriate facilities on site, and in order to secure a 'critical mass' to allow economically viable care provision and other services to be established, it is widely accepted that a certain scale of development is needed in order for Extra Care schemes to be viable. It is not feasible to provide older persons Extra Care units as a quota from smaller developments, while the small scale of Extra Care for younger adults may be suitable to these types of development.</p> <p>Most schemes for older people are considered viable at between 40 and 80 apartments although large scale Extra Care villages may deliver 200+ units. To deliver a scheme of 40 apartments would require a minimum site size of 0.6 hectares. A typical 80 flat scheme with up to three floors for older people could be built on a 0.81 hectare site and is a good way of achieving housing density and aiding overall viability of sites.</p>
<p>Anticipated Solutions (see also Solutions Table at Appendix 2)</p>	<p>A need has been established for Extra Care housing which may be provided through and as part of the general housing provision or through site specific allocations such as the Oak Park development.</p> <p>Extra Care housing for older people should be considered in relation to all proposed development areas. In some cases, there will be opportunities to develop Extra Care housing in lieu of general needs housing, and Hampshire County Council will work with local planning authorities to ensure that a percentage of newly developed affordable housing is developed as Extra Care housing to help expand the choice in housing for older people. Schemes developed by the County in partnership with housing providers will contain a mixture of affordable housing for rent or shared ownership plus a proportion of open market sale units provided as a means of ensuring both greater choice and increased viability of the scheme.</p> <p>Older persons Extra Care housing can be incorporated as part of section 106 requirements on any large new housing development as a proportion of a site or dwellings. Agreements may either be in the form of a scheme built by the developer and then handed over to a provider to run, transfer of land at subsidised or nil cost to a specialist provider, the local authority to build a scheme, or a monetary contribution which can be put towards future developments on better located or sized sites.</p>



# Community Centres

Community Centres	
Lead Organisation(s)	Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	Havant Borough Council Website <a href="http://www.havant.gov.uk/community-centres">www.havant.gov.uk/community-centres</a> Liaison with Officers from HBC's Community Services Websites of the various Community Associations
Planning Policy	<p>Paragraph 20 of the NPPF states that <i>'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision:....c) community facilities.</i></p> <p>Paragraph 92 adds: <i>'To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <p><i>a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</i></p> <p><i>b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</i></p> <p><i>c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;'</i></p>
Roles and Responsibilities	Community Centres and similar facilities are owned run by a variety of organisations including the Borough Council, Places of Worship, Schools, charities and private businesses.
Existing Provision	<p>There are a number of Community Centres around the Borough. Most have halls and smaller rooms that can be hired for a range of activities. Details are set out at Appendix 1.</p> <p>Other community meeting places include churches, some dual use at schools, other Council owned premises, privately owned facilities such as Men's Sheds and also public houses, although the latter have been reducing in number.</p>
Anticipated Needs	<p><u>Emsworth</u></p> <p>Emsworth Community Centre is run by the Emsworth Community Association. With the increase in the local population that is anticipated the Association has been planning an extension. This will join the old and new buildings with a common entrance making access safer and easier for all together. Although some funds have been raised through grants and fund raising activities more is required to enable the project to be implemented. Interior facilities have been upgraded to modern standards and the Trustees have an ongoing programme of maintenance and building improvements to ensure the Centre continues to serve the community well.</p> <p>There is provision in the S106 agreement for the Hampshire Farm development 'Redland's Grange' that if the provision of a doctor's surgery and pharmacy on a part of the site specifically designated for that purpose does not go ahead then the land may be used for other community use(s).</p> <p><u>Havant and Bedhampton</u></p>

## Community Centres

Bedhampton Community Centre remains fit for purpose with a single storey extension to create a new bar and storage area permitted in 2017.

### Hayling Island

The Hayling Island Community Centre, also known as the Parkview Centre, has been expanded with a two storey extension including three multi-space meeting rooms and a community café (also a further meeting space). This has been funded through a National Lottery grant, local fundraising and by a successful bid to HBC for CIL. The extension is needed to meet the additional demands of the island's growing population and was opened in November 2017. It accommodates the Citizens Advice Bureau, Hayling Island Job Club and Motiv8 Youth Group.

The Eastoke Community Centre is a well used and maintained but aging single storey prefabricated building that will need replacement in due course. Its replacement and potential relocation is being considered as part of a regeneration package involving a number of sites on or near the seafront but remains in the early stages of the project.

### Leigh Park

HBC is working with other landowning partners - the NHS and HCC - on the feasibility and options for a scheme to include new community facilities, up to 200 new (predominantly starter) homes, replacement of health facilities and re-provision of the library.

### Waterlooville

A new community building will be constructed within the Winchester part of the West of Waterlooville MDA (Berewood) and is needed for the new expanding population. It is likely to be run by the new Parish Council.

### Southleigh Strategic Site

A new community centre will be needed to support the new population of the strategic development area. Located as centrally as possible within the new community it would need to be of the scale and offer the facilities in terms of layout and rooms similar to the Acorn Centre at Wecock (gross external area of 1,140 sq m), including facilities for nursery and pre-school with separate entrances. Alternatively, an appropriate size could be based on the example of the Kings Barton strategic site development of 2,000 dwellings to the north of Winchester the outline permission for which includes provision for a community building of not less than 660 m<sup>2</sup>. Based on the Building Cost Information Service (BCIS - June 2017) build cost of £1,985 per m<sup>2</sup> for a community centre, this would amount to just over £1.3m.

### Sources of Funding

The Community Associations aim to be self-financing to provide facilities and services to their local communities and keep prices affordable however the burden of maintaining the physical fabric of the buildings and keeping their facilities up to date is an increasing pressure on their budgets. While some buildings are still maintained by the Council, increasingly arrangements with the community associations will need to be on terms of a full repair lease. Other than maintenance arrangements no Council grants remain for any of the HBC owned community facilities.

Community Associations are therefore increasingly reliant on fundraising through activities by their members which can then be used to attract match funding and/or other grants. For example, in 2016 the Waterlooville Area Community Association's

## Community Centres

	<p>groups and events raised over £10,000 which was match-funded by Basepoint (Business Centres offering charity support).</p> <p>In the Hayling Island Community Centre example, the total cost of the extension is £595,515 of which £469,081 was secured from the National Lottery Reaching Community Buildings Fund and other fundraising with the shortfall of £42,638 being met from a successful bid to the HBC Neighbourhood Portion of CIL.</p> <p>The Stride Community Centre, Denvilles, cost £263,628 and was funded in lieu of the Community Infrastructure Levy Contribution through the new Barratt David Wilson Homes development at Nursery Fields.</p> <p>The Council has been awarded an enabling grant of £320,000 and a capacity building grant of £20,000 by the Government under the Estate Regeneration Programme for the Leigh Park Centre. The award is to cover feasibility studies, viability assessments, masterplanning, community engagement, partner or procurement advice and capacity to support the delivery of the scheme.</p>
Key Issues	<p>The Borough is generally well provided with community facilities although the cost of maintaining the fabric of community buildings, and ensuring that their facilities remain up to date and fit for purpose, is an ongoing financial burden to the Council or other owners and to the community associations that manage them.</p> <p>In general, the enhancement and expansion of existing facilities will be the means to meeting additional demands from expanding local communities. In large new developments such as the Southleigh Strategic Site the scale of the new community will require a new dedicated facility and to maximise sustainability and use it should be multi-functional, providing for a wide range of activities and social events for the benefit of the new local community.</p> <p>Of recent concern has been the loss of community facilities which has been occurring as a result of changing lifestyles and habits leading to the lack of viability of facilities which once provided a focus for social interaction and community activities. In recognition of this the Community Right to Bid, introduced as part of the Localism Act 2011, enables local voluntary and community organisations to nominate local land or buildings to be included in the list of Assets of Community Value. For an asset to be listed, it will be necessary to demonstrate that its main use now, or in the recent past, contributes to the social wellbeing or cultural, recreational or sporting interests of the local community - and that this use will continue.</p>
Anticipated Solutions (see also Solutions Tables at Appendix 2)	<p>Most of the borough's community centres have some spare capacity to accommodate further activities and events or space for expansion given the finance to implement improvements.</p> <p>A new community centre with space for related community facilities, including early years and nursery provision will be needed for the Southleigh Strategic Site.</p>

# Sports & Leisure

Leisure and Built Sports Facilities	
Lead Organisation(s)	Havant Borough Council Schools, Colleges and Private Clubs
Main Sources of Information and Key Weblinks for Updates	Havant Borough Open Space, Sport and Recreation Strategy (2018) <a href="http://www.havant.gov.uk/open-space-sport-and-recreation-strategy">www.havant.gov.uk/open-space-sport-and-recreation-strategy</a>
Planning Policy	Paragraph 96 and 97 of the NPPF set national policy on planning for sports and recreation facilities: <i>Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless certain criteria are met.</i>
Roles & Responsibilities	Leisure and built sports facilities are owned run by a variety of organisations including the Borough Council, Schools, charities and private businesses.
Existing Provision	Details of existing provision are found at Appendix 1, and in greater detail in the Havant Borough Open Space, Sport and Recreation Strategy.
Anticipated Needs	<p>The Council commissioned the Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies to provide a robust and up-to-date assessment of the need for open space, sport and recreation facilities in the Borough. All three strategies highlight the importance of protecting and enhancing existing sports and recreational facilities (both indoor and outdoor) in Havant Borough. This coincides with Havant Borough Council's local health priorities of reducing obesity and increasing physical activity.</p> <p>The Indoor Built Sport Facilities Strategy sets out the need for an additional 208.59 sqm of swimming pool space (equivalent to almost 4 swimming lanes), 1.37 sports halls (equivalent of 6 Badminton Courts) and 89 fitness stations in Havant Borough by 2036.</p> <p>The Playing Pitch Strategy, as set out in its associated action plan, highlights how future need can be met through specific enhancements to the Borough's existing playing pitches.</p>
Sources of Funding	<p>Funding reductions in Council budgets (capital and revenue) are likely to become a constraint in providing new built sports facilities and so emphasis has been placed on enhancing existing provision.</p> <p>Developer funding will be dependent on viability and other competing demands for infrastructure and affordable housing through S106 agreements.</p>
Key Issues	The age and condition of sports halls are very important considerations when reviewing the used capacity of sports halls, especially when there is a choice of venues in the same location. The programme of a venue, in providing activities at times that fit in with the lifestyle of residents, can also influence usage and create a draw effect.

## Leisure and Built Sports Facilities

Increasingly participants are exercising more choice about venues to use, based on the quality of the venue and the offer, not just the nearest venue to where they live.

Factors which influence the used capacity of sports halls include the amount of demand in the catchment area, high demand and no other competing venues will create high used capacity.

With the high level of visits to sports halls by car and over a 20-minute drive time, means that the demand can access many venues and that a very high level of the total demand for sports halls is located inside the catchment area of a sports hall.

There are varying approaches to community use of school sports facilities. Some schools promote the school as part of the community and have full use of their sports facilities for community use whereas others take a responsive approach and respond to requests from, in the main, sports clubs with let's over a one or two term period. School and college sports halls are usually unavailable over the summer term exam period and thereby further limiting their use for community sport.

If a larger development, such as Southleigh, generates a need or would provide a suitable location for indoor sports facilities, then these should be located on-site.

Anticipated Solutions (see also Solutions Tables at Appendix 2)

The Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies were carried out using Sport England methodology. The Council considers these three strategies to be robust assessments which outline the Borough's existing provision of, and future need for, open space, sports and recreational buildings and land. All three strategies recommend that all existing provision is protected, while setting out the future need for further multi-functional open space, sports and recreational facilities and land in Havant Borough by 2036. As such, the Council is unlikely to support development which results in the net loss of open space, sports and recreation facilities or land.

Future demand for swimming pools as a result of projected population growth equates to a 1x4 lane x 25m pool. This need cannot be accommodated in the existing swimming pool stock where a current slight shortfall has been identified in the assessment of Indoor Built Sports Facilities. Furthermore, that study suggests that the replacement of both the Havant Leisure Centre and Waterlooville Leisure Centre's pools will need to be considered in the medium to long term.

Havant Borough has a very good supply of sports halls, in terms of the number of sites, the scale of the sports halls and the distribution of the sites across the Borough. However, none of the existing provision should be lost, including Havant Leisure Centre, which could be replaced on site or elsewhere through proposals to re-develop the Havant Public Plaza. As Waterlooville Leisure Centre has not yet been refurbished, the opportunity of an extension should be taken to modernise the rest of the centre where investment can result in operational efficiencies.

## Leisure and Built Sports Facilities

A number of sports halls are located on school or college sites where the policy for community use, the hours and type of use will be determined by these schools and colleges. The Indoor Facilities Strategy therefore recommends HBC and partners working with the schools (existing and planned) and Sport England to develop formal Community Use Agreements.

There is a need to provide additional fitness stations and also for such as indoor bowls to ensure that the growing population, including the increasing proportion of over 65s, will be catered for throughout the Plan period.

Priority for financial contributions, or spending of CIL funds, is therefore towards both quantitative improvements and qualitative and accessibility enhancements to the existing provision, to provide a better user experience as well as increasing the capacity available at existing facilities. In addition, where it does not exist already, efforts may need to be made to secure community use of the education venues in both hours and types of use.

# Libraries

Libraries	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Strategic Infrastructure Statement (2019)</p> <p>Correspondence with Hampshire Library Service</p> <p>Hampshire Infrastructure Planning:  <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p><a href="http://www.hants.gov.uk/librariesandarchives/library/libraryfinder/havant">www.hants.gov.uk/librariesandarchives/library/libraryfinder/havant</a></p>
Planning Policy	<p>The NPPF in paragraph 92 regarding promoting healthy communities, states that <i>‘To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should,</i></p> <p style="padding-left: 40px;"><i>a) plan positively for the provision and use of shared spaces, community facilities (such as ... cultural buildings...) to enhance the sustainability of communities and residential environments; ... and</i></p> <p style="padding-left: 40px;"><i>e) ensure an integrated approach to considering the location of housing, ... community facilities and services’.</i></p>
Roles and Responsibilities	Hampshire County Council (HCC) has a statutory duty to provide a public library service that is <i>‘comprehensive and efficient’.</i>
Existing Provision current situation	<p>Within Havant Borough there are five libraries, one in each community/plan area as set out below.</p> <p><u>Emsworth:</u> Use of this community library is good for its size and community. There are approximately 70,000 visits and 57,000 loans per annum.</p> <p><u>Havant &amp; Bedhampton:</u> Use of this site is below expectation due to its location. There are approximately 175,000 visits and 97,000 loans per annum. There is also a Registration Office on site.</p> <p><u>Hayling Island:</u> Use of this site is acceptable. There are approx. 66,000 visits and 60,000 loans per annum. A Police Office also occupies a part of the library building.</p> <p><u>Leigh Park:</u> Use of this site is well within capacity. There are approximately 47,000 visits and 50,000 loans per annum.</p> <p><u>Waterlooville:</u> This site is the Tier 1 provision within the Borough and has a higher level of offer than other sites. There are approximately 175,000 visits and 190,000 loans per annum. The local branch of the Citizens Advice Bureau is also located at the library.</p>
Anticipated Needs	<p>As a comparatively compact geographical area, Library provision is regarded as being good and no additional sites would be required to meet needs over the Local Plan period to 2036. However future developments are likely to increase the number of members at the Libraries within Havant.</p> <p>HCC has identified the digital services as a key area which would be impacted by an increased population and as an area which could greatly benefit the local people by increasing the skills and opportunities available to them. Therefore, in order to</p>

## Libraries

mitigate the impact from the developments HCC may seek CIL or Section 106 funding to increase the infrastructure and resources at the Libraries to meet the new demand.

A four tier model for Hampshire libraries has been developed to provide a more standardised approach to services which meet the needs of each community.

- Tier 1 libraries, e.g. Waterlooville, are the largest and busiest libraries, providing the widest range of services. They are found in the largest towns and are open for the longest, usually 6 days a week including some evenings. Tier 1 libraries have the largest catchment population of over 60,000 and tend to be a destination for shopping and leisure visits with excellent public transport access.
- Tier 2 libraries are found in medium sized towns, e.g. Havant, and are open for 5 days each week. Tier 2 libraries generally have a catchment of 30,000 to 55,000 people. Hayling Island Library is also listed under Tier 2.
- Tier 3 libraries are located in smaller towns and villages and are open fewer days each week. Typically, they are small spaces (when compared to Tier 1 or 2 libraries) in a community building often with partners co-located. Tier 3 libraries have a catchment population of 10,000 - 25,000 people. Emsworth and Leigh Park are Tier 3 libraries.

The HLS will review the libraries in each tier using the Library Needs Assessment which will be updated annually. This means that libraries may move between the tiers if changes are made to buildings and the range of services they provide.

The ability of the existing sites and buildings to accommodate additional use and infrastructure varies, according to HCC, as indicated below:

Emsworth: Increased use would be difficult to accommodate as the building is small. To compensate for physical limitations, opening hours here are very high compared to other small libraries and could not be extended further. The current location is expensive and small. A re-location to a shared site within the existing settlement boundary has been explored and would be HCC's preferred option for the future, requiring capital investment of about £300,000.

Havant & Bedhampton: Havant Library has capacity for increased use. Havant Library is located on the first floor of the Meridian Centre and HCC has identified a wish to re-site the Library within the town centre, ideally in shared premises with partners. The Southleigh Strategic Site falls within the catchment of the Havant Library and the additional population can therefore take up spare capacity and provide an impetus towards the relocation for the additional materials and resource. Havant Town Centre is also earmarked for significant development and so presents an opportunity to incorporate a new library as part of this development. In particular due to the Southleigh development, HCC would be keen to seek developer contributions towards facilities at Havant Library to ensure that digital services can be offered to the additional population.

Hayling Island: Hayling Island Library has capacity for increased use. Wheeled shelving was provided in March 2017 to increase flexible use of the Library building.

Leigh Park: Capacity is available for location of partners within the building.

Waterlooville: Waterlooville Library has capacity for increased use by customers and partners. Capacity is available for location of partners within the building. HCC has



Libraries	
	sought CIL funding to provide a new digital facility named 'The Makers' in Waterlooville Library.
Sources of Funding	<p>Hampshire Library Service has a small capital budget of around £100,000 each year to fund improvement to libraries across the whole county. From 2016, the Library Service has been using £500,000 pa of the £2 million Book Fund each year for four years to 2020 to invest in library buildings and in new technology.</p> <p>Alternative funding available to the Library Service tends to come sporadically from the National Lottery or Arts Council England (ACE). Improvements to Library WiFi, completed in January 2016, were funded by a successful bid from ACE in 2015. The Library Strategy to 2020 sets out the priorities for refurbishment of library buildings and work to relocate libraries to better and more cost-effective buildings in the heart of the local community.</p> <p>The Community Infrastructure Levy (CIL) is seen by the Library Service as the primary mechanism for securing infrastructure funding from new development.</p>
Key Issues	<p>The demand for library services is changing. There is declining demand in book issues and library visits, although less so across Hampshire compared to nationally. A detailed Library Needs Assessment was carried out to inform the content of the Library Strategy to 2020, which sets out the ambition to provide comprehensive, high quality, relevant and affordable library services that are suitable for the 21st century.</p> <p>The impacts of additional members on libraries are likely to include:</p> <ul style="list-style-type: none"> <li>▪ Increased demand for all pre-existing library services offered (e.g. book borrowing (hard copy and e-resources), digital services, and staff time.)</li> <li>▪ Need for flexible spaces which can accommodate the provision of services to support health and well-being.</li> <li>▪ Increased demand for access to a relevant literacy offer including rhyme-times and other activities for families, and specialist resources to support conditions such as sight ailments, dyslexia and dementia.</li> <li>▪ Increased demand for access to digital resources.</li> </ul> <p>CIL funding is seen as a key funding mechanism by the library service, but schemes must compete against other forms of infrastructure.</p>
Anticipated Solutions (see also Tables in Appendix 2)	<p>The current number of libraries within the greater Havant area is deemed sufficient by HCC to provide a comprehensive service to local people. To meet the needs of new populations, including the proposed Southleigh Strategic Site, the preference of HCC is to focus the future service on maximising use of the current library facilities through provision of extra resources within them. This would include the provision of a 'Makers' in both the Havant and Waterlooville Libraries.</p> <p>Redevelopment within Havant Town Centre needs to make provision for the relocation of the Havant Library to more suitable, affordable accommodation.</p> <p>It remains a priority of the HCC Library Service to re-locate Emsworth Library within the existing settlement boundary.</p>

# Cemeteries and Crematoria

Cemeteries and Crematoria	
Lead Organisation(s)	Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	Scrutiny Board Review Into the Need for New Cemetery for the Borough (22 November 2016) Portchester Crematorium Joint Committee Development Plan 2017-2022 (City of Portsmouth and Boroughs of Fareham, Gosport and Havant)
Planning Policy	Cemeteries are only mentioned in the NPPF in relation to green belt policy and crematoria receive no specific mention. However, since they are essential social infrastructure, they are considered here.
Roles and Responsibilities	<p>Over time cemeteries have been variously provided by the Church, town, parish and district councils, and the private sector - more recently through the provision of 'green' or woodland burial services.</p> <p>Local authorities are defined as burial authorities and given the power to provide cemeteries by virtue of the Local Government Act 1972. There is no statutory duty on local authorities to provide burial facilities. However, under their statutory duties local authorities can be asked by the Church to take over responsibility for the maintenance of church cemeteries that are closed to further burials.</p>
Existing Provision	<p>There are three cemeteries in the borough that are owned and managed by HBC:</p> <ul style="list-style-type: none"> <li>▪ Havant (Eastern Road) - closed to new burials but some limited spaces available by re-opening plots that have no 'exclusive right of burial';</li> <li>▪ Warblington (Church Lane) - 155 double plots and 17 single plots, spaces for children and babies, space for natural 'woodland' burials (58 marked and 188 spaces possible) at February 2017; and</li> <li>▪ Waterlooville (Hulbert Road) - no new burial space.</li> </ul> <p>The operation of the cemetery service is managed through the Borough Council's Joint Venture Partnership with Norse SE. It is estimated that there is less than 5 years' worth of new burial space remaining in the Borough (at February 2017).</p> <p>On Hayling Island there is still plenty of room (according to the Scrutiny Board Review) at St Mary's Church cemetery, although this is restricted to Hayling Island residents.</p> <p>There are no crematoria within the borough, but it is served by crematoria nearby: Portchester Crematorium and The Oaks Crematorium on Bartons Road.</p>
Anticipated Needs	<p>New cemetery space will be required during the period of the Local Plan 2036.</p> <p>If the Council does not provide additional burial space customers would need go to cemeteries outside of the Borough (where costs are usually higher for 'out of district' customers). The Council may seek alternative providers for a site within the Borough.</p>

## Cemeteries and Crematoria

	<p>Analysis of death projections for each local area has been undertaken by the Joint Committee<sup>34</sup>. On the assumption that average national trends both in respect of cremation and burial continue to apply in the Joint Committee's area, and given the provision of the Crematorium at The Oaks, the conclusion is that there will be sufficient cremator capacity at Portchester for at least the next 15 years.</p>
Sources of Funding	<p>The Borough Council's cemeteries service runs at a deficit. It recovers direct costs from charges for burials, and associated services including interment of cremated remains, but management and support costs are not recovered. There is no provision to cover ongoing maintenance costs when all new burial plots are exhausted.</p> <p>Income to local authorities from the sale of burial rights may be used to fund other services rather than being set aside for future cemetery provision and maintenance. Often cemeteries only remain viable because of subsidies from crematoria and from general Council funds.</p> <p>Land for a new cemetery may be provided through a S106 planning agreement with the developer of a site however the costs of establishing and maintaining the facility would most likely fall upon the local authority to cover through capital budgets or other funds such as CIL. However, in any case, it is unlikely that this would be appropriate other than for very large scale development, which is not currently anticipated through the Local Plan.</p>
Key Issues	<p>A new cemetery/crematorium facility should be situated within a sustainable location, and have good access to the road network as well as transport nodes such as bus routes, in order to enable ease of access for mourners and visitors.</p> <p>Based on an analysis of appeal cases<sup>35</sup> it is generally accepted that mourners should not be expected to drive for longer than 30 minutes to reach a crematorium, and that to account for a more appropriate speed of a funeral cortege, applying a factor of 0.6 to normal road speeds is reasonable.</p> <p>By virtue of S5 of The Cremation Act 1902, it is illegal to build a crematorium within 200 yards (around 183m) of any dwelling house, or within 50 yards (around 46m) of a public highway (including public footpaths). This may act to constrain residential development in the vicinity of an existing crematorium as well as ensuring that the location of new crematoria will be restricted.</p> <p>Fees and charges for burial rarely reflect what is necessary to keep a grave and its surroundings in good order indefinitely and for those on low incomes who cannot meet the costs they may be subsidised by local authorities</p> <p>The Council does not have powers to reuse graves. This requires consent either from the Church of England (and may be allowed where there has been no burial for 75 years), or from the Secretary of State. In any case the potential contribution to current capacity is likely to be limited.</p>

<sup>34</sup> Portchester Crematorium Joint Committee Development Plan 2017-2022, approved and adopted by the Joint Committee on 20 March 2017

<sup>35</sup> Reigate and Banstead Development Management Plan – Regulation 18 Stage - Cemeteries and Crematorium Needs (June 2016)

## Cemeteries and Crematoria

	<p>The Environment Agency will normally object to the locating of any new cemetery or the extension of any existing cemetery, within Source Protection Zone 1, or within 250 metres from a well, borehole or spring used to supply water that is used for human consumption, whichever is the greater distance.</p> <p>As well as the usual planning considerations, given the nature of this type of development, specific consideration will need to be given to the level of flood risk, groundwater and contamination issues together with any existing land contamination, and (as appropriate) the requirements of The Cremation Act 1902.</p>
<p>Anticipated Solutions (see also Solutions Tables at Appendix 2)</p>	<p>Given the lack of burial space to cover the Local Plan period to 2036 it is considered that a specific policy for new or extended cemeteries is required to set out the criteria that need to be satisfied when considering potential additional provision within the Borough.</p> <p>The Council is safeguarding land at Warblington Cemetery for an extension, as the Council owns the adjoining farmland; however, there would be a number of issues to overcome. These include negotiation, compensation and loss of rent for an area of the tenanted farmland. Also, constraints arising from the proximity of the flood plain and the potential for archaeological interests as indicated by earthworks and the proximity of the church and castle.</p>

# Transport

## Roads

Roads	
Lead Organisation(s)	Hampshire County Council Highways England
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Local Transport Plan (LTP) 2011-2031 – Hampshire County Council (April 2013)</p> <p>HBC Local Plan ‘Mainland’ Transport Assessment (December 2018) and Southleigh Transport Study <a href="http://www.havant.gov.uk/mainland-transport-assessment">www.havant.gov.uk/mainland-transport-assessment</a></p> <p>A27 Southleigh Feasibility Study – HBC, 2018</p> <p>Hayling Island Transport Assessment (2019; Addendum 2020) <a href="http://www.havant.gov.uk/hayling-island-transport-assessment">www.havant.gov.uk/hayling-island-transport-assessment</a></p> <p>Hampshire Infrastructure Planning <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p>
Planning Policy	<p>Paragraph 102 of the NPPF refers to the need at the early stages of plan-making for assessing the potential impacts of development on transport networks and for the environmental impacts of traffic to be assessed so that adverse impacts can be avoided or mitigated. Paragraph 103 mentions the need to “<i>actively manage patterns of growth</i>” to support the NPPF’s transport objectives. The measure against which increases in traffic arising from development should be assessed is confirmed in paragraph 109: ‘<i>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</i>’</p> <p>The County Council's Local Transport Plan (LTP) (2011-2031) sets out a long-term vision and 20-year strategy for how the transport network of Hampshire will be developed, with a clear focus on improving road, bus and rail networks in order to support economic growth.</p> <p>To support the delivery of the LTP, the County Council has developed Transport Statements for each district or borough that provide a statement of strategy together with packages of transport measures to improve accessibility and modal choice in line with the LTP objectives and local priority. The Transport Statements identify projects required to deliver transport improvements and support economic growth. They consider how new development proposed by local planning authorities in the area will impact on the local and strategic road network and relevant mitigation measures associated with these plans. The delivery of schemes identified by the Transport Statements will depend on available funding opportunities. Further information, including the Hampshire Local Transport Plan 2011-2031 and Boroughwide Transport Statement is available on Hampshire County Council’s website at: <a href="https://www.hants.gov.uk/transport/strategies/transportstrategies">https://www.hants.gov.uk/transport/strategies/transportstrategies</a>.</p>
Roles and Responsibilities	The Department for Transport (DfT) is the overarching government authority responsible for supporting the transport network. It oversees the investment in,

## Roads

	<p>maintaining and operating the motorway and trunk road network in England through Highways England.</p> <p>Highways England (HE) is the government company charged with operating, maintaining and improving England's motorways and major A roads. It is responsible for motorways and major (trunk) roads in England: in Havant the A27 and the A3(M).</p> <p>Since April 2015, major schemes funding has been devolved to LEPs, and forms a significant part of the funding available via the Local Growth Fund. As transport infrastructure is a key facilitator of economic growth, the Government is keen to ensure that local major transport schemes decision-making is aligned with local economic growth ambitions as set out by LEPs within the Strategic Economic Plans.</p> <p>As Local Highway Authority, Hampshire County Council is responsible for all local roads within the county. It is also responsible for supporting public transport and community transport services that are not commercially viable. Statutory duties include:</p> <ul style="list-style-type: none"> <li>• Maintain and repair the public highway including roads, pavements, drains and verges, and carry out regular inspections;</li> <li>• Manage the road network to improve the movement of traffic, including coordination of all road-works;</li> <li>• Work with bus operators to plan provision of local bus service information;</li> <li>• Meet the transport needs of children and young people in a way that promotes sustainable travel;</li> <li>• Support district councils with respect to carrying out air quality reviews, the assessment of air quality management areas and the preparation of air quality action plans;</li> </ul> <p>District and Borough Council responsibilities include: off-street parking, street care and cleaning; and street furniture.</p>
Existing Provision	<p>The Strategic Road Network (SRN) is the network of nationally significant roads which connect the main centres of population, and provide access to major ports, airports and inter-modal freight terminals. The SRN carries, on average, four times as many vehicles a day per mile of road than locally managed roads. The reliability of the network is a driving force behind the need for investment and upgrades. In Havant, the A27 and the A3(M), which connect at Bedhampton / Broadmarsh form the SRN.</p> <p>Hampshire's highway network is the largest and most visibly physical asset that Hampshire County Council is responsible for, and maintenance of existing assets is a major draw on resources. Due to sustained underfunding from Government, Hampshire, like all local authorities, has an increasing structural maintenance backlog. This has led to a deteriorating network which is less resilient to bad winters and flooding events.</p>
Anticipated Needs	<p>Increased demand is likely to mean increased congestion on many of the most important routes, particularly those that carry people and goods into and around the major cities and serve international gateways.</p>

## Roads

The Solent Transport partnership (formerly Transport for South Hampshire) represents Hampshire County Council, Portsmouth City Council, Southampton City Council and the Isle of Wight Council. Improved transport connectivity is key to delivering the economic growth aspirations for the Solent area. Their Transport Delivery Plan (TDP) 2012-2036<sup>36</sup> and associated Public Transport Delivery Plan 2014-2036<sup>37</sup> identify the prioritised transport schemes and interventions needed to support development growth<sup>38</sup>. This includes the creation of a public transport hub at Havant Rail Station, and the extension of the existing bus rapid transit (BRT) network to include links between Havant and Portsmouth.

To support its Local Plan, the Borough Council commissioned two Transport Assessments (TA) to test the impact of the proposed development on the highway network. One TA covers the mainland, while another covers Hayling Island based on more detailed modelling.

### The Mainland

The mainland TA concludes that the overall Local Plan development, if accompanied by mitigation measures, can be accommodated on the network without causing severe traffic impacts within the Borough. The mitigation measures tested through the TA involved highways schemes at

- ID13 Purbrook Way junction with junction 4 A3(M) on slip
- ID11/12 Asda roundabout (Purbrook Way/ Hulbert Rd)
- ID14 Purbrook Way / Parkhouse Farm Way Junction
- ID10 Bedhampton Road / Bedhampton Hill Roundabout
- ID71 Rusty Cutter Roundabout
- ID45 Harts Farm Way approach to Tear Drop
- ID56 B2149 Durrants Road / B2148 Whichers Gate Road roundabout
- ID52 Petersfield Road / Stockheath Road Junction
- ID22 Park Road / Elm Way Junction
- ID26 Emsworth Road / A27 Slips

Full details of the schemes proposed through the TA are found in the TA report.

### Southleigh

An Addendum to the Mainland TA was completed in 2020. This work investigated in more detail whether the proposed Southleigh Strategic Site required a direct access onto the A27. The study confirmed that in order to avoid severe harm to the local network surrounding the site, a direct access was likely to be needed. A feasibility Study (2018) identified a likely solution: an amendment to the A27 junction at Warblington and associated link road.

### Hayling Island

<sup>36</sup> Solent Transport Delivery Plan: <http://documents.hants.gov.uk/transport-for-south-hampshire/TransportDeliveryPlan.pdf>

<sup>37</sup> Public Transport Delivery Plan <http://www.solent-transport.com/images/reports/transport-delivery-plan/public-transport-delivery-plan-140314.pdf>

<sup>38</sup> Solent Transport: [www.solent-transport.com/transport-schemes](http://www.solent-transport.com/transport-schemes)

## Roads

The Hayling Island Transport Assessment, tested a comprehensive mitigation package:

- Measures included are 'friction reduction' measures such as bus lay-bys / pull-ins and the provision of dedicated right turn lanes.
- Specific junction improvements: Mill Rythe; West Lane; Northney Road; Langstone Road
- Billy Trail and other non-highway measures

Full details are set out in the Hayling Island Transport Assessment & its Addendum

NB It should be noted that it is not the purpose of the Local Plan TAs to propose specific or detailed mitigation to deal with the effects of individual development sites. The local transport impacts of each of the Local Plan allocation sites will still have to be addressed in Transport Assessments accompanying planning applications

### Sources of Funding

Highways England has a £15 billion investment strategy for the strategic road network. This is determined through the government's Road Investment Strategy (RIS) cycle.

On the local network, delivery of major schemes for highway improvements is dependent on funding decisions by Government and other contributors including developer funding. For example, following a successful bid to the Government, the Department for Transport awarded £3.7 million to assist in paying for the recent Asda roundabout scheme; the total cost of which was about £5.9 million.

Alongside the LTP capital funding from government, which is in the form of direct grants, the County Council and its partners have been successful in recent years in bidding for funding from the Local Growth Fund via the Solent LEP, Growing Places Fund, Local Pinch Point Funds and Local Sustainable Transport Fund (LSTF). Funding for Major Transport Schemes (those estimated to cost over £2 million) together with a proportion of LTP and LSTF funding, which was previously received directly from Government, is now awarded by the Government to the LEPs. This funding stream is known as the Single Local Growth Fund. LEPs are responsible for prioritising and allocating this funding to schemes in its area that are considered to offer value for money and support economic growth. To secure a share of Solent LEP's Growth Deal transport fund the County Council needs to clearly demonstrate through the submission of a business case how the proposed schemes would support the objectives of its Strategic Economic Plan, support job creation, economic growth and unlock sites proposed for planned development.

In recent years the County Council has provided additional funding through the capital programme to develop a range of schemes. In addition, the councils negotiate and secure financial contributions from developers towards transport infrastructure or services to mitigate the additional transport burden imposed on the existing network by new development. Contributions are typically sought for infrastructure schemes such as upgrades to existing junctions, new cycle lanes and improvements to the local pedestrian network. Contributions are secured through section 106 agreements, section 278 works or through the Community



## Roads

	<p>Infrastructure Levy. These sources play an increasingly important role in the way transport infrastructure is delivered at the local scale.</p> <p>Funding for highways maintenance by HCC comes from four different sources. Grant allocations from DfT; Locally sourced Capital (Operation resilience funding); DfT funding 'top sliced' for competitive bidding processes (Challenge funding, Incentive Bid funding); and one-off allocations such as pothole funding, flood recovery and national productivity funding</p>
Key Issues	<p>Highways England's role is to operate, maintain and modernise the strategic road network (SRN) in line with the <a href="#">Roads Investment Strategy</a>, reflecting public interest and to provide effective stewardship of the network's long term operation and integrity. In the case of Havant Borough this relates to the M27, A27 and A3(M). Highways England would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth in the borough without careful consideration of mitigation measures.</p> <p>When considering proposals for growth, any impacts on the SRN needs to be identified and mitigated as far as reasonably possible. Highways England will support proposals that consider sustainable measures which manage down demand and reduce the need to travel. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN and infrastructure improvements on the SRN should only be considered as a last resort.</p> <p>For roads that are the responsibility of Hampshire County Council the philosophy of 'Reduce-Manage-Invest' is central to the transport policies for South Hampshire. Those policies include developing transport improvements that support sustainable economic growth and development. Also optimising the capacity of the highway network and improving journey time reliability for all modes. Policy also aims to achieve and sustain a high-quality, resilient and well-maintained highway network for all, and to improve road safety.</p> <p>On Hayling Island and Langstone, the principal constraints to large scale infrastructure improvements are the requirements for 3<sup>rd</sup> party land, the single bridge across to the mainland and ultimately, the limitations of traffic throughput at the A27 Langstone Roundabout. These constraints have informed the mitigation schemes tested in the TA.</p>
Anticipated Solutions (see also Solutions Tables at Appendix 2)	<p>It is not the purpose of the Local Plan TAs to propose specific or detailed mitigation to deal with the effects of individual development sites. The local transport impacts of each of the Local Plan allocation sites will still have to be addressed in Transport Assessments accompanying planning applications.</p> <p>The results from the Hayling Island transport modelling have demonstrated that the proposed development will impose an impact on the highway network. While none of the mitigation packages tested provides a panacea for all the issues on the network it has been shown that a combination of the proposed mitigation options improves the operation of the network and provides facilities for pedestrians and cyclists, in addition to road safety remaining uncompromised for all users.</p> <p>Major interventions can involve coordination across a range of partners, and contributions or grant funding from a variety of sources due to the scale and cost. The council will work therefore continue to work with its partners at Hampshire</p>

## Roads

County Council, Highways England, neighbouring authorities, the Solent Local Enterprise Partnership, transport providers, developers and other stakeholders to access funding opportunities from Government, and to attract external sources of funding to support infrastructure delivery.

Other transport interventions, in particular those that are designed to mitigate the impact of development are mostly funded by developers through legal agreements with the council (known as S106 agreements), or through Community Infrastructure Levy (CIL) payments.

# Cycling & Walking

Cycling & Walking	
Lead Organisation(s)	Hampshire County Council Sustrans Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	Hampshire Local Transport Plan 2011-2031 – Hampshire County Council (April 2013) Hampshire Infrastructure Statement – HCC 2019 Liaison with Officers of Hampshire County Council; Correspondence with Sustrans and Cycling UK SEHRT Transforming Cities Fund Bid Hayling Island Cycling and Pedestrian Improvements Feasibility Report (2017) Hayling Island Transport Assessment Addendum (2020) Hampshire Infrastructure Planning <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a> Havant Local Cycling and Walking Infrastructure Plan: <a href="http://www.havant.gov.uk/local-cycling-and-walking-infrastructure-plan">www.havant.gov.uk/local-cycling-and-walking-infrastructure-plan</a>
Planning Policy	At the heart of sustainable development is enabling travel by means other than the private car.  The NPPF (paragraph 91) states, 'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: ...c) ...encourage <i>walking and cycling</i> .' Paragraph 102 states 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that... c) opportunities to promote walking, cycling and public transport use are identified and pursued. Paragraph 104 includes: 'Planning policies should ... d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).'  And applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.' (NPPF, 110)
Roles and Responsibilities	Hampshire County Council is responsible for the local highway network, looking after roads and footways in the borough. The Borough Council works up plans to improve the network and to implement these, often in partnership with the HCC.  In recent years roads and paths in new development have not been adopted by the County, so are maintained by management companies put in place by developers.
Existing Provision	Analysis of 2011 Census origin-destination data shows 40% of Havant Borough residents worked within 5km of home. However, only 10% of Havant residents reported either cycling or walking as their main mode of transport. This suggests a strong potential for modal shift onto walking or cycling for commuter journeys.

## Cycling & Walking

Current capacity is often constrained by the network's weakest points. One of the best pieces of infrastructure in the borough (according to Sustrans) is the B2149 Petersfield Road, with the 3m fully segregated cycle path along a stretch of it. However, this is preceded by narrow shared use pavement, and access from the houses and roads on the other side of the B2149 is often poor.

Many of the quiet residential roads are already signposted for cycle routes - using the existing road network as cycle infrastructure. This is a good, inexpensive option, as long as motor vehicle traffic volumes are low (<1000/day) and traffic is slow (85% percentile <20mph). However, this requires those routes to be well-connected, and to have suitable provision at crossings with busier roads.

Many on-road cycle lanes, which exist throughout the Borough, do not meet existing guidance from Highways England, i.e. for 30mph at >5,000 vehicles/day or 40mph at any vehicle flow, segregated cycle tracks are the minimum provision listed.

The well-used cycle route from Havant via Farlington Marshes and Eastern Road into Portsmouth has several hundred daily users, but problems include: cycling accidents and narrow cycle track width on Eastern Road and difficult crossing at the Rusty Cutter Roundabout.

There are connections from Emsworth and Denvilles to the NCN2<sup>39</sup> to Chichester, accessible via North Emsworth cycle routes and Westbourne centre. Problems here include parking on cycle Lanes in North Emsworth, street parking in Westbourne Centre and a narrow partly on road cycle route along Southleigh Road.

Cyclists are permitted to use the pavement to cross Langstone Bridge when cycling on and off Hayling Island, however the Hayling Billy Trail doesn't currently represent a suitable alternative to the A3023 for commuters due primarily to its state of repair.

A signing scheme for Havant town centre, comprising directional signs for cyclists guiding them to locations, such as the bus and stations, shopping centre, civic offices and existing cycle routes has been completed.

The public rights of way network is covered in more detail in the section headed 'Green Routes'.

Anticipated needs

The Government wants walking and cycling to be a normal part of everyday life and the natural choices for shorter journeys with an aim for more people to have access to safe, attractive routes for cycling and walking by 2040.

Few utility journeys in the borough have appropriate infrastructure. (Problems include busy junctions, especially roundabouts, road crossings, fast traffic travelling too close, broken up surfaces, repeated changes of route layout, (including on shared pavements where poor infrastructure can cause friction with walkers), unexpected narrowing of roads and rough, wet and muddy off-road routes.)

<sup>39</sup> Part of the National Cycle Network long-distance cycle route linking Dover to St Austell which passes along the A259, from Havant via School Lane, St Georges Avenue, Castle Avenue, and Emsworth Road via the subway under the A27 to the A259.

## Cycling & Walking

Only a few, off road and shared pavement routes are good enough to enable safe cycling for children.

Community needs are likely to include:

- Areas where young children can learn to cycle and get experience cycling. These would be off road in safe and reasonably flat locations.
- Routes to secondary school, suitable for 11 year olds. Only 3 or 4 secondary schools in the borough have partial networks of adequate routes.
- Routes, from residential areas to utility destinations, where the majority of adults feel safe to cycle. Cycling routes to work, must be fast, clean, direct and safe.
- Routes on which 12 to 14-year olds cycle unaccompanied, across town.

Where motor vehicle traffic volumes are low and slow, on-road cycling without any segregation is suitable. However, this requires best use of residential roads to still be convenient to use, i.e. well-signed, direct, and easy to use.

HCC has requested that opportunities be taken to create new routes through development sites to connect to existing public rights of way, to enhance or upgrade existing paths to multi-user routes.

### Emsworth

A number of cycling improvements in the Emsworth area are planned, underway or recently completed. One scheme will involve provision of a Toucan Crossing on Horndean Road outside St James' School, provision of signed and marked cycle route on Christopher Way, upgrade of footpaths to shared use on New Brighton Road and Recreation Ground plus provision of a new link between station subway and Washington Road. Another involves the upgrading of bridleways and tracks to create an all-weather off-road route between Emsworth and Rowlands Castle avoiding unsafe or less direct road links.

### Havant & Bedhampton

The footbridge over the railway line by Havant station maintains links between Havant Town Centre and services within the Civic Campus area and beyond, including Oak Park Health Centre for pedestrians, cyclists (if dismounted) and mobility vehicles. The existing bridge is unsightly and eventually may need to be closed. A feasibility study has estimated the cost of a standard replacement at about £3.5 million. The Warblington level crossing is closed for up to 30 minutes in every hour so a footbridge would encourage more use and increase safety for existing pedestrians, cyclists and mobility vehicle users. For example, a large number of pupils live across the railway line from Warblington School. Some funding has already been obtained through S106, and allocated from the CIL, and Network Rail is exploring the outstanding funding.

A new cycle track which is planned to run along the west side of Langstone Road south of the A27 is being completed in stages with Phase 1 completed and Phase 2 underway. This is so that cyclists from Hayling on National Cycle Route 2 wishing to travel to destinations west and north-west of Havant do not have to cross the busy Langstone Road but can access National Cycle Network route 22 at the Technology Park.

### Hayling Island

## Cycling & Walking

	<p>The Hayling Island Cycling and Pedestrian Improvements report was completed in February 2017 and investigated and assessed the feasibility of improvements to cycle and pedestrian infrastructure across south Hayling.  <a href="https://www.havant.gov.uk/hayling-improvements">https://www.havant.gov.uk/hayling-improvements</a></p> <p>The Hayling Island Transport Assessment (2020 Addendum) identified a number of measures to improve the walking and cycling environment on the island.  <a href="https://www.havant.gov.uk/hayling-island-transport-assessment">https://www.havant.gov.uk/hayling-island-transport-assessment</a></p> <p>Improvements to the Billy trail are a key part of the strategy for modal shift on the island. The Hayling Billy Trail coastal path is used by walkers, cyclists and horse riders. It is a track along the bed of a former railway line from Havant Railway Station to Sinah Lane on Hayling Island. Although resurfacing works have recently been carried out using funding provided through PUSH the route is recreational rather than being a real all-weather alternative to the A3023 for road cyclists. While surfacing and lighting would change the nature of this route as a recreational trail for other users the most significant issue is that due to coastal erosion a section of the trail will fall into the sea in the short-medium term. As this section lies along the part of the coastline where the North Solent Shoreline Management Plan policy is one of 'no active intervention' the only solution would be to divert that section of the trail inland. This is being investigated as one of the possible interventions for improving traffic flow along the A3023.</p> <p><u>Southleigh Strategic Site</u></p> <p>The strategic site between Denvilles and Emsworth is an opportunity to build in excellent cycle infrastructure from the start, with good links to Warblington and Emsworth train stations, and improvements on the eastern approach to Havant station as well. Road and path network designs, as well as car parking allocation, would further encourage cycling and walking as a quick, direct, and desirable mode of travel, particularly if amenities are included within the site. As most destinations begin or end at home, this is critical to reducing congestion on the network overall.</p>
Sources of Funding	<p>Funding would be from a variety of sources which may of course change over time with government policy; currently we would look to Section 106 or 278 agreements with developers, Community Infrastructure Levy (CIL) or other dedicated funds (such as Transforming Cities Fund).</p>
Key Issues	<p>Encouraging walking and reducing reliance on the car for short distance trips, is a key challenge identified within the Local Transport Plan, particularly through maximising walking opportunities such as trips to school.</p> <p>Likewise, encouraging cycling is also a key theme with the key priority to ensure children and young people achieve their full potential by promoting cycling as a means of exercise/encouraging independence and a healthy lifestyle.</p> <p>Increasing levels of physical activity, health and wellbeing across the population groups in Hampshire is an on-going challenge of which encouraging walking and cycling will play a role.</p> <p>Road safety fears, whether perceived or actual, are a major barrier when trying to promote both walking and cycling. The difficulty of crossing busy roads and pollution from motor vehicles can also be a disincentive. A key challenge to both is to ensure safety for all pedestrians and cyclists on Hampshire's roads and change perceptions regarding road safety.</p>

## Cycling & Walking

	<p>New developments provide key opportunities to make sustainable and healthy travel choices (including walking and cycling). In particular, major areas of growth and regeneration will need to be planned to support both direct walking and cycle access to centres of employment, education, and public transport interchanges etc.</p> <p>Where possible, cycle specific routes are preferred to shared pavements. Government Guidance in the form of Local Transport Notes<sup>40</sup> include documents on cycle infrastructure design and on shared use routes for pedestrians and cyclists. Sustrans also publishes various guides including articles on path design, construction and cost<sup>41</sup>.</p> <p>To achieve the radical changes will be needed in attitudes to cycling, standards and amounts of infrastructure provision in both Havant and surrounding districts and the development of a more comprehensive strategic network of cycle routes for commuting across south east Hampshire, including Havant.</p>
<p>Anticipated Solutions (see also Solutions Table at Appendix 2)</p>	<p>Specific references in site allocation policies where developments can help to realise improvements to the network in the vicinity of each site.</p> <p>Policies to require developers to prepare site specific transport plans and set out details such as the need for cycle racks at new employment premises and for cycle storage space at residential developments.</p> <p>Developers will be required to contribute to the cost of walking and cycling measures and demonstrate how they will promote travel by non-car modes (typically through the requirement for a travel plan for the development)</p> <p>The Council will continue to develop the borough's walking and cycling network in order to encourage a switch to more sustainable modes. The Council has been working with HBC on a Local Cycling and Walking Infrastructure Plan (LCWIP). This helps to identify infrastructure requirements relating to new development. AS part of this, the council has published a map of the proposed walking and cycling network to 2036. Measures will be implemented as funding becomes available, and have a focus on improved accessibility standards for all users of walking routes, and propose new routes and increased off road provision for cycling.</p> <p><a href="https://www.havant.gov.uk/local-cycling-and-walking-infrastructure-plan">https://www.havant.gov.uk/local-cycling-and-walking-infrastructure-plan</a></p>

<sup>40</sup> <https://www.gov.uk/government/collections/local-transport-notes>

<sup>41</sup> <https://www.sustrans.org.uk>

# Buses

Buses	
Lead Organisation(s)	<p>First Group plc</p> <p>Stagecoach</p> <p>Hampshire County Council</p>
Main Sources of Information and Key Weblinks for Updates	<p><a href="https://www.havant.gov.uk/bus-services">https://www.havant.gov.uk/bus-services</a></p> <p>Havant &amp; Petersfield Public Transport Guide - Hampshire County Council (2019)  <a href="https://documents.hants.gov.uk/passenger-transport/HavantTravelGuide.pdf">https://documents.hants.gov.uk/passenger-transport/HavantTravelGuide.pdf</a></p> <p>Havant Transport Statement Post Adoption Live Schemes List (2018)</p> <p>Dialogue with bus company managers and directors, officers of Hampshire County Council.</p> <p>Bus company websites.</p> <p>Transforming Cities Fund Bid <a href="http://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/transforming-cities-fund">www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/transforming-cities-fund</a></p>
Planning Policy	<p>In the NPPF (paragraph 102) 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that c) opportunities to promote walking, cycling and public transport use are identified and pursued.</p> <p>The NPPF (paragraph 110) states that, 'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.'</p> <p>When considering accessibility of new developments, these should be planned to ensure proximity to bus services with distances to the nearest stop being no more than 400m. This may be increased up to 800m where the service is of a higher quality and frequency.</p> <p>The Hampshire Local Transport Plan (2011-2031) includes as Theme C - The role of Public Transport:  <i>Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors.</i></p>
Roles and Responsibilities	<p>Bus services are mainly provided by commercial companies; in Havant these are Stagecoach and First Bus.</p> <p>The County Council works with bus operators, generally through the Quality Bus Partnership approach, to maintain growth in bus use and reduce dependence on the car for journeys on inter-urban and intra-urban corridors.</p> <p>The South-East Hants Rapid Transit (SEHRT) Board is a partnership between Hampshire County Council and Portsmouth City Council, together with the local public transport operators of First and Stagecoach, which has been set up to take forward plans for Bus Rapid Transit in the Subregion.</p>



## Buses

	Havant Bus Station is owned by the Borough Council.
Existing Provision - current situation	<p>Based on data from the 2011 Census buses only account for 3% of travel to work in the Borough, slightly higher than the whole of Hampshire at 2%.</p> <p>The Borough is covered by a network of bus routes, most of which are commercial services and two which are 'tendered' services for Hampshire County Council (HCC). Stagecoach is the principal bus operator in the Borough providing services numbered 20, 21, 23, 30, 31, 37, 39 and 700. First provide the services numbered 7 (7C is a college service), 8, 27, D1 and D2.</p> <p>The Havant Bus Station, provides a bus terminus and facilities for passengers in the town centre.</p> <p>Park Road North in Havant is the busiest route for buses (Stagecoach runs 24 buses per hour in each direction along this stretch) and a bus lane from the A27 roundabout to the Havant College roundabout, at least for the morning peak period, would improve reliability considerably.</p> <p>The Rusty Cutter roundabout is also difficult for buses; 10 Stagecoach buses per hour in each direction pass through this roundabout. Bus efficiency has increased by the improvements to the Asda roundabout but could be better if the exit from Asda is signalised.</p> <p>Bus provision is most successful where patronage can support high frequency services - every 10 minutes from 7am to 7pm. Examples of these are the 23 and 39 services provided by Stagecoach linking Waterlooville, Wecock and Leigh Park with Havant. Leigh Park is served by 18 buses per hour. First no.7 which links Wecock and Waterlooville to Southsea and Portsmouth also includes a 20-minute Sunday service.</p> <p>Following withdrawal of the former Emsworth and District commercial service (28) through Emsworth via Denvilles to Havant this route is only served by a currently subsidised service (through HCC and developer funding) by First (27) which also runs to Rowlands Castle. Current issues with this route are disruption to timetables caused by Warblington level crossing, which can result in long delays when the gates are closed.</p> <p>Buses do not cross the Bedhampton level crossing but can be held up along Bedhampton Road by other traffic queuing at the crossing.</p> <p>The other tendered service (D1/D2) serves and is currently subsidised by developer's contributions from the Berewood development at West of Waterlooville. First buses D1 and D2 also serve Denmead and D1 covers Hambleton within Winchester district. The frequency of these services has been reduced to one every two hours from September 2018.</p> <p>Hayling Island is served by the Stagecoach 30 and 31 services which run every 15 minutes where the services double up along the A3023. At busy time on this single route on and off the island, buses can be held up in the general traffic.</p>

## Buses

	<p>Hampshire County Council has invested in bus priority measures on the A3 but further measures are needed to enable bus services to improve and encourage further modal shift.</p>
<p>Anticipated Needs</p>	<p>At the strategic level the further development of the Bus Rapid Transit (BRT) is identified as the key transport intervention which would help provide much a needed alternative to the car across the South East Hampshire sub-region. The vision for the network includes links between Havant, the QAH, Portsmouth and Southsea. A package of works has been identified including highway modifications, signalling improvements and improvements in stop and interchange arrangements.</p> <p>Identified within the ‘priority 1’ measures for delivery in the short term (2-4 years, subject to funding) is the Rusty Cutter Roundabout (Bedhampton Hill) to Havant Bus Station and at Havant Bus Station. In the long term (10+ years) BRT measures between Harts Farm Way and Havant Bus Station would be dependent on non-BRT general traffic measures being implemented, such as the Harts Farm Way A27 overbridge. This work is wrapped up in the Transforming Cities Fund bid.</p> <p>Bus times for routes in and out of Havant bus station could be improved if buses can be given priority at junctions. For example, an option for improving access for buses to the bus station would involve removing the corner of Havant Park to provide a priority turn into Elm Lane from the north and avoiding a protected tree.</p> <p>HCC in its Transport Statement list of schemes for Havant Borough includes a number of Public and Community Transport Schemes. Those local schemes are:</p> <ul style="list-style-type: none"> <li>▪ Leigh Road/Eastern Road south to station (Havant) - turning circle to allow bus access.</li> <li>▪ Havant Town Centre (including bus station and railway station) and Plaza - provision of real time information screens and bus-stop facilities.</li> <li>▪ Bus route 30/31 (Hayling Island) - easy access kerbs.</li> <li>▪ Crawley Avenue Junction with Oakshott Drive (Leigh Park) - road widening to facilitate buses.</li> <li>▪ Crookhorn Lane/College Road (Purbrook, Waterlooville) - bus priority.</li> <li>▪ Milton Road/Hartplain Avenue junction (Waterlooville) - bus priority.</li> <li>▪ Milton Road/Hambledon Road roundabout (Waterlooville) - bus priority.</li> </ul> <p>The Southleigh Strategic Site will offer opportunities for contracted (pump priming) and commercial opportunities to provide new or amended bus services linking to Havant and Emsworth at relatively high frequencies from the earliest stages of the development to ensure new residents do not rely on the private car from the day they move in.</p>
<p>Sources of Funding</p>	<p>In the main, bus services need to be self-financing, that is individual routes need to be commercially viable with patron’s fares covering the cost of running the services. Where the County Council considers that it is desirable for a service that is not provided by the commercial market, which may be to pump-prime a new service from a new development area or to assist social inclusion, HCC may issue a tender and provide funding subsidy through developer S106 contributions and/or Council budgets. However, such funding would be for a limited period only.</p>

## Buses

To put a new bus on the road costs £120,000 per year and a minimum of 4-5 buses would be needed to provide a service. The cost of a tendered service is based on a charge of £160,000 per bus (to include running costs) by the bus company to the County Council.

Bus shelters, as infrastructure fixed to the highway, may be provided through a tender arrangement and procurement process between HCC (as Highway Authority) and the Borough Council (as Local Planning Authority<sup>42</sup>) with the contract financed through advertising revenue. Or they may be provided through S106 developer contributions.

Other hardware such as ticket machines may be subsidised by HCC. For example, the new contactless payment machines for use with debit and credit cards has been installed on buses in Hampshire for those companies who have chosen and are willing to pay an element of the cost. HCC has spent £900,000 across Hampshire with bus companies contributing a total of £700,000 towards the cost of the new ticket machines.

The former fuel duty rebate, replaced in 2014 by the Bus Service Operators Grant (BSOG) is a form of Government support for bus services which is paid to operators of eligible bus services (and community transport organisations) to help them recover some fuel costs and enable them to run services that might otherwise be unprofitable or be cancelled, thus benefitting passengers.

Where bus passes are used through the concessionary scheme by persons of pensionable age and disabled people, the bus companies are reimbursed by about 50% of the fare value. The actual amount varies as it is based on a complicated formula that takes various factors into account.

Other government funding becomes available from time to time, such as the 'Transforming Cities Fund', to which a bid for a mass transit scheme for in and around Portsmouth was submitted in 2018. [www.portsmouth.gov.uk/Ext/Travel/Transforming-Cities-Fund](http://www.portsmouth.gov.uk/Ext/Travel/Transforming-Cities-Fund)

### Key Issues

Population density and bus priority measures are the keys to enabling bus services that provide a real alternative to the private car, particularly for travel to work. Reliable timetables are also crucial to encouraging and retaining patronage; Traffic congestion presents a challenge where bus lanes and other priority measures do not exist.

BRT is designed to improve connectivity between where people live and work in the sub-region. This has already begun with the development of the 'Star' service linking Waterlooville and Portsmouth. However, there is a need to build on this with high quality and high frequency buses for commuting and other journeys on corridors from Havant to/from Portsmouth and from Waterlooville to/from Portsmouth. The aim is to make the bus the best transport choice for those living in areas such as Southleigh and Waterlooville which are not served by rail, reducing car based trips on the highway network.

<sup>42</sup> While new or replacement shelters do not in themselves require planning permission the introduction of illuminated advertisement panels at new locations requires consent under the Town and Country Planning (Control of Advertisement) Regulations.

## Buses

	<p>The creation of a new bus service to serve a new development area may be based on an assumption that 10% of new residents would use it, however it can take up to 10 years to build patronage and fully establish as self-financing. Subsidy through s106 developer funding for 'pump priming' is necessary to provide services from the outset and avoid new residents developing car-borne habits that are hard to break. However, funding is limited and tends to last for a maximum of 5 years, with the subsidy tapering off during the period on the expectation of patronage building.</p> <p>Diverting a well-established route to include a new destination mid-route needs to be considered regarding the impact of a change on existing passengers. A loop around a development area is feasible at the start or end of a journey but not mid-way as the resultant delay is a disincentive to passengers travelling from further away.</p> <p>At a detailed level, in designing development layouts where buses are to pass through the new development, the road design and layout should ensure that buses have easy access, and are unimpeded by parked vehicles with corner/junction radii sufficient to enable safe turning<sup>43</sup>. The disposition of house types should also ensure that those residents least likely to have access to a car can live closest to the bus route.</p>
<p>Anticipated Solutions (see also Solutions Tables at Appendix 2)</p>	<p>Masterplanning of the Southleigh Strategic Site needs to ensure that the new local centre can easily be served by buses with the arrangement of house types such that residents least likely to have access to a car can live closest to the bus route.</p> <p>The Council will continue to work with its partners at Hampshire County Council to promote South Hampshire Rapid Transit, in particular supporting the schemes identified in through the work on the Transforming Cities Fund bid.</p>

<sup>43</sup> More detail can be found in [Bus Services, New Residential Developments & General Highways and Urban Design advice to applicants and Highway Authorities – Stagecoach UK Bus \(2017\)](#)

# Rail

Rail	
Lead Organisation(s)	<p>Network Rail</p> <p>Train Operators: Great Western Railway, Southern and South Western Railway</p>
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Local Transport Plan 2011-2031 – Hampshire County Council (April 2013)</p> <p>Hampshire Infrastructure Planning  <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p>Network Rail Control Period 6 (2019-2024) Plans: <a href="http://www.networkrail.co.uk/who-we-are/publications-and-resources/our-delivery-plan-for-2019-2024">www.networkrail.co.uk/who-we-are/publications-and-resources/our-delivery-plan-for-2019-2024</a></p>
Planning Policy	<p>The NPPF in paragraph 102 includes that <i>'Transport issues should be considered from the earliest stages of plan-making so that ... opportunities to promote ... public transport use are identified and pursued.'</i> Paragraph 110 goes on to say that, <i>"Application for development should a) give priority to ... facilitating access to high quality public transport facilities, and appropriate facilities that encourage public transport use."</i></p>
Roles and Responsibilities	<p>The Department for Transport (DfT) is the overarching government authority responsible for supporting the transport network. It is also responsible for setting the strategic direction for the rail industry in England and Wales, funding investment in infrastructure through Network Rail, awarding and managing rail franchises, and regulating rail fares.</p> <p>Network Rail owns, operates, maintains and develops Britain's railway. It is responsible for ensuring that the railway network is safe and reliable. Network Rail operates a long-term planning and investment process based on a revolving cycle of five-year Periodic Review periods. In 2014, day-to-day responsibility for railway business was devolved to 10 strategic geographical routes. Each of these routes is run locally as franchises. Network Rail operates the management of the network on a 'regional' basis. Hampshire is covered by the Wessex route, which covers the major commuter area of south-west London as well as from London Waterloo to the south and south-west of England. This route is one of the busiest on the rail network, taking in all or part of the counties of Surrey, Berkshire, Hampshire, Dorset, Somerset and Wiltshire. Peak-time capacity is the main challenge in the Wessex area, specifically with on-train crowding for passengers to and from London.</p> <p>In terms of stations, in most cases Network Rail is the freeholder of the station. Normally the leaseholder and operator of the station (the Station Facility Owner, or SFO) will be one of the Train Operating Companies that serve the station.</p>
Existing Provision	<p>The borough is well served by rail. Havant is the main station with three smaller railway stations at Warblington, Bedhampton and Emsworth. There are regular train services to London Waterloo, Portsmouth, Southampton, Brighton and Gatwick airport.</p>
Anticipated Needs	<p>Network Rail is funded by the DfT in five-year blocks, called Control Periods. Control Period 6 (CP6) runs from 2019 to 2024. No major schemes in the Havant area are identified in the documentation.</p>

## Rail

	None of the train companies have indicated that the development arising from the local plan would require rail infrastructure enhancements.
Sources of Funding	Network Rail's income comes largely from government (DfT) and from the 'track access charges' received from train operators – so ultimately from tax payers and fare payers. The Department for Transport (DfT) has overall strategic and financial responsibility for the railways.
Key Issues	While the railway lines through the borough and the stations provide good alternative sustainable travel to other locations they also give rise to issues of severance of communities and pinch points for other modes of transport.
Conclusion	<p>Hampshire County Council will look to work in partnership with Network Rail, South Western Railway, Southern Railway and local bus companies to improve the rail network and achieve:</p> <ul style="list-style-type: none"> <li>▪ Improved station facilities and ticketing within the district;</li> <li>▪ Improved access to railway stations;</li> <li>▪ Increased capacity on the London-Portsmouth rail corridor;</li> <li>▪ Better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking.</li> </ul> <p>Planning has a role in locating new development where it can make most effective use of the transport infrastructure in a manner that supports and complements the urban form.</p>

# Ferry

Ferry	
Lead Organisation(s)	Baker Trayte Marine Ltd
Main Sources of Information and Key Weblinks for Updates	Hayling Island Transport Assessment (2020) The Hayling Ferry Website: <a href="http://www.haylingferry.net">www.haylingferry.net</a>
Planning Policy	The Hampshire Local Transport Plan (2011-2031) recognises the important role in meeting travel needs in coastal areas that is played by local ferry services and includes as Policy J: <i>'To further develop the role of water-borne transport within the TfSH area and across the Solent.'</i> Under 'delivery options' it includes, <i>'Ongoing dialogue with ferry operators to encourage delivery of passenger improvements;'</i> and, <i>'provision of secure cycle parking in the vicinity of ferry terminals.'</i>
Roles & Responsibilities	The Hayling Ferry is run by Baker Trayte as a private commercial operation.
Existing Provision	<p>Baker Trayte have been running the Hayling Ferry service from Ferry Point on Hayling Island to Eastney Point on the Portsmouth side since August 2016.</p> <p>The Hayling Ferry service runs summer (half hourly finishing at 2100) and winter (hourly finishing at 1900) timetables, and will extend its timetable as required to support special events in Portsmouth and on Hayling Island.</p> <p>The ferry route forms a dual role both in providing both a shorter, more direct route into Portsmouth from the Island for pedestrians and cyclists, and as a link in longer distance transport networks (National Cycle Network route 2 and the Shipwrights Way Long-Distance Path both use the ferry as part of their route).</p> <p>However, it has suffered from a troubled financial past with operations suspended for 18 months in 2015/16, until reinstated by the current operator.</p>
Anticipated Needs	<p>The Langstone Harbour Board replaced the Docking Pontoon on the Hayling Island side in July 2017. There are no further works known to be planned.</p> <p>Increasing sailing frequency, hours of service and improving access to the ferry on both sides, especially by public transport, would provide an opportunity to make the ferry more attractive and convenient for those travelling between the two islands and beyond, therefore, potentially releasing highway network capacity especially in the morning peak.</p>
Sources of Funding	The Hayling Ferry service is self-financing, based on fare income. Local Authority support has been required in the past to sustain the service.
Key Issues	<p>The key issues here are the commercial viability of the service and the connectivity with other modes of transport either side of the ferry. With the exception of cyclists, the location of the service on the Hayling Island and the Portsmouth side, at the furthest point of both peninsulas limits onward travel.</p> <p>The bus connections to the ferry continue to be limited; in the winter of 2018/19 a trial bus service aimed at school children and commuters was operated to the ferry but failed to generate revenue and was withdrawn after four months and £20,000 of support. Likewise, the extension of a supported bus service (First number 15)</p>

## Ferry

	meeting the Portsmouth side of the ferry on Mondays to Fridays, has thus far failed to generate more passengers.
Conclusion & Action	The Hayling Ferry provides a valuable alternative to the private car for access between Hayling Island and Portsea Island at Eastney but access to ferry point is a limiting factor to usage. The Council will continue to work with the ferry operator to support and develop the ferry as a useful element of the transport infrastructure of the Island

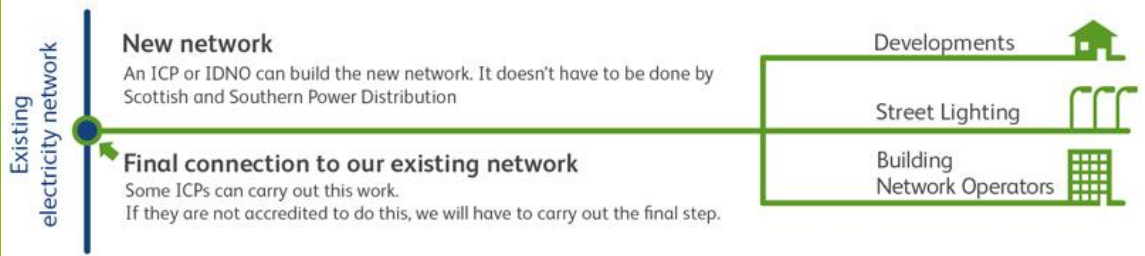


# Utilities

## Electricity

Electricity	
Lead Organisation(s)	National Grid Scottish & Southern Electricity Networks (SSEN)
Main Sources of Information and Key Weblinks for Updates	National Grid and SSEN websites <a href="#">A guide to electricity distribution connections – Ofgem (April 2014)</a> Correspondence with representative from the SSE Network Investment Team
Planning Policy	The National Planning Policy Framework expects Local Plans to plan positively for the development of the infrastructure required in the area and to include strategic policies to deliver the provision of infrastructure including energy. In particular, under the heading 'planning for climate change' in the NPPF, there is an expectation that plans and planning decisions will support renewable and low carbon energy.
Roles and Responsibilities	<p>The National Grid owns and manages the grids, running the systems that deliver electricity, connecting people and businesses to the energy they need via a system of high voltage (400,000 and 275,000 volts) overhead lines (on pylons), underground cables and substations. There are no 400/275 kV overhead lines or underground cables within the borough with the nearest meeting/crossing at Horndean.</p> <p>The infrastructure which delivers electricity to customers' premises is the distribution network (the network of towers and cables that bring electricity via the 132,000 volts overhead lines and underground cables from the national transmission network to homes and businesses). SSEN is the distributor covering the borough and the wider area of central southern England.</p> <p>Electricity distribution network operators (DNOs) or independent distribution network operators (IDNOs) own and operate these networks. These companies are required by law to offer connection services to anyone who asks. Electricity DNOs must help customers connect to their network in a timely and efficient manner. Ofgem places strong requirements and incentives on them to do this.</p> <p>Ofgem is the Office of Gas and Electricity Markets; a non-ministerial government department and an independent National Regulatory Authority. Ofgem's principal objective when carrying out its functions is to protect the interests of existing and future electricity and gas consumers.</p> <p>Guidelines for developers on designing connections and applying for new connections are available on SSEN's website and developers can obtain connections via other companies known as Independent Connection Providers (ICPs) or Independent Distribution Network Operators (IDNOs). The diagram below shows the competitive elements of new connections work:</p>

## Electricity



Local planning authorities are responsible for determining applications for renewable and low carbon energy development of 50 megawatts or less installed capacity (under the Town and Country Planning Act 1990). Microgeneration is often permitted development and may not require an application for planning permission.

Existing Provision

SSEN provides a web-based GIS Viewer for access to detailed mapping of its electrical network infrastructure to registered users. General network capacity and generation availability maps are on the SSEN web page [www.ssen.co.uk](http://www.ssen.co.uk) and at [www.linerearchbeforeudig.co.uk/](http://www.linerearchbeforeudig.co.uk/)

To reduce risks resulting from extreme weather events and mitigate the effects of climate change SSE has invested in maintenance and emergency response solutions. These include new technology that identifies faults on lines, tree cutting along networks, resilience funds for local communities to support climate adaptation initiatives and emergency response procedures to *'ensure the lights are kept on'*.

SSE's strategy is to transition to a low carbon energy system by reducing the carbon intensity of the electricity it generates. SSE has therefore invested significantly in renewable energy since 2010 and has the largest renewable energy capacity in the UK and Ireland.

Anticipated Needs

Connections for new development from existing infrastructure can be provided subject to cost and timescale. Very often, existing electricity distribution networks are sufficient to support new development. Where existing infrastructure is inadequate to support the increased demands from the new development, maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.

Making future provision for new developments within the Borough is not a problem, including in outlying areas such as Hayling Island.

Sources of Funding

There is a cost to providing a new connection. Some of this has to be paid by the connecting customer. Sometimes a new connection can require an upgrade of the network. This is so that the connection can be made without affecting other customers' quality of service. When this happens, the cost of this enhancement is shared between the connecting customer and all customers on that network.

Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM). In general, due to the scale of reinforcement required, the developer of a major scheme of a couple of thousand dwellings will pay a greater proportion than the developer of a large site of two to three hundred dwellings.

All on-site costs are the responsibility of the developer. This includes diverting or putting underground existing overhead power lines in to facilitate development. The principle is that

## Electricity

	<p>the existing customer base should not be burdened by costs arising from new development proposals.</p>
<p>Key Issues</p>	<p>In 2019, the Government committed to bringing the UK's greenhouse gas emissions to net zero by 2050. This will require a different approach to building design, the use of the private motor vehicle etc. The Local Plan has a key role to play in this. For example, in addition to encouraging the take up and development of renewables, design policies can also encourage energy efficiency in buildings through such as passive solar design and BREEAM assessments although controls are more reliant on building regulations. In line with the NPPF and building regulations, policies may require electric car charging points.</p> <p>Opportunity may be taken to consider the establishment of an Energy Service Company (ESCo) for the Southleigh Strategic Site.</p> <p>Guidance is available from the Health and Safety Executive<sup>44</sup> as well as the National Grid<sup>45</sup> on planning and amenity aspects of development near high voltage electricity transmission lines and substations to ensure safety and for future maintenance reasons.</p>
<p>Anticipated Solutions</p>	<p>Although it is likely that some system reinforcements would be required to deliver further housing growth, with costs apportioned between developers and the Electricity DNO, there are no electricity network capacity issues within the Borough.</p> <p>Given the duty to supply (Electricity DNOs are obliged under their supply licence to provide connections) and the ability to recover costs from developers and new consumers, it is not anticipated that electricity capacity is a long-term constraint on new development.</p> <p>Developers will be required to work in partnership with electricity suppliers to provide appropriate infrastructure throughout their development.</p>

<sup>44</sup> <http://www.hse.gov.uk/pubns/gs6.pdf>

<sup>45</sup> [Development near overhead power lines – National Grid](#)

# Gas

## Gas

Lead Organisation(s)	Southern Gas Networks (SGN)
Main Sources of Information and Key Weblinks for Updates	Correspondence with South Strategy, Network Planning, SGN General Safety Measures to Avoid Injury and Damage to Gas Plant - Southern Gas Networks (2012) <a href="http://www.sgn.co.uk/">www.sgn.co.uk/</a>
Planning Policy	The NPPF (paragraph 20) expects that <i>Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for: .....b) infrastructure for .... and the provision of minerals and energy (including heat).</i>
Roles and Responsibilities	Southern Gas Networks (SGN) is the owner and operator of significant gas infrastructure within the Havant area.  SGN's principle statutory obligations relevant to the development of the gas network, arise from the Gas Act 1986. Under these obligations, SGN would not develop firm extension or reinforcement proposals until SGN is in receipt of confirmed developer requests. This generally takes place after planning permission is granted.  Consents, easements and safe systems of working are required to protect the existing gas supply network and allow for maintenance.
Existing Provision	A high-pressure gas pipeline crosses the borough from east to west to the south of the A27, then crosses the A27/A3(M) slip roads. This meets the high-pressure gas pipeline which runs from the northern part of the borough to the east of the A3(M), crossing the A3(M) along Purbrook Way then south to Portsdown Hill Road.
Anticipated Needs	SGN has assessed the impact of the proposed development quantum and distribution for the plan period, and has identified that these developments will likely have significant impact on its gas infrastructure in this area and may require reinforcement. Regional and localised upgrades may be required to the gas transmission network to meet development needs.
Sources of Funding	Should alterations to existing assets be required to allow development to proceed, the alterations will need to be funded by the developer.
Key Issues	SGN will not act upon the need for reinforcement of the network as a result of development being identified in a Local Plan. They will only begin this process when a connection is requested after planning permission is granted.  Should major alterations or diversions to existing infrastructure be required to allow development to proceed, this could have a significant time constraint on the development in question and as such any diversion requirements should be established early in the detailed planning process. SGN therefore requests that where the Council is in discussions with developers, via the Local Plan, these early notification requirements are highlighted.  The high-pressure gas pipeline referred to above has a Building Proximity Distance (zone 1) of 3 metres either side of the pipeline. This should not however be confused with the HSE consultation zones 2 & 3 which will be considerably greater. Zone 1 is a safety factor with reference to habitable buildings: while 3 metres is the normal Building Proximity Distance, in that location some BPD's are 15 metres either side. The middle and outer zones will be wider than that where there are risks of encroachment. Distance is calculated from the diameter, material, wall thickness and pressure of the particular pipeline.

## Gas

	<p>Under Pipeline Safety Regulations 1996 this distance is declared to the HSE. Any intrusion within this safety zone should not be taken lightly and any intention to proceed should be accompanied by a risk assessment or provision of other supporting evidence especially in the event of any legal proceedings at a later date.</p> <p>Additionally, SGN is aware of the advances being made in renewable technologies, especially those related to the production of bio-methane. Should any developer be proposing to include such technology within their development, then SGN would highlight the benefits of locating these facilities near existing gas infrastructure. Again, where the Council is in discussions with developers, via the Local Plan, SGN requests that these early notification requirements are highlighted.</p>
<p>Anticipated Solutions</p>	<p>The high-pressure gas pipelines represent a constraint within the affected sites that need to be taken account of in site layouts at the planning application stage and a building proximity distance or easement width of 6-12 metres should be referenced in site allocation policies. The Local Plan highlights which sites are affected.</p> <p>For all sites, developers should contact SGN with their proposals before the pre-application stage.</p> <p>The Havant Civic Campus area is likely to require significant network reinforcement.</p>

# Water Supply

## Water Supply

Lead Organisation(s)	Portsmouth Water
Main Sources of Information and Key Weblinks for Updates	<p>Water Resources Management Plan – Portsmouth Water (2019)</p> <p>Integrated Water Management Study - Amec Foster Wheeler for PUSH (2017)</p> <p>Correspondence and meetings with Portsmouth Water officers</p> <p>Arranging a Mains Extensions <a href="http://www.portsmouthwater.co.uk/developers/new-developments/">www.portsmouthwater.co.uk/developers/new-developments/</a></p>
Planning Policy	<p>Adequate water and wastewater infrastructure is needed to support sustainable development. The NPPF 'Planning for Climate Change' chapter expects plans to take account of climate change over the longer term, including factors such as water supply.</p> <p>The Planning Practice Guidance (PPG) advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure to support sustainable development. Water supply and water quality concerns often cross local authority boundaries and can be best considered on a catchment (geographic area defined naturally by surface water hydrology) basis. Local planning authorities must, in exercising their functions, have regard to the river basin management plans published by the Environment Agency: these implement the requirements of the EU Water Framework Directive using the 'catchment based approach'. The Water Framework Directive applies to surface waters, including some coastal waters, and groundwater (water in underground rock). It requires member states, among other things, to prevent deterioration of aquatic ecosystems and protect, enhance and restore water bodies to 'good' status.</p> <p>The PPG says that, plan-making may need to consider: identifying suitable sites for new or enhanced infrastructure; whether new development is appropriate near to sites used (or proposed) for water and wastewater infrastructure; and phasing of new development so that water and wastewater infrastructure will be in place when needed. Plan-making may also need to consider how to help protect and enhance local surface water and groundwater in ways that allow new development to proceed. This may include steering potentially polluting development away from the most sensitive areas, particularly those in the vicinity of potable water supplies (designated source protection zones or near surface water drinking water abstractions).</p>
Roles and Responsibilities	<p>The water industry is regulated by Ofwat; a non-ministerial government department established when the water and sewerage industry was privatised in 1989. Ofwat's duties as economic regulator are governed by the Water Industry Act 1991.</p> <p>If a development requires a new water main or sewer, the developer may ask the water or sewerage company to install the pipework. When this is required for domestic purposes (cooking, cleaning or sanitary facilities), it is known as requisitioning. Alternatively, they may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility for, i.e. 'adopt', self-laid pipes that meet the terms of its agreement with the developer or self-lay organisation that carries out the work.</p> <p>New rules were adopted by Ofwat in December 2016 on charging for "new connections", i.e. the water supply and wastewater infrastructure provided by water companies for new development, with effect from 1 April 2018. They require water companies to publish annually their charges, setting out how they are calculated and providing a choice of</p>

## Water Supply

	<p>reasonable payment times and methods. They are intended to maintain the balance of charges between developers and other customers (new occupiers of the development).</p> <p>With the changes to the water market which came into effect on 1 April 2017, most businesses and organisations in England can now choose which company they want to supply their retail water services. Eligible businesses, charities and public sector customers are no longer restricted to buying retail water services from their regional water company. Instead, they are now free to choose their water retailer. Regional water companies will continue to serve non-eligible and household customers.</p> <p>Customers are responsible for the supply pipes within the boundaries of their property.</p>
Existing Provision	<p>Portsmouth Water supplies water to the towns and cities of Gosport, Fareham, Portsmouth, Havant, Chichester, Bognor Regis and the rural communities beyond, stretching to West Meon in the north.</p> <p>Portsmouth Water abstracts from various groundwater abstractions, spring sources and one surface water abstraction from the River Itchen. Of particular importance for Havant Borough is the local spring source.</p> <p>Dunsbury Park has a new pipeline to feed the industrial and warehouse plots that are being offered for development by the owner Portsmouth City Council.</p>
Anticipated Needs	<p>Dry winters can cause significant problems and three mean severe difficulty. South East England is already under water stress and development is making water stress worse. However, the Portsmouth Water area is fortunate to have reliable supplies from underground aquifers (60%), springs (31%) and a river (9%).</p> <p>The Water Resources Management Plan 2019 (WRMP)<sup>46</sup> sets out how the company will maintain the balance between the demand for water and the resources available over a twenty-five-year period, in accordance with the requirements of the Environment Agency and Ofwat. This work shows that even allowing for the increase in dwellings and population associated with the latest South Hampshire dwelling requirements, including the dwellings planned for in Havant Borough, there will remain sufficient capacity across the Portsmouth Water area of supply.</p> <p>Southern Water, which supplies neighbouring supply area in West Sussex and Hampshire, is taking steps to protect the Rivers Test and Itchen by reducing the amount of water it takes from them, so resources are needed from elsewhere. Portsmouth Water plans to capture excess water from the Bedhampton and Havant springs, which normally flows out to sea during winter, and store this in a reservoir at Havant Thicket to use in the summer. This would be shared from Portsmouth Water's to Southern Water's network, making water supplies much more resilient across the whole region. Water would be abstracted using a draw off structure and transferred through a dedicated main to Bedhampton, where it would link to existing infrastructure for transfer to Farlington treatment works. Depending on the final quality of the water some additional treatment may be required at Bedhampton.</p> <p>Developments of a certain size may require a water mains extension. Although the design and installation are normally undertaken by Portsmouth Water the company offers</p>

<sup>46</sup> <https://www.portsmouthwater.co.uk/news/publications/water-resources-planning/>

## Water Supply

	<p>developers terms and conditions which include the ability for the developer to install the mains and services to Portsmouth Water’s design if undertaken using an accredited self-lay provider.</p> <p>Portsmouth Water has reviewed the emerging Local Plan and has indicated which sites may require offsite water mains reinforcement. This has been reflected in the site allocations policies.</p> <p>There are no existing major pipeline exclusion zones that create constraints to further development in the Borough however the route for the pipeline associated with the Havant Thicket Winter Storage facility needs to be protected through the Local Plan. The flow of water from the mainland to Hayling Island is monitored and controlled via a valve near to the Langstone Sailing Club. If more water is needed to supply additional developments on the Island, then the valve can be opened to increase the flow as necessary.</p>
Sources of Funding	<p>Ofwat, the economic regulator for the water industry, sets a cap on the charges that water companies can levy. This is known as the price review and takes place every 5 years. These price limits are determined by working out how much revenue each company must collect from its customers to run their businesses efficiently and meet their statutory obligations.</p> <p>The cost of providing the Havant Thicket Winter Storage facility is estimated at £103m.</p>
Key Issues	<ul style="list-style-type: none"> <li>▪ Compliance with the NPPF, the Water Framework Directive (WFD) (2000\60\EC) and the Habitats Directive (92\43\EEC) and avoidance of significant impacts on the water environment and habitats arising from the effects of growth on both water supply and waste water treatment.</li> <li>▪ Much of Havant borough has an underground layer of permeable water-bearing rock from which drinking water can be extracted via a well or springs. As this layer is located at depth, subsurface activity such as piling foundations, or boreholes associated with SUDS, may penetrate the chalk layer and introduce pollutants. The Environment Agency defines and maps Source Protection Zones (SPZs) for these groundwater resources and early consultation with Portsmouth Water by developers prior to planning applications is required for sites within the SPZ.</li> <li>▪ It is more cost effective to put water saving measures in new dwellings than to retrofit in existing dwellings.</li> <li>▪ An issue raised by some Hayling Island residents is that of water pressure apparently being lower on the Island. Portsmouth Water highlights that water pressure on the island is maintained at 2 bars<sup>47</sup>, which is over twice that required by the Guaranteed Standards Scheme<sup>48</sup>. Pressure can vary at different times of the day as it is affected by the demand from the number of customers using the water supply at the same time. Water flow also depends on the size of the water supply pipe. Older properties may be supplied with 12.5mm diameter pipes so low flows can be</li> </ul>

<sup>47</sup> Water pressure is a measure of the force that pushes water through the supplier’s pipes into a property. It is measured in ‘bars’ and one bar is the force needed to raise water through pipes to a height of 10 metres.

<sup>48</sup> [The Guaranteed Standards Scheme: summary of standards and conditions – Ofwat \(April 2017\)](#)



## Water Supply

experienced if occupants draw water at the same time; Modern homes tend to have 25mm supply pipes which result in flows more suitable for modern appliances.

- The Havant Thicket Reservoir is needed to provide a reliable supply across the water stressed region.

### Conclusion & Action

Due to the considerable reliance by Portsmouth Water upon groundwater reserves in the chalk aquifers these natural infrastructure resources need to be protected through a specific policy and the constraint of SPZ1 or SPZ1c should be acknowledged for the relevant Local Plan allocations.

Regarding water supply the Portsmouth Water area is in surplus, meaning that the existing supply network can cope with the future demands arising from the level of development proposed in the Havant Borough Local Plan 2036 and adjoining areas, including all of the assumed uncertainties and risks, subject to the necessary connections being achieved.

Capacity checks on the existing system outside of the proposed development sites can be undertaken and pre-application enquiries by developers to Portsmouth Water are therefore advised.

Havant Thicket Winter Storage Reservoir is now expected to be completed by 2029. An updated and combined policy to protect the location of the reservoir and the route of the pipeline to the treatment works through a policy and allocation that is illustrated on the Policies Map is needed.

# Waste Water and Sewage Disposal

Waste Water and Sewage Disposal	
Lead Organisation(s)	Southern Water
Main Sources of Information and Key Website for Updates	<p>Integrated Water Management Study - Amec Foster Wheeler for PUSH (2018)</p> <p>Wastewater Position Statement 2015</p> <p>Strategic Statement 2015-2040 - Southern Water (2013)</p> <p>Southern Water Business Plan <a href="https://www.southernwater.co.uk/our-story/our-plans-2020-25">https://www.southernwater.co.uk/our-story/our-plans-2020-25</a></p>
Planning Policy	<p>The NPPF states that the planning system should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure for wastewater. Planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.</p> <p>The Water Framework Directive seeks to protect and improve the water environment and ecology, prevent deterioration in the status of water bodies and achieve 'Good Status' for water bodies and groundwater by 2027. Adequate wastewater infrastructure is a key contributor to this goal.</p>
Roles & Responsibilities	<p>Havant Borough is served by two Wastewater Treatment Works. Budds Farm Wastewater Treatment Works serves the vast majority of the Borough and Thornham Wastewater Treatment Works serves the Emsworth area. Both WwTWs operate in accordance with environmental permits issued and enforced by the Environment Agency. These permits set the maximum volume of treated wastewater the company is permitted to recycle to the environment, as well as defining the standards of treatment that must be met in order to protect water quality objectives.</p> <p>The Environment Agency routinely tests the harbour water for parameters including bacterial and heavy metal content. The Environment Agency is also responsible for investigating any pollution incidents which may occur in Langstone Harbour.</p> <p>In terms of local infrastructure specifically required to service individual development sites, such as local sewers, this is funded through the New Infrastructure Charge, introduced in April 2018 (for more information see <a href="https://www.southernwater.co.uk/infrastructure-charges">https://www.southernwater.co.uk/infrastructure-charges</a>). Where capacity is limited, the principle is that occupation of new development should be phased to align with the delivery of the sewerage infrastructure required to serve it. Southern Water considers that this development principle should be recognised in site allocation policies where such provision is deemed necessary.</p>
Existing Provision	Information on the capacity of the WwTWs can be found within the PfSH Integrated Water Management Study (IWMS) for Budds Farm <sup>49</sup> and within the Chichester District

<sup>49</sup> <https://www.push.gov.uk/work/publications/research-reports/>

## Waste Water and Sewage Disposal

Council Water Quality Assessment<sup>50</sup> for Thornham Wastewater Treatment Works, and any subsequent updates to these studies.

Wastewater Treatment Works (WwTWs) are permitted to discharge a maximum volume of treated effluent based on the population size they serve.

Where water tables are high they can cause issues for sewers as groundwater can infiltrate sewers and cause flooding. Southern Water has been carrying out a programme to survey and seal sewers in hot-spot areas. Tankers and pumping equipment are used to deal with immediate problems.

Sewer flooding incidents are also often the result of blockages caused by the things customers inappropriately dispose of down the drains such as fats, oils, grease, wet wipes and nappies. Southern Water are also running a 'Keep it Clear' and 'The Unflushables' campaign, encouraging customers to dispose of items such as fabric wipes and fats oils and greases responsibly, rather than via the waste water system where they can cause blockages exacerbating the problems associated with Storm Water Discharges.

Concerns have been expressed regarding notified discharges from Budds Farm into Langstone Harbour at times of high rainfall. Issues arise during periods of heavy rainfall, when storm water (a mixture of rain and untreated sewage) is discharged directly into the harbour from several locations.

### Anticipated Needs

Budds Farm Wastewater Treatment Works (WwTW) serves Portsmouth, parts of Winchester district, and parts of East Hampshire district in addition to the vast majority of Havant Borough. Increased flows of sewage effluent will be received from all these areas as a result of the projected increase in house building over the plan period. Thornham WwTW serves Emsworth and areas in Chichester District.

Southern Water submits business plans to OfWat for 5 year periods. The 2020 – 2025 plan is published at <https://www.southernwater.co.uk/our-story/our-plans-2020-25/our-business-plan-2020-25>

The PfSH IWMS contains a high-level assessment on the available capacity of Budds Farm Havant WwTW to accommodate the planned growth within the Budds Farm Catchment and provide anticipated solutions to any potential capacity issues caused by a housing increase beyond the current DWF.

Southern Water is committed to quickly and cost-effectively tackling the worst sewer flooding problems by investing in sewers that are in poor condition, don't have enough capacity, or are known to cause flooding. Over the next 20 years the company expects to complete the roll-out of real-time sewer monitoring to enable the network to be more effectively managed.

In terms of new development, Southern Water has requested that housing site allocations policies should support the provision and/or upgrade of wastewater infrastructure and the timely provision on a site by site basis of any local sewerage infrastructure required to service individual allocated sites to ensure that that demand arising from new and existing development can be met.

<sup>50</sup> <http://www.chichester.gov.uk/CHttpHandler.ashx?id=30900>

## Waste Water and Sewage Disposal

Southern Water was consulted on drafts of the Local Plan and has highlighted those sites which are of particular concern. Although new connections are now funded by the new infrastructure charge, it must nevertheless be highlighted that there is limited capacity on some sites at the "practical point of connection", as defined in the New Connections Services. This is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of water and wastewater infrastructure, in order to prevent the increased risk of flooding. Wording has been agreed between the Council and Southern Water for inclusion in the relevant allocation policies.

In addition, where there is sewerage infrastructure crossing a site, this needs to be taken into account when considering the site layout. An easement width of 6 metres may be required, kept clear of all proposed buildings and substantial tree planting to ensure future access for maintenance and upsizing purposes. In addition, no soakaways should be located within 5 metres of a public sewer to avoid flooding from the surface water, or SuDS system, which may result in the inundation of the foul sewerage system.

### **Southleigh Strategic Site and environs**

Southern Water has indicated that although Emsworth drains to Thornham WwTW the Strategic Site could drain to Budds Farm WwTW, or to Thornham WwTW, or a mix depending on capacity at the WwTWs moving forward. In the absence of information regarding Thornham WwTW in the IWMS, all the Havant Borough housing was assigned to Budds Farm WwTW in the PUSH IWMS. This allowed for the environmental impacts and a worst-case scenario for Budds Farm to be assessed in order to help ensure that future housing growth would be supported. However, as some housing is likely to drain to Thornham WwTW the Chichester Water Quality Assessment to support the Chichester Local Plan Review is looking at the cumulative impact of development on the Thornham WwTW, including housing numbers from Havant Borough. Both WwTWs have the potential to impact on Chichester and Langstone Harbours (see Nutrient Neutrality)

### Sources of Funding

Ofwat, the economic regulator for the water industry, sets a cap on the charges that water companies can levy. This is known as the price review and takes place every 5 years. These price limits are determined by working out how much revenue each company must collect from its customers to run their businesses efficiently and meet their statutory obligations. Water companies are subject to a statutory duty to 'effectually drain' their area. This requires them to invest in infrastructure suitable to meet the demands of projected population growth. There is also statutory provision for developers to fund additional sewerage infrastructure required to accommodate flows from a proposed development.

Strategic infrastructure, such as extensions to wastewater treatment works, can therefore be planned and funded through the price review process, and coordinated with new development.

Local infrastructure such as local sewers is funded through the New Infrastructure Charge, introduced in April 2018 (for more information see <https://www.southernwater.co.uk/infrastructure-charges>). Where capacity is limited, the principle is that occupation of new development should be phased to align with the delivery of the sewage infrastructure required to serve it.

## Waste Water and Sewage Disposal

<p>Key Issues</p>	<p>Avoidance of significant impacts on the water environment and habitats arising from the effects of growth on wastewater treatment is the basis of ensuring compliance with the NPPF, the Water Framework Directive (WFD) (2000\60\EC) and the Habitats Directive (92\43\EEC).</p> <p>The IWMS reviewed a high-level assessment of the capacity of public sewerage networks based on incidents and evidence of sewer network overflows, highlighting areas with a history of problems that overlap with growth areas for future improvements. Assumptions and caveats for water quality assessments in the IWMS include single dwelling occupancy of 5 people<sup>51</sup>, (based on national guidance but presenting a worst case scenario compared to the national average of 2.5); climate change is considered when discussing the results rather than in modelling; 120 litres per person per day residential waste water flow loading to a WwTW (based on Southern Water consumption guidance of about 500 litres/person/day for a house with 5 people plus 20% for worst case scenario).</p> <p>Southern Water has highlighted some proposed allocations sites as having limited capacity at the "practical point of connection. This is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of water and wastewater infrastructure, in order to prevent the increased risk of flooding.</p> <p>For Hayling Island, concerns have been expressed by the Hayling Island Infrastructure Action Committee for Southern Water to make mobile generators and qualified operators available on the Island to enable mechanical or power failures at pumping stations to be addressed quickly in the event of the A3023 or linking roads being blocked as tankers or generators need to be brought from the mainland.</p>
<p>Anticipated Solutions (see also Solutions Tables at Appendix 2)</p>	<p>Both the PfSH IWMS and the Chichester District Council Water Quality Assessment provide anticipated solutions to any potential capacity issues caused by a housing increase beyond the current DWF. It is suggested that the use of new technology and design could help manage processes more efficiently and effectively as well as considering potential reductions in upstream sources.</p> <p>Sewer network capacity upgrade may be required, and specific reference should be made in site allocations policies where indicated by Southern Water. Wording has been agreed between Southern Water and the Council</p> <p>Where off-site infrastructure in the sewerage system is required the New Infrastructure Charge system regime ensures that levels of service are maintained to both new and existing customers and that the risk of flooding is not increased to unacceptable levels.</p>

<sup>51</sup> Based on average house comprising 3 bedrooms designed for a 5 people is an overestimate compared with average household size of 2.4 persons in Census 2011

# Telecommunications

Telecommunications including Broadband	
Lead Organisation(s)	BT Openreach and Virgin Media Mobile Operators
Main Sources of Information and Key Weblinks for Updates	Liaison with HCC Hampshire Superfast Broadband Officer Hampshire Strategic Infrastructure Statement – HCC Planning for Broadband: A Guide for Local Authorities – HCC and Hampshire Superfast Broadband (April 2015) Planning for Broadband: A Guide for Developers – HCC and Hampshire Superfast Broadband (April 2015) BT Openreach and Virgin Media websites <a href="http://www.mastdata.com">www.mastdata.com</a>
Planning Policy	Section 10 of the NPPF is about ‘supporting high quality communications infrastructure. Through paragraph 112, local planning authorities are expected to <i>‘support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections’</i> while there are also provisions for the sensitive siting of equipment.  Certain forms of telecommunication development, for example, mobile telephone masts up to a specific height, are ‘permitted development’, that is planning permission is not required.
Roles and Responsibilities	Telecommunications Companies are responsible for their own installations and equipment.  For new developments it is the developer’s responsibility to liaise with the providers and the responsibility of the prospective property purchaser to ensure that the developer has made the services available.  HCC provides resources in the form of guides for both Planning Authorities and Developers via the Hampshire Superfast Broadband website <sup>52</sup> .
Existing Provision	Mobile operators are committed to sending details of the location of their existing sites to Local Planning Authorities on an annual basis. Information on the location of mobile telecommunications masts and base stations can be found on the Mast Data Website.  Detailed information on both mobile phone and domestic broadband coverage in particular areas of the borough can be accessed by entering a specific postcode and house number on the Ofcom or service provider’s websites. The borough is already one of the best served areas in the country and is supplied by physical networks (fibres, wires and cables) provided by both BT Openreach and Virgin Media.

<sup>52</sup> <https://www.hampshiresuperfastbroadband.com/new-build-sites/new-sites/>

**Telecommunications including Broadband**

<p>Anticipated Needs</p>	<p>The Operator’s Code of Practice indicates that operators will continue to work together to locate base stations on existing structures, and to share sites wherever viable in order to reduce the need to build new masts on which to locate their equipment and to minimise the number of base station sites in the UK. However, this does not mean that there will not be a need for any new base stations for areas where there has previously been only limited coverage. No locally specific information has been received from Operators, however.</p> <p>The Hampshire Superfast Broadband Programme, managed by HCC, is to fill gaps in the existing structure and is part of the national programme to bring superfast broadband most households.</p> <p>EU legislation requires network operators (e.g. telecoms, power, water) to offer access to their infrastructure if a reasonable request is made.</p> <p>It is expected that the Southleigh Strategic Site can be serviced from surrounding locations as it is close to existing development on three sides. However, it is important that the broadband network is designed to reach each house when designing the layout of the development.</p> <p>Hayling Island is already served by cables within the carriageway across Langstone Bridge.</p>
<p>Sources of Funding</p>	<p>The retro-fitting of existing areas is being supported by Government funding as, although the market reached 80% on its own, commercial companies do not have plans to upgrade the network in the more rural areas as it is not commercially viable.</p> <p>New housing stock will be supplied by the market and funded as part of the new developments so that taxpayers will not be required to subsidise installation.</p> <p>New developments of 30 or more plots will be provided with services (fibre to the premises) free of charge by BT Openreach but developers are required to engage at an early stage and in any case at least 9 months before the date that service will be needed to the first property and at least 8 weeks before starting to build. The BT Openreach website enables developers to register their site. Virgin Media will make the same provision in areas where the company already has infrastructure. Virgin Media provides an on-line ‘living guide’ of detailed technical information for developers together with a site request form.</p> <p>Suppliers (BT Openreach and Virgin Media) pay for the physical capacity including ducts and may cover all or part of the installation costs with the developer contributing to the cost of digging to lay the ducts and the cost of putting the copper cables into the building. If developers do not want BT Openreach or Virgin Media on site, they may use their own approved contractors and recoup some of the cost.</p> <p>For developments of less than 30 plots BT Openreach will review the available technology in the area and the developer may be required to pay a contribution towards the costs incurred by BT Openreach. This depends on the location, if the local infrastructure has already been upgraded and if the nearest cabinet is already full (i.e. no spare connection points) and an upgrade is required.</p> <p>If broadband installation is integrated into the planning of developments as early as possible, it may be possible to mitigate costs of installation through electricity and</p>

## Telecommunications including Broadband

	<p>broadband cables sharing the same infrastructure assets, routes or networks. Potential savings of 16-26% could be achieved where existing infrastructure is used to rollout broadband.</p>
<p>Key Issues &amp; Rationale</p>	<p>Fast, reliable broadband internet access is essential for households to benefit from online services, and for businesses to compete in the UK and globally. It is also critical to the vibrancy of an area, in terms of both economic growth and social inclusion. Enhanced broadband provision also has the potential to reduce the need for road, rail and air travel. Developers are key in determining how projects shape an area; therefore, the planning of telecommunications infrastructure in relation to development is vital.</p> <p>Research by Ofcom has shown that in recent years, more people rely on a mobile phone than rely on a landline; and that people on lower incomes are even more likely to live in a mobile-only household, or to access the internet using a mobile connection.</p> <p>The rapid growth in mobile communications in the UK has necessitated upgrades in technology with operators having to continually expand their networks to accommodate services and improve quality.</p> <p>Although government and the NPPF both support and encourage the inclusion of high-speed broadband, there are no statutory requirements which support this aspiration. Incorporating objectives and policies to support Broadband in local plans and raising Broadband provision in pre-application discussions should be the norm</p> <p>Barriers for Developers.</p> <p>The drivers for the development industry are around meeting increased customer demand for digital services, reducing the cost of installation and improving their development's chances of being approved through the planning process.</p> <p>The availability of high speed broadband has become an increasingly important factor in decision making when homebuyers are seeking to move to a new home, and homes without broadband could be worth as much as 20% less than comparable properties with a good connection</p> <p>Developers should be encouraged to make provision for super-fast broadband in any new development from the outset. The consequences of a network not being installed from the outset include the need for subsequent surface wiring and surface mounted termination points, and excavating pavements and customers gardens to lay cables.</p>
<p>Anticipated Solutions</p>	<p>Planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and super fast broadband when preparing local plans.</p> <p>Developers should be encouraged to engage with service providers at the pre-application stage.</p>



# Waste and Recycling

Waste and Recycling	
Lead Organisation(s)	Hampshire County Council Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	Hampshire Minerals and Waste Plan (October 2013) Hampshire Infrastructure Statement, HCC, 2019 Liaison with HCC Waste Services Officer Hampshire Infrastructure Planning: <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a> <a href="http://www.gov.uk/government/publications/national-planning-policy-for-waste">National Planning Policy for Waste: www.gov.uk/government/publications/national-planning-policy-for-waste</a>
Planning Policy	The National Planning Policy for Waste document sets out the Government's ambition to work towards a more sustainable approach to waste planning and management.  If new infrastructure were to be needed, the planning policy framework for considering such provision is the Hampshire Minerals & Waste Plan, which was adopted by the Minerals and Waste Planning Authorities in October 2013. This Plan is supplemented by the Supplementary Planning Document on Minerals and Waste Safeguarding in Hampshire adopted by HCC in February 2016.
Roles & Responsibilities	Hampshire County Council is a Waste Disposal Authority (WDA) and, under statutory obligations, must manage the treatment of Hampshire's household waste; provide Household Waste Recycling Centres (HWRCs); and manage the responsibilities and liabilities of its closed landfills.  In addition, Hampshire is a Waste Planning Authority (WPA) and is responsible for determining all applications for waste infrastructure and for planning for future waste demands in Hampshire. Housing, population and economic growth are all major considerations which will require investment in order to future proof waste infrastructure, taking into account the waste hierarchy.  The County Council is a part of Project Integra (PI), an integrated waste partnership with the 11 district and borough Waste Collection Authorities (WCAs), the two unitary authorities (as combined WDAs and WCAs) and a waste contractor, Veolia UK. PI works to provide an integrated waste and resource management approach to the treatment and disposal of local authority collected waste.  Havant Borough Council operates the kerbside recycling and refuse collection service from wheeled bins. The service is provided by Norse South East, a Joint Venture Company developed by HBC in partnership with Norse Commercial Services.
Existing Provision	Hampshire heavily invested in recycling and disposal infrastructure in the late 1990s and early 2000s via the PI partnership. This realised aspirations of reduced landfill and increased recycling and delivered significant improvements to waste management in the County, including circa £200 million worth of storage, processing and disposal infrastructure.

## Waste and Recycling

HCC, as the Waste Disposal Authority, has a legal responsibility to arrange *‘for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of waste so deposited’*<sup>53</sup>. The County Council discharges this duty by the provision of Household Waste Recycling Centres throughout the County. Household Waste Recycling Centres (HWRCs) are located within the Borough at Havant and on Hayling Island. The Waterlooville HWRC is accessed from within the borough but lies within the Winchester part of the West of Waterlooville Major Development Area.

In addition to the HWRCs, recycling facilities can be found at various locations<sup>54</sup> including car parks, community centres, retail stores and public houses. This means that glass, paper, cardboard, textiles, metal, plastic bottles, electrical goods, energy saving light bulbs and batteries can be recycled in facilities at a large number of places around the borough. A full list of provision is available on the Recycle Now website [www.recyclenow.com/](http://www.recyclenow.com/).

### Anticipated Needs

Each property that is developed creates about 1 tonne of waste each year, approximately two thirds of which is kerbside residual waste. In Hampshire, the amount of waste each household is generating is growing and this is forecast to continue for the foreseeable future. It is recognised that individual pockets of development may not have a significant impact on waste management infrastructure but when considered in terms of the development across the borough, and indeed Hampshire as a whole, the impact is significant.

Whilst a programme of waste prevention is in place to try to mitigate the increase in waste that comes as a result of development and overall waste growth, it does not remove the issue entirely and there is constant pressure on the capacity available for processing household waste at the existing infrastructure. In addition, consideration must be given to alternative disposal methods as by the end of the current disposal contract in 2030 the existing infrastructure will be nearing the end of its operational life and by then both waste composition and available technologies may have changed.

Currently, there are no specific plans for additional waste and recycling facilities within the borough during the plan period.

Across the County Council there is an increasing demand on services. The anticipated rise in population of approximately 8% and would see a significant rise of household waste by approximately 50,000- 60,000 tonnes. It is anticipated that the variable cost of dealing with waste in Hampshire will rise by £10 million per annum by the end of the WDSC in December 2030. This scenario assumes the upper threshold of planned developments is achieved but that there is no economic waste growth. If economic waste were to grow by 2% for that period, then the costs would double to £20 million per annum by 2030.

To encourage more recycling, Norse South East recommends identifying the location for provision of recycling facilities, such as textile (clothes and shoes), bottle and can

<sup>53</sup> Section 51 para. 1(b) of the Environmental Protection Act 1990

<sup>54</sup>

## Waste and Recycling

	<p>banks, within the Southleigh Strategic Site at such as the local centre or community centre.</p>
Sources of Funding	<p>Local Government Finance Settlement and Council Tax.</p> <p>From 2020 residents from outside Hampshire are charged to use any of the HWRCs in the County through the introduction of a residents e-permit. Some business users are also charged, as are personal users for certain types of waste.</p> <p>Currently facilities such as textile and bottle banks are provided at no cost to the Borough Council through agreements with private companies and charities.</p> <p>Government grant funding on a similar scale would be required in England to support local authorities in achieving aspirations of a 65% recycling rate.</p>
Key Issues	<p>Mandatory recycling targets have not to date been enforced in England, but with the recent confirmation the UK will be voting to adopt the EU Circular Economy Package (CEP) (and therefore adhering to a 65% recycling rate by 2035) mandatory targets will be in place. It is expected that a post-Brexit environmental watchdog will be formed to hold the government accountable to policies such as this. Hampshire currently has a recycling rate of about 40% and in order to even begin to move towards this higher target there would need to be a significant change, and therefore investment, in the approach to waste management. Given the above there is an imperative to encourage the community to reduce waste, reuse and recycle.</p> <p>A quarter of all residual household waste in Hampshire is food waste. While the benefits of food waste collection are well understood, the introduction of a County-wide food waste collection would also require significant investment, sourcing of an appropriate processing facility, provision of suitable transfer facilities locally and amending the terms of the WDSC.</p> <p>The construction industry produces some 24% of total waste<sup>55</sup>. Site Waste Management Plans for the construction phase should therefore be required to help developers to reduce their waste.</p>
Conclusion & Action	<p>The provision of new or expanded waste facilities is primarily within the remit of the Hampshire Minerals and Waste Plan, which is the responsibility of HCC as the Waste Planning Authority within Havant Borough.</p> <p>Through planning policies and design guidance for developers the expectations for detailed layouts can be set out to ensure that adequate provision is made for suitable storage of waste without compromising the appearance and landscaping of dwellings and other buildings and ensure that refuse collection vehicles have ample space to safely negotiate the streets and courtyards.</p>

<sup>55</sup> <http://www.ukgbc.org/resources/additional/key-statistics-construction-waste>

## 4. Sources of Funding

- 1.25 Much of the infrastructure required to support development proposed in the Local Plan, is expected to be delivered or paid for developers, either through the Community Infrastructure Levy or through Planning Obligations.

### Community Infrastructure Levy (CIL)

- 1.26 The Community Infrastructure Levy takes the form of a charge per square metre on new development floorspace. The Borough Council must use the CIL funds it has collected for “the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area”<sup>56</sup>. While CIL should not be used to pay for what might be considered “historical deficits” of infrastructure provision, the regulations do allow for improvements to increase the capacity of existing infrastructure. “Infrastructure” as defined by the CIL Regulations includes roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces<sup>57</sup>. This also means that the levy can be used to fund Suitable Alternative Natural Greenspace, provided in mitigation of the effects of development on the Solent Special Protection Areas.
- 1.27 The neighbourhood portion of CIL (retained by the Borough Council and spent on behalf of local communities as there are no parish councils in the borough) is not however subject to the same spending restrictions and limitations and may be used for “anything else that is concerned with addressing the demands that development places on an area”.
- 1.28 The Council adopted the CIL Charging Schedule with effect from 1 August 2013. The Charging Schedule sets out the charges to be levied on new development expressed as a charge per square metre of new (additional) internal floorspace. The charges vary according to the type of development. Further information is set out on the Council’s website at [www.havant.gov.uk/community-infrastructure-levy](http://www.havant.gov.uk/community-infrastructure-levy).
- 1.29 The Borough Council makes decisions annual on how to spend funds from CIL, both the Main Pot and the Neighbourhood Portion. These are published at [www.havant.gov.uk/cil-spending-decisions](http://www.havant.gov.uk/cil-spending-decisions)

### Planning Obligations - S106 & S278

- 1.30 Infrastructure can be provided by developers in several ways: through the CIL, planning obligations<sup>58</sup> or highway agreements<sup>59</sup>. The combined total costs of these (and any planning conditions) should not threaten the viability of the development. With CIL in place the use of planning obligations and highway agreements is limited.
- 1.31 Individual S106 agreements need to specify the projects and purposes any financial contributions will be directed towards. A planning obligation can only be taken into account when determining a

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<sup>56</sup> Regulation 59, The Community Infrastructure Levy Regulations 2010, as amended.

<sup>57</sup> S216, Planning Act 2008, as amended by regulation 63.

<sup>58</sup> under section 106 of the Town and Country Planning Act 1990

<sup>59</sup> under section 278 of the Highways Act 1980

planning application for a development, or any part of a development, if the obligation meets all of the following tests:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

1.32 Highway agreements are used to pay for the cost of highways works that are required as a result of the development.

## **Funding Non-Development Related Infrastructure**

1.33 It is important to note that local authorities cannot require developers to fund existing deficiencies in infrastructure provision. Where these are noted, other sources of funding must be considered. Historically, much of the provision of infrastructure required to support existing communities has been funded by local authorities (from the Council tax, government support grants and capital receipts). However, given the reduction in financial support for local authorities, increasingly other channels, often through bidding to sub-regional, regional or national funding pots. These are often announced at short notice. The information in the IDP will therefore help the Brough Council and its partners be ready with relevant information as and when funding sources are announced or bidding windows open.

# 5. Conclusions

- 5.1 It is clear that providing the necessary infrastructure to support the development proposed in the Havant Borough Local Plan is a considerable challenge. It is also clear that however desirable or essential it is to have infrastructure provided in advance of or at least alongside development there will be some elements that will lag behind due to the nature of the way that they are funded. These generally relate to services such as health and emergency services where funding is based on population increases.
- 5.2 Large scale developments may also result in some phasing of infrastructure provision as a developer may need to construct and sell a number of dwellings to generate finance for the next phase of development, including its associated infrastructure. In such cases the overall requirements must be planned and agreed from the outset, so that land can be set aside in relevant phases. An example would be a new primary school where the land to accommodate the full and eventual size of the school is set aside at the outset even if buildings for additional classrooms are added in stages as the development progresses.
- 5.3 The process of compiling the IDP, and keeping it updated, has identified the infrastructure required to support the development proposed through the Local Plan. While funding has not yet been identified for all of the projects, the IDP, together with ongoing engagement with the relevant bodies and providers, provides a basis for bidding for funding streams and securing developer contributions.

- 5.4 The emerging Local Plan includes a specific suite of infrastructure policies:

IN1 | Effective provision of infrastructure

IN2 | Improving transport infrastructure

IN3 | Transport and parking

IN4 | Access onto Classified Roads

IN5 | Future management and Management Plans

These, in particular IN1 and IN2, are designed to set out the key strategic infrastructure items that are needed to support the plan, and ways in which these will be implemented. Where relevant, land has been safeguard in these policies or specific allocations in the plan. In addition, individual site allocations highlight particular needs in relation to each site.

# Appendix 1: Existing Provision

## Early Years

HCC has a small number of maintained nurseries, although none within the Borough, hence its main role being to commission such services. Free Early Years Education in Hampshire is delivered through a mixed market of Ofsted registered and inspected Early Years Foundation Stage settings which include maintained nursery schools and nursery units of primary schools; academies, private, voluntary and independent day nurseries, preschools; and registered child minders.

Hampshire County Council maintains a directory of settings offering services for children aged 0-5 years across the Borough, available via their Family Information and Services hub:

[fish.hants.gov.uk](http://fish.hants.gov.uk)

[www.hants.gov.uk/socialcareandhealth/childrenandfamilies/childcare](http://www.hants.gov.uk/socialcareandhealth/childrenandfamilies/childcare)

## Primary & Secondary Schools

The following schools that serve the Borough's child population are listed by school planning area (these are different from the Local Plan areas).

Area	Name of School	Type of School
Emsworth	Emsworth Primary School	Community school
Emsworth	St James Primary School	Church of England Controlled
Havant & Bedhampton	Barncroft Primary School	Community School
Havant & Bedhampton	Bidbury Infant School	Community School
Havant & Bedhampton	Bidbury Junior School	Community School
Havant & Bedhampton	Bosmere Junior School	Community School
Havant & Bedhampton	Fairfield Infant School	Community school
Havant & Bedhampton	Front Lawn Primary	Academy
Havant & Bedhampton	Glenwood School, Emsworth	Special, community school for pupils aged 11-16
Havant & Bedhampton	Havant Academy	Secondary (ages 11-16)
Havant & Bedhampton	Park Community School	Secondary (ages 11-16) school
Havant & Bedhampton	Prospect School	Special community school
Havant & Bedhampton	Riders Infant School	Community School
Havant & Bedhampton	Riders Junior School	Community school
Havant & Bedhampton	Sharps Copse Primary	Community school
Havant & Bedhampton	St Albans	Church of England Aided Primary School
Havant & Bedhampton	Trosnant Infant School	Community school
Havant & Bedhampton	Trosnant Junior School	Community school
Havant & Bedhampton	Warren Park Primary School	Foundation school
Havant & Bedhampton	Warblington School	Secondary (ages 11-16), Community school
Havant & Bedhampton	Woodlands Education Centre	Working closely with the Havant Federation of Schools to support vulnerable students and help them to

		succeed in a mainstream school or college or the world of work.
Hayling Island	Mengham Infant School	Community school
Hayling Island	Mengham Junior School	Community school
Hayling Island	Mill Rythe Infant School	Foundation school
Hayling Island	Mill Rythe Junior School	Community school
Hayling Island	The Hayling College	Secondary, foundation school for pupils aged 11-16
Waterlooville	Berewood Primary School	Academy school whose catchment includes Havant Borough although situated in the Winchester part of the West of Waterlooville Major Development Area
Waterlooville	Cowplain Community School	Secondary (ages 11-16), Academy school that also serves linked schools within Winchester District (Denmead and Hambledon)
Waterlooville	Crookhorn College	Secondary, foundation school for pupils aged 11-16 that also serves linked schools within Winchester District (Berewood)
Waterlooville	Hambledon Primary School	Community School
Waterlooville	Hart Plain Infant School	Community School
Waterlooville	Hart Plain Junior School	Community School
Waterlooville	Mill Hill Primary School	Community School
Waterlooville	Morelands Primary School	Community School
Waterlooville	Oaklands Catholic School and Sixth Form College	Secondary, Academy for pupils aged 11-16
Waterlooville	Padnell Infant School	Community School
Waterlooville	Padnell Junior School	Community School
Waterlooville	Purbrook Infant School	Community School
Waterlooville	Purbrook Junior School	Community School
Waterlooville	Purbrook Park School	Secondary (ages 11-16), Trust School
Waterlooville	Queens Inclosure Primary School	Community School
Waterlooville	Rachel Madocks School (Cowplain)	Special School for children aged 2 - 19 with severe and profound multiple learning difficulties and complex medical needs
Waterlooville	Riverside Community Special School	HCC maintained special school for children experiencing a complex range of needs associated with learning difficulties. The school can take up to 105 children. The majority of children are aged between 4 and 11
Waterlooville	Springwood Infant School	Community School



Waterlooville	Springwood Junior School	Community School
Waterlooville	St Peters Primary School	Catholic Voluntary Aided Primary School
Waterlooville	St Thomas More's Primary School	Catholic Voluntary Aided Primary School
Waterlooville	The Waterloo School	Special School supporting pupils with social, emotional and mental health needs
Waterlooville	Woodcroft Primary School	part of a federation with Mill Hill Primary School

Hampshire County Council produces up to date lists here:  
[www.hants.gov.uk/educationandlearning/schoolplacesplan](http://www.hants.gov.uk/educationandlearning/schoolplacesplan)

## Community Centres

Current provision in Havant Borough:

- **Acorn Centre, Wecock** - built and equipped by HBC in 2004 as part of the area's regeneration project the community centre is managed by the Wecock Community Association (formed in 1977 and run by a team of trustees). The centre has a large number of rooms ranging in size from the main hall with a capacity of 300 people down to a meeting room that can seat just a few people. There is an ICT Suite, café, shop, launderette and the building also houses the Squirrels Day Pre-School (linked to the Squirrels Nursery at the Links Children's Centre nearby) in one self-contained wing.
- **Bedhampton Community Centre** - owned by HBC and leased to the Bedhampton Association. The current hall building replaced that previously on site circa 2000. There is a large multi-use hall together with further meetings rooms, lounges, a kitchen and storage areas. It remains fit for purpose with a single storey extension to create a new bar and storage area being permitted in February 2017.
- **Cowplain Activity Centre** - owned by HBC and leased by Cowplain Activity Centre Association. Opened in 1983 the centre caters for a vast range of activities and facilities include two halls accommodating 75 persons and 300 persons that can be hired for private functions. It also houses a nursery.
- **Deverell Hall, Purbrook** - an independent and entirely volunteer managed and self-financing community facility available for hire and used by local groups and a nursery.
- **Eastoke Community Centre, Hayling Island** - land owned by HBC and the building owned and run by the Eastoke Community Association.
- **Emsworth Community Centre** - busy with many and varied activities and events. The building is part-owned by Hampshire County Council and leased to the Emsworth Community Association with the remainder of the building owned by the community association.
- **Hayling Island Community Centre** - owned by HBC and managed by Hayling Island Community Association (a registered charity). The Centre is self-financing on a day-to-day basis and caters for a wide range of activities, training courses and events (including weddings), having a main hall capacity of 250 people.
- **Hewitt's @ Emsworth (previously The Emsworth Centre)** - is owned by HBC and leased to Community First, which hires out the building to groups and for events in addition to working with the Right to Work social enterprise who run the local lunch club.

- **Leigh Park Community Centre** - owned by HBC and leased to Community First the local Council of Voluntary Service who have a membership of local voluntary organisations and not for profit groups and who have attracted significant funding into the area for the benefit of residents.
- **Phoenix Community Centre, Crookhorn** is owned by Portsmouth City Council and leased to the Phoenix Community Association.
- **Springwood Community Centre, Waterlooville** - offers a wide and diverse range of activities including dance classes, toddler groups, martial arts, social clubs, sports, social and educational events for all age groups. Accommodation includes a large main hall, a small hall, conference room, kitchen, café and coffee shop. It is owned by HBC and managed by the Springwood Community Partnership.
- **Southleigh Youth Recreational Community Hall (SYRCH), Emsworth** - Council owned and run by the SYRCH Association.
- **Stride Community Centre, Denvilles** - opened in 2016 and built as part of the new Barratt David Wilson Homes development at Nursery Fields, Denvilles. Owned by Havant Borough Council and leased to Havant In Common Community Interest Company it includes a hall able to seat 80 people, meeting room, kitchen and outdoor space. Hosting a number of activities for local residents, including parent and toddler groups, Havant Girls Guides, keep-fit classes and special interest groups, the community centre is also available to hire for private events and parties. The Community Interest Company also manages the associated outside space.
- **Waterlooville Community Centre** - owned by HBC the building sits within what is the car park for the Asda Superstore. The community centre is run by the Waterlooville Area Community Association which was established in 1974 and became a Charitable Incorporated Organisation (CIO) in April 2016. The Centre is the appointed local Crises Rest Centre in the event of an emergency. It has rooms for hire with capacities ranging from 12 persons up to 200 persons and accommodates a wide range of activities and community functions for all ages from babies to the elderly. Fundraising is also part of the rationale not only to support the community events but also towards the repair and upgrading of the facilities.
- **Westbrook Hall, Waterlooville** - owned by HBC and leased to the Westbrook Hall Community Association. The building is home to a Nursery and provides space for keep fit, slimming clubs and other community activity.

The Council keeps information updated at <https://www.havant.gov.uk/community-centres>

## **Sports and Leisure**

### Swimming

The Sport England Facility Planning Model (SEFPM) identifies a slight existing under supply of pool water space in the Borough equivalent to just under one swimming lane. This is most likely unmet demand from people who do not have access to a car, or live within walking distance of a pool or the public transport catchment of a pool.

There are 10 swimming pools in the Borough over 6 sites, some of which provide community 'pay and play' access and some require membership for use. Havant Leisure Centre Pool was built in 1974 and refurbished in 2010. Built in 1991, Waterlooville Leisure Centre's pool has not been refurbished. Both pools are operating at very high levels of use.

### Sports & Activity Halls

There are 26 sports halls and activity halls on 24 sites across Havant Borough. The stock is relatively old; however, there is a good track record of modernisation<sup>60</sup> of the sports hall stock. All have been refurbished except Havant Leisure Centre, Purbrook School and Oakfield's Catholic School and 6th Form.

The scale of the sports hall provision is good and is measured in badminton courts. Twelve sports halls are 'strategic sized', i.e. at least 3 badminton courts, however only 3 offer 'pay and play' community access with the rest being at school sites which have more restricted community access. Havant Leisure Centre has a double size main hall of 8 badminton courts so more than one activity can be played at the same time.

The Sport England Facility Planning Model identifies an over-supply of sports halls in the Borough of the equivalent of 8.6 badminton courts, or just over two 4 court badminton sports halls. Given there is 65.6% average used capacity in existing sports halls across the Borough, there is some capacity, in existing facilities to meet existing unmet demand (1.9 courts) and increased future demand as a consequence of population growth. However, it is important to highlight that Havant Leisure Centre (the main community pay and play site, and accessible in the day time) and Hayling College are already operating at well over the Sport England 80% comfort factor level.

### Fitness Suites

Within the Borough there are 2 pay and play fitness suites<sup>61</sup> operated on behalf of Havant Borough Council at with 310 individual pieces of fitness equipment (stations); and 9 commercial facilities. Together these provide a total of 765 fitness stations. Based on there being 310 pay and play community accessible fitness stations in Havant, against demand for 343 fitness stations, there is a current under-supply of -33 stations. In reality, there will be people using the commercial health and fitness facilities. Therefore, under-supply is likely to be less than -33 stations.

### Bowling

There is 1 indoor bowling facility in the Borough (6 rink). The Warner Lakeside facility is of good quality, but is ageing (built 1990). Indoor bowling facilities are located on Hayling Island, as part of an overall commercial offer however they are not that accessible to the rest of the Borough.

### Squash

There are 8 squash courts operational in the Borough provided by two squash clubs and one pay and play squash court at Havant Leisure Centre. Not all residents are within a 20 minute drive of these facilities but squash is considered a more specialist activity that is generally played through clubs.

### Other

There are other indoor sports facilities within the borough: an example is a permanent Martial Arts Dojo at Hayling Sports Centre in Mengham Park. This facility, owned by HBC is leased to the Meridian Judo Club which manages the facility and facilitates community use by other sports clubs/groups.

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<sup>60</sup> Modernisation is defined as one or all of the following: sports hall floor being replaced with a sprung timber floor, the lighting system upgraded or the changing accommodation upgraded.

<sup>61</sup> A room with exercise equipment in a leisure centre, similar building or purpose specific premises.

There are also facilities for a variety of sports and leisure pursuits close to the borough boundary, for example the Peter Ashley Activity Centres at Fort Purbrook and Widley which includes a climbing wall, equestrian centre and facilities for archery, shooting, laser tag and other activities.

## Doctor's Surgeries within Havant Borough

**Data warnings:** The table below provides data (as at July 2017) for GP practices that are located within the borough and has been obtained using the search facility on the NHS website [www.nhs.uk](http://www.nhs.uk). Registered patients may reside within or outside of the borough and borough residents may be registered with a GP outside of the borough. Caution should be applied if attempting to calculate doctor/patient ratios as the result may be distorted by some GPs being part time rather than full time. Updated information including the surgery opening hours, services and clinics can be obtained via the same website or the individual practice's websites.

Surgery / Practice Name	Address	Local Plan Area	No. of GPs	Registered Patients	Accepting Patients
Emsworth Surgery	North Street House 6 North Street Emsworth Hampshire PO10 7DD	Emsworth	7	12,868	Yes
Staunton Surgery	Civic Centre Road Havant PO9 2AZ	Havant & Bedhampton	5	8,252	Yes
Homewell Curlew Practice	Havant Health Centre Civic Centre Road Havant PO9 2AQ	Havant & Bedhampton	10	15,218	Yes
The Bosmere Medical Practice	Bosmere Medical Centre Solent Road Havant PO9 1DQ	Havant & Bedhampton	11	18,395	Yes
Park Lane Medical Centre	82 Park Lane Bedhampton Hampshire PO9 3HN	Havant & Bedhampton	3	8,609	Yes
The Elms Practice	Hayling Island Health Centre Elm Grove Mengham Hayling Island Hampshire PO11 9AP	Hayling Island	4	9,270	Yes
Waterside Medical Practice	Hayling Island Health Centre Elm Grove Hayling Island PO11 9AP	Hayling Island	4	8,542	Yes
Cowplain Family Practice	26-30 London Road Cowplain Waterlooville Hampshire PO8 8DL	Waterlooville	6	14,832	Yes
Queenswood Surgery	223 London Road Waterlooville Hampshire PO8 8DA		3		No
The Village Practice	Cowplain Surgery 133 London Road Cowplain	Waterlooville	2	4,374	Yes

<b>Surgery / Practice Name</b>	<b>Address</b>	<b>Local Plan Area</b>	<b>No. of GPs</b>	<b>Registered Patients</b>	<b>Accepting Patients</b>
	Hampshire PO8 8XL				
Forest End Site (Part of Vine Medical Group)	Forest End Waterlooville Hampshire PO7 7AH	Waterlooville	16	27,552	Yes
Health Centre Site (Part of Vine Medical Group)	Dryden Close Waterlooville Hampshire PO7 6AL				
Westbrook Site (Part of Vine Medical Group)	1 Aintree Drive Waterlooville Hampshire PO7 8NE				
<b>Stakes Lodge Site</b> (Part of Vine Medical Group)	3a Lavender Road Waterlooville Hampshire PO7 8NS				
Crookhorn Surgery Portsdown Group Practice	Crookhorn Lane Surgery Crookhorn Lane Purbrook Waterlooville PO7 5XP	Waterlooville	4	43,136	Yes

## Surgeries outside the HBC administrative boundaries

<b>Surgery / Practice Name</b>	<b>Address</b>	<b>Area</b>	<b>No. of GPs</b>	<b>Registered Patients</b>	<b>Accepting Patients</b>
Horndean Practice	Horndean Health Centre Blendworth Lane Horndean Waterlooville Hampshire PO8 0AA	Horndean (East Hampshire District Council)	3	5,152	Yes
Denmead Doctors Surgery	Hambledon Road Denmead Waterlooville Hampshire PO7 6NR	Denmead (Winchester City Council)	4	9,175	Yes
Rowlands Castle Surgery	12 The Green Rowlands Castle Hampshire PO9 6BN	Rowlands Castle (East Hampshire District Council)	3	4,093	Yes
The Drayton Surgery	280 Havant Road Drayton Portsmouth Hampshire PO6 1PA	Drayton (Portsmouth City Council)	6	18,322	Yes
Southbourne Surgery	337 Main Road Emsworth West Sussex PO10 8JH	Southbourne (Chichester District Council)		9,826	Yes

## Bus services

This is a list of the main services operating within the borough boundary.

**First D1:** Waterlooville - Berewood - Hambledon Road - Denmead - Hambledon

**First D2:** Waterlooville - Berewood - Sunnymead Drive - Denmead

**First 7:** Wecock Farm - Waterlooville - Crookhorn - Cosham - North End - City Centre

**First 7C:** South Downs College - Crookhorn - Cosham (college service)

**First 8:** Clanfield - Horndean - Cowplain - Waterlooville - Purbrook - Cosham - Stamshaw - Mile End - City Centre - Gunwharf - Old Portsmouth - Clarence Pier

**Stagecoach 20:** Havant - Leigh Park - Crookhorn - Queen Alexandra Hospital - Cosham - Stamshaw - City Centre - Gunwharf

**Stagecoach 21:** Havant - Leigh Park - Farlington - Copnor - St Marys Hospital - City Centre - Gunwharf

**Stagecoach 23:** Leigh Park - Havant - Farlington - Cosham - City Centre - Gunwharf - Southsea

**First 27:** Rowlands Castle - Leigh Park - Havant - Denvilles - Emsworth

**Stagecoach 30:** Havant - West Town - Hayling Island - Eastoke - Havant

**Stagecoach 31:** Havant - Eastoke - Hayling Island - West Town - Havant

**Stagecoach 37:** Havant - Leigh Park - Crookhorn - Stakes Lodge - Waterlooville - Hurstwood - Cowplain - Horndean - Clanfield - Petersfield

**Stagecoach 39:** Havant - Leigh Park - Crookhorn - Stakes Hill - Waterlooville - Wecock Farm

**Stagecoach 54:** Petersfield – South Harting - Compton – Westbourne – New Brighton roundabout – Funtington – Chichester

**Stagecoach 700:** Felpham - Bognor Regis - Chichester - Southbourne - Emsworth - Havant - Hilsea - North End - Mile End - City Centre – Gunwharf

[Retrieved from www.havant.gov.uk/bus-services](http://www.havant.gov.uk/bus-services)

## Appendix 2: Solutions Tables

### Solutions: Borough wide (excl. Southleigh)

Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
<b>Education</b>	<b>Early Years</b>					
Emsworth	approx. 25 places from new development	HCC; private providers	£250,000 for building	HCC or commercial enterprise; developer funding	Variable	Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
Havant & Bedhampton	approx.130 places from new development	HCC; private providers	£250,000 for buildings	HCC or commercial enterprise; developer funding	Variable	Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
Hayling Island	approx. 60 places from new development	HCC; private providers	£250,000 for building	HCC or commercial enterprise; developer funding	Variable	Possible provision through Eastoke Regeneration Project; Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
Leigh Park	Approx. 20 places needed in a community facility	HCC; private providers		HCC or commercial enterprise; developer funding	Variable	Providers are available to lease if suitable premises can be found; There is capacity in Leigh Park and West Leigh
Waterlooville	approx.90 places from new development	HCC; private providers	£250,000 for building	HCC or commercial enterprise; developer funding	Variable	Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
<b>Education</b>	<b>Schools</b>					
Havant & Bedhampton	Sharps Copse Primary School	HCC			Not known	Forecasts to be kept under review to determine need and timing.
Havant & Bedhampton	Trosnant – land available for expansion from 2fe to 3fe	HCC	£2,000,000	Future developer funding	Not known	Trosnant Schools have sufficient land to expand from 2fe to 3fe in the future if

						needed. Forecasts to be kept under review to determine need and timing.
Havant & Bedhampton	Pedestrian and Cycle Improvements to Rusty Cutter Roundabout to allow pupils from the Forty Acres site to attend Bidbury schools	HCC	£954,000	Transport for Cities fund and/or Developer secured	c. 2022	Funds secured through S106; to be integrated into wider TCF capacity improvement scheme at the roundabout, or if bid is unsuccessful delivered directly by the developer.
Hayling Island	Mengham Infant & Junior School – expansion from 1fe to 3fe	HCC	£4,250,000	Future developer funding	c. 2024	Timing and funding dependent on housing development
Waterlooville	Morelands Primary School – expansion from 0.5fe to 2fe	HCC	£2,000,000	Future developer funding	c. 2025	Timing and funding dependent on housing development; future expansion to 3fe possible using public land.
Waterlooville	West of Waterlooville / Berewood - 2nd (southern) Primary School (within Winchester district adjacent to borough boundary) – up to 420 places	HCC	£8,660,000	Future development funding secured	c. 2023	Timing and funding dependent on housing development
<b>Emergency Services</b>						
Boroughwide	Adjoining strategic road corridor – Fire Station, including facilities for Police and Ambulance Services	Hampshire Fire and Rescue in partnership with Hampshire Constabulary and South Central Ambulance Service	£6,000,000	Council tax, business rates and government grants	Dependent on site and funding availability	Freehold site close to the trunk road network the cost of which is additional to that of the facility but may be offset in part by the release of some existing sites for redevelopment.
<b>Health</b>	<b>Primary Care</b>					
Emsworth	Victoria Cottage Hospital (relocation and expansion of existing practice premises)	Emsworth Doctors	Not known	NHS / Emsworth Doctors	Short term (within 5 years)	To replace outmoded existing premises; Planning permission granted; funding secured
Havant	Oak Park Community Clinic – creation of Area Health Hub and relocation of Havant Health Centre services	NHS with South Eastern Hampshire Clinical Commissioning Group	£12,500,000	NHS	Short term (within 5 years)	Some capacity through internal reorganisation of exiting building in short term prior to development of extension.
Waterlooville	Waterlooville Health Centre – primary care delivery at scale and Multi-Speciality Community Provider	NHS	Not known	No capital funding identified	5-10 years	Replacement facility.
<b>Green &amp; Blue</b>	<b>Coastal Defences and Flood Alleviation</b>					



Havant	Brockhampton Quay and Broadmarsh Landfill Revetment - scheme to protect former landfill site and Budds Farm	HBC, SW & private landowners	£6,012,000	Flood & Coastal Risk Management Grant in Aid, HBC, private landowners, CIL, S106.	2022 – 2025	Multi-partner project. ESCP secured £76k of RFCC Local Levy for coastal defence feasibility study but limited availability of FCRM GiA due to low number of properties at risk. Significant shortfall in funding to be found to facilitate scheme.
Langstone	Langstone Coastal Flood Erosion and Risk Management Scheme – to reduce flood risk to c.61 existing residential properties present day and 86 over the next 100 years.	EA, HBC, HCC & private owners	£4,500,000	Flood & Coastal Risk Management Grant in Aid, Regional Flood & Coastal Committee Local Levy funding, HBC, CIL, private landowners, S106.	2017/18 – 2021/22	Scheme to better protect some 61 existing homes from flooding and erosion from a 1/75 year return period flood event ESCP secured £75k of CIL funding for feasibility work in 2017 alongside £301k of RFCC Local Levy to undertake the outline design stage of the scheme due to conclude September 2019. Strategic costs likely to increase to better protect the access onto Hayling Island and facilitate housing delivery (1/200 year return period flood event). Significant shortfall in funding to be found to facilitate scheme, particularly if scheme costs increase as study develops more detailed understanding of scheme requirements.
Havant	Conigar and Warblington – Habitat Creation	HBC, EA, Natural England, Chichester Harbour Conservancy, HCC & private landowners	£6,375,000	Private, FDGiA & external	2025 – 2028	Legal obligation to create new intertidal habitat to compensate for loss elsewhere within the Solent where 'hold the line' policy. Scheme costs likely to increase significantly following more detailed feasibility study.
Havant	Southmoor – Habitat Creation	EA, HBC, Natural England & private owners	£800,000 to £3,100,000	Flood & Coastal Risk Management Grant in Aid and other partners	On Pause	Subject to Landowner consent. Legal obligation to create new intertidal habitat to compensate for loss elsewhere within the Solent where 'hold the line' policy. Following the outline design stage of the scheme the project has been cancelled until further notice by the Environment Agency due to affordability issues.
Hayling Island	Hayling Island Flood & Coastal Erosion Risk Management Strategy - strategic study of Hayling Island requirements for FCERM following on from North Solent Shoreline Management Plan (2010)	HBC, Environment Agency, Natural England, Chichester Harbour	£600,000	Flood & Coastal Risk Management Grant in Aid, Capacity Funding Bid, Southern Regional Flood & Coastal	2017/18 – 2021/22	ESCP secured £190k from GiA to undertake Hayling Island Funding and Implementation Strategy but further £400k required to deliver full strategy. Funding is not guaranteed and will be subject to additional contributions from HBC, CIL and other funding sources.

		Conservancy, HCC, private landowners		Committee Local Levy, CIL.		
Hayling Island	South Hayling Island Beach Management Activities (including Eastoke Drainage Improvements CFERM Scheme) – periodic nourishment and annual recycling of suitable beach material for flood and erosion defence	HBC, EA and private landowners	£4,275,000	Flood & Coastal Risk Management Grant in Aid	2017 – 2022	ESCP secured funding to undertake beach management activities to protect over 1500 properties from a 1/200yr return period flood event (0.5% annual exceedance probability). Works to include feasibility study for Eastoke drainage improvement scheme.
Hayling Island	South Hayling Island Beach Management Activities (including Eastoke Drainage Improvements CFERM Scheme) – periodic nourishment and annual recycling of suitable beach material for flood and erosion defence	HBC, EA and private landowners	£5,695,000	Flood & Coastal Risk Management Grant in Aid	2022 - 2027	ESCP secured funding to undertake beach management activities to protect over 1500 properties from a 1/200yr return period flood event (0.5% annual exceedance probability). Works to include feasibility study for Eastoke drainage improvement scheme.
Hayling Island	Selsmore and Mengham CFERM Scheme	HBC, EA, Chichester Harbour Conservancy, HCC & private landowners	£3,067,000	Flood & Coastal Risk Management Grant in Aid, HBC, CIL, private landowners	2023/24 – 2026/27	Scheme to protect over 180 homes by 2115 from flooding. Significant shortfall in FCRM GiA funding. Additional funding will need to be found to facilitate scheme delivery.
Hayling Island	Northney – Habitat Creation	HBC, EA, Natural England, Chichester Harbour Conservancy, HCC & private landowners	£10,065,000	Flood & Coastal Risk Management Grant in Aid and other partners	2021/22 – 2029/30	Subject to Landowner consent. Legal obligation to create new intertidal habitat to compensate for loss elsewhere within the Solent where 'hold the line' policy. Scheme costs likely to increase significantly following more detailed feasibility study.
Emsworth	Warblington Nutrient Mitigation	HBC	TBC	Developer contributions for nutrient neutrality and habitat compensation	2020	Funds secured through s106 and LEP Growth Deal funding (£220,000) – committed to be spent by September 2020.
Emsworth	Warblington Brent Goose & Wader Refuge	HBC	£299,000	Developer contributions towards habitat compensation	2021/22	Funds secured through S106, to offset development on Secondary Support Area and Low Use mainland sites in line with SWBGS.
Havant & Bedhampton	Broadmarsh Brent Goose & Wader Refuge	HBC	£767,000	Developer contributions towards habitat compensation	2026/27	Funds secured through S106, to offset development on Secondary Support Area and Low Use mainland sites in line with SWBGS.

Hayling Island	Hayling Island Brent Goose & Wader Refuge	HBC	£2,906,000	Developer contributions towards habitat compensation	2030/31	Funds secured through S106, to offset development on Secondary Support Areas and Low Use sites on Hayling Island. External funding will also be required to secure the entire area.
<b>Green &amp; Blue</b>	<b>Green Routes</b>					
Borough & Cross Boundary	England Coastal Path – coastal route that meets the requirements of the 2009 Act.	PUSH, HCC, HBC, Natural England	TBC	TBC	TBC	Marine and Coastal Access Initiative currently awaiting further information from Natural England on rollout following pilot projects.
Emsworth	Redlands Lane – upgrade footpath section to bridleway/byway	HCC	Not known	Developer funding, CIL	Not known	
Havant and Leigh Park	From Leigh Park and Havant to Sir George Staunton Country Park - sustainable transport corridors (identify and improve)	HCC in partnership with PUSH, NE, HBC, the Ramblers, BHS, CTC, FC and landowners	£2,500,000	Developer funding augmented by public grant schemes	After 2022	
Havant and Leigh Park	Havant Thicket Reservoir project – provision of improved connectivity to and from the reservoir	Forestry Commission, HCC.	£300,000	TBC	2029	As part of delivery of wider reservoir project
Leigh Park	Bushy Lease Strategic Sustainable Access Route – footpath/cycleway from Park House Farm Way to Fitzwygram Way	HBC, Environment Agency, Hampshire Wildlife Trust, Groundwork Solent and HCC	£373,000	CIL, S106, EA, Heritage Lottery	2019/20	Surfaced off road route includes upgrading of FP508 and new bridge across Hermitage Stream. Funding secured - Bid for CIL unlocks match funding from EA for restoration of the stream and other sources e.g. lottery funding for the community orchard.
<b>Social</b>	<b>Community Centres</b>					
Hayling Island	Eastoke Community Centre – replacement	Eastoke Community Association with HBC	Not known	Not known	Not known	Implementation dependant on Seafront Regeneration Scheme.
Leigh Park	Leigh Park Community Centre – replacement	HBC with partners	Not known	Not identified	Not known	Part of Leigh Park Centre Community and Wellbeing Hub regeneration project which is at feasibility stage.
<b>Social</b>	<b>Extra Care</b>					
Boroughwide	Extra Care housing – 400 units.	HCC in partnership with HBC, Housing Associations and	£77,600,000	HCC Capital Programme, HCA, HBC, Developers	Need by 2030	Linked to projected growth in 75+ population. Need based on 20 units per 1,000 population and costed @ £194,000 per unit.

		private sector providers				
Havant	Oak Park - Extra care 51 unit scheme	HCC in partnership with NHS	Fully funded	Secured	2021	Started on site
<b>Social</b>	<b>Leisure – Built Sports Facilities</b>					
Boroughwide	1 pool (4 lane x 25m) of which 3 swimming lanes for 'rest of borough area'	HBC	£3,000,000	CIL	By 2036	
<b>Social</b>	<b>Libraries</b>					
Emsworth	Emsworth Library – relocation to shared use site	HCC	£300,000			
Havant	Havant Library – re-siting within the town centre and provision of 'Makery'	HCC	Not known £37,500	S106 developer contributions, CIL		Shared premises with partners preferred. 'Makery' cost as Waterlooville CIL bid minus Strategic Site contribution.
Waterlooville	Waterlooville Library – 'Makery'	HCC	£50,000	Bid for CIL funding made 2017		For IT equipment, furniture and design, and infrastructure to room.
<b>Social</b>	<b>Cemeteries and Crematoria</b>					
Havant	Warblington Cemetery - extension	HBC	£250,000	Transfer from S106 if Berewood cemetery does not go ahead	2022	Alternative option to new cemetery at Berewood. Requires re-negotiation of agricultural tenancy.
Waterlooville	Berewood, Waterlooville - New cemetery	HBC	£460,000	Land allocated under s106. HBC capital or private partner capital required for layout	2022 – 2024	About 5 years supply of existing burial space in the Borough. Implementation required by S106 by 2024. Warblington likely alternative.
<b>Transport</b>	<b>Buses</b>					
Boroughwide	Bus Rapid Transit – cross borough and connecting to Portsmouth	Solent Transport, HCC, HBC	Tbc through business case	CIL; Transforming Cities Fund	Medium (5-10 years)	Joint Transforming Cities Bid identified package of measures across LA boundaries.
<b>Transport</b>	<b>Cycling &amp; Walking</b>					
Havant	Havant Cycling, Walking and Waterways Project	PUSH, HBC	£400,000+	Environment Agency (Water Environment Improvement Fund GiA); Havant Borough Council (CIL); emerging Local Cycling Walking Infrastructure Network (LCWIP); possible National Lottery Heritage Fund bid; and other sources (to be determined)	2020/21 - 2022/23	Part of PUSH GI implementation Strategy

Havant	Havant Shared Pedestrian and Cycle Bridge	HCC	£3,500,000	Solent LEP, Network Rail, HCC, CIL	Beyond 10 years	Feasibility study funded through CIL. No funding identified for construction but funding from other sources may be available if economic case proven.
Havant	Warblington Railway Crossing Footbridge	HCC, Network Rail	£1,500,000	CIL; S106; Network Rail	2022/23	£647,784 secured from S106; £150,000 secured from CIL; Timescale dependent on early release of Network Rail funding.
Hayling Island	Hayling Billy Trail realignment	HBC and HCC	£778,000	Solent LEP, S106, CIL	When funding available	Scheme currently under investigation.
<b>Transport</b>	<b>Roads</b>					
Boroughwide	Mitigation at individual key junctions set out in Transport Assessment	HBC and HCC	Interventions range from £1,400,000 to £7,500,000	CIL, HCC, S106 Solent LEP	Linked to delivery of sites	Mitigation proposals in TA not definitive solution; further work and site specific testing needed.
Hayling Island	Mitigation at individual locations as set out in Hayling Island Transport Assessment & Addendum (friction reduction measures; junctions improvements; non-transport measures)	HBC and HCC	Interventions range from £3,700 to £30,000,000	CIL, HCC, S106 Solent LEP; Government Funding	Range of measures – short to long term	HITA details early interventions / quick wins, through to longer term more complex interventions; All have been tested and costed;
<b>Utilities</b>	<b>Water Supply</b>					
Boroughwide	Havant Thicket Reservoir including: new pipeline and potential requirement for additional water treatment infrastructure at Kingscroft Farm and Bedhampton Pumping Station.	Portsmouth Water	£103,000,000	To be confirmed by OFWAT	Completion 2029	Planning Application submitted in 2020
<b>Utilities</b>	<b>Waste Water</b>					
Havant	Budds Farm Wastewater Treatment Works: upgrade with new technology to manage processes more efficiently and effectively	Southern Water	Not known	Customer charges capped by Ofwat 5 yearly price reviews	Longer term – over the next 25 years	
Cross-boundary	Thornham Wastewater Treatment Works: upgrade with new technology to manage processes more efficiently and effectively	Southern Water	Not known	Customer charges capped by Ofwat 5 yearly price reviews	Longer term – over the next 25 years	
Boroughwide	Specified allocated sites - provision and/or upgrade of local wastewater and sewerage infrastructure to service individual developments.	Developer with Southern Water	Not known	Direct agreements between developers and Southern Water, facilitated by planning conditions	In parallel with development	Precise requirements will need to be determined on a site by site basis as development comes forward.
<b>Utilities</b>	<b>Telecommunications</b>					

Boroughwide	All new developments and redevelopments - telephone and broadband services.	BT Openreach and Virgin Media	Not known (assessed by application for each development)	Service providers in association with developers	In parallel with development	New developments of 30 or more plots will be provided with services (Fibre to the Premises) free of charge by service providers but developers are required to engage at an early stage. Developers may be required to pay where smaller developments if insufficient spare capacity.
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## Solutions: Southleigh Strategic Site

Infrastructure Type Location/Project	Delivery Organisation(s)	Indicative Cost	Funding Source(s)	Timing	Comments Incl. Funding Updates
<b>Education: Early Years</b>					
Centre for Early Years at Primary School or Community Centre site	HCC	£250,000	Future developer funding	In tandem with housing development	Provision of modular building. Timing and funding dependent on housing development.
<b>Education: Primary Schools</b>					
New Primary School – 3fe (up to 630 places)	HCC	£11,386,	Future developer funding	2025-27	Timing and funding dependent on housing development.
<b>Emergency Services</b>					
Neighbourhood Policing / First Responder Base	Hampshire Constabulary	Tbc	Hampshire Constabulary; SCAS	In tandem with housing development	Liaison between HC, HBC, SCAS and Developer to establish needs
Community First Responder medical kit or automated external defibrillator for public access.	South Central Ambulance Service	£2,000	Developer contributions	In tandem with housing development	Timing to be aligned with establishment of a new community.
<b>Green &amp; Blue: Green Routes</b>					
Green Infrastructure including open space, improving connectivity and sustainable transport	HCC in partnership with HBC and Sustrans,		Developer funding	In tandem with housing development	Layout to be established through Masterplanning.
<b>Health: Primary Care</b>					
One-two additional doctors to be located within an existing practice e.g. Emsworth surgery	Emsworth Surgery Practitioners	Not known	South East Hampshire Clinical Commissioning Group	In tandem with housing development	Additional clinician(s) needed to support new community.
<b>Social: Community Centres</b>					
Southleigh – new community centre.	HBC	£1,300,000	Developer funding through S106 and other funding as yet not identified	In tandem with housing development	Based on facility of 660 sq m but could be larger depending on location of nursery provision and need for sports hall.
<b>Social: Extra Care</b>					
Extra Care housing.	HCC in partnership with HBC, Housing Associations and private sector providers	To be advised.	HCC Capital Programme, HCA, HBC, Developers	In tandem with housing development	Linked to projected growth in 75+ population. Need based on 20 units per 1,000 population and costed @ £194,000 per unit.
<b>Social: Leisure – Built Sports Facilities</b>					

1 swimming lane	HBC	£1,000,000	S106 developer contributions	By 2036	Provision in association with new Boroughwide swimming pool facility.
<b>Social: Libraries</b>					
Provision of 'Makery' at Havant Library	HCC	£12,500	S106 developer contributions		Proportionate contribution towards cost of Havant 'Makery'.
<b>Transport: Buses</b>					
Bus stop shelters at Local Centre	HCC	£0	Funded through advertising	Medium (5-10years)	
<b>Transport: Roads</b>					
Direct access to A27 junction with link road from strategic site	HBC, HCC, Highways England, Developer	£31.5m	CIL; Developers; Government Infrastructure Funding	Long term (10+ years)	Junction feasibility study established favourite option to deliver direct access from Southleigh onto the A27. Part funding; Elements (Jet lane west) may be funded by developments in wider area;
Improvements to junctions surrounding the site	Developer; HCC; HBC	tbc	Developer	In parallel with development	Mitigation measures identified in Local Plan TA and Southleigh Study;
<b>Utilities: Waste &amp; Recycling</b>					
Recycling facilities – textile, bottle and can banks.	ERC and Norse South East	None	Covered by existing agreements	In parallel with development	Suitable location to be identified for provision e.g. at local centre / community centre car park.
<b>Other</b>					



