

Infrastructure Delivery Plan

CONFIDENTIAL DRAFT - November 2017



Infrastructure Delivery Plan

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1. Introduction

Purpose

- 1.1 The Infrastructure Delivery Plan (IDP) will form a key part of the evidence base to support the Draft Havant Borough Local Plan 2036.
- 1.2 The IDP sets out the types of infrastructure - facilities, installations and services - needed to ensure that the development being planned can be delivered and support the new and expanding communities.
- 1.3 After setting out the context for the IDP (National, Sub-Regional and Local) together with a section on how infrastructure may be funded, Chapter 2 describes the methodology (how the issues have been identified and the sources of information). 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
 - Existing Provision - current situation
 - Planned Provision - anticipated needs
 - Sources of Funding
 - Key Issues & Rationale
 - Role of Planning Policy
 - Conclusion & Action.
- 1.4 The solutions - what are they, how much will they cost, who will implement them and when - are set out in tabular form in Chapter 4, by geographical area.
- 1.5 Finally, due to the specific nature of Hayling Island and the issues its location presents, there is a section from an infrastructure capacity point of view concluding on the question of whether further development on Hayling Island should be considered sustainable on the basis of infrastructure capacity.

National Context

National Planning Policy Framework

- 1.6 The National Planning Policy Framework (NPPF), published by the Department for Communities and Local Government in March 2012, sets out the planning policy framework for local planning authorities to follow both when making plans and when determining planning applications.
- 1.7 Paragraph 7 of the NPPF refers to the three dimensions to sustainable development. The economic role for planning includes, *“by identifying and coordinating development requirements, including the provision of infrastructure.”*
- 1.8 Paragraph 156 of the NPPF states that, *“Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:*
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - the provision of health, security, community and cultural infrastructure and other local facilities.”
- 1.9 Paragraph 157 of the NPPF states that, *“Crucially, Local Plans should plan positively for the development and infrastructure required in the area ...”*
- 1.10 Paragraph 162 of the NPPF states that, *“Local planning authorities should work with other authorities and providers to:*
- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their area.”

Planning Practice Guidance

- 1.11 On 19 December 2014 the Government published *‘Better Connected: a practical guide to utilities for home builders’*¹. This document sets out what developers and utilities companies should expect from each other when providing utilities to bring forward future development. Whilst targeted at housing developers, it is relevant to all kinds of development. The Government’s aim is to improve the system for connecting to utilities and increase

¹ [Better Connected: a practical guide to utilities for home builders – HM Government \(December 2014\)](#)

competition between utility companies to drive improvements in service, prices and delivery timescales.

- 1.12 The Planning Practice Guidance is an online 'living', searchable, resource that provides more detailed information in the form of guidance to expand on the issues and policy statements of the NPPF and some topics that are not specifically addressed by the NPPF.
- 1.13 Sections of the PPG are referred to under the relevant topics in Chapter 3.

Sub-regional Context

PUSH Spatial Position Statement

- 1.14 The Partnership for Urban South Hampshire (PUSH) in June 2016 published the non-statutory PUSH Spatial Position Statement² 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. PUSH has assessed the need for new homes and employment development through to 2036. Although that development strategy does not fully meet those needs (it covers the period up to 2034), together with the evidence behind it, the Position Statement forms evidence base on which the constituent local planning authorities can review their local plans and plan positively for another 15 years ahead.
- 1.15 The Position Statement is an important means of securing a sustainable pattern of development across the sub-region, and also capturing investment in the delivery of new infrastructure to support new development, and addressing long-running infrastructure deficiencies and support economic growth.
- 1.16 Major infrastructure investment will be needed to support delivery of the approach set out in the Position Statement, including highways improvements and investment in public transport, walking and cycling; in utilities infrastructure; as well as in schools, healthcare, local facilities and green infrastructure. A package of funding, including both developer contributions and public investment, will be needed to support this. The long-term strategic framework provided by the Position Statement will however 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 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, including in transport, utilities and green infrastructure/recreation with new development, in order to deliver sustainable development.
- 1.18 An update to the objectively assessed housing need was published alongside the Position Statement in June 2016. This has taken into account demographic evidence from the 2013

² [PUSH Spatial Position Statement - Partnership for Urban South Hampshire \(June 2016\)](#)

and 2014 Mid-Year Population Estimates as well as revised employment forecasts prepared by Oxford Economics for the Solent Local Enterprise Partnership (LEP). It also considers market signals and the need for affordable housing. Havant is within the Portsmouth Housing Market Area and the objectively assessed housing need indicates a housing need for the Borough of 11,250 from 2011-2036.

- 1.19 Havant is expected to also plan for an increase in B-class employment floorspace to support economic growth, with the Dunsbury Park being identified as a strategic employment location, of sub-regional importance and with further development potential. In the hierarchy of retail centres both Havant and Waterlooville are listed as Medium Town Centres.
- 1.20 The Position Statement takes account of significant recent committed investment in the transport network in the sub-region. This includes conversion of the M27 and M3 to “smart motorways” enhancing capacity by enabling use of hard shoulders at peak times; and investment through the Solent LEP including investment to support planned development at Dunsbury Park. In addition there will be a need for significant further investment in the transport network.
- 1.21 The Position Statement also recognises that the sub-region includes a number of communities vulnerable to flooding both on low lying coastlines, including Hayling Island, and areas at risk of flooding from rivers and watercourses, including the Hermitage Stream. Climate change, predicted sea-level rise and increasing severity of storm events will increase the risk of flooding therefore flood defences need to be improved.
- 1.22 The Position Statement recognises that the enhancement of the sub-region’s green infrastructure (GI), including the water environment, as a 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. 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.
- 1.23 The PUSH Green Infrastructure Strategy 2016 has been prepared in parallel with, and has informed, the Position Statement. Strategic scale GI includes:
 - 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).

- 1.24 The 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). Funding will be sought from a number of sources to deliver the GI Strategy, including the Local Enterprise Partnership's Local Growth Deal, developer contributions (Community Infrastructure Levy and section 106), and lottery funding. 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.
- 1.25 Other environmental aspects of the Position Statement include measures to manage the need for further water supply and waste water management and flood risk measures including strategic coastal defences.
- 1.26 The aim of the transport aspects of the Position Statement is to encourage and support modal shift. Through the Local Plan process and joint working more sustainable transport is expected to be achieved through measures including:
- Investing in Bus Rapid Transit (BRT) corridors along key routes.
 - Investing in walking and cycling routes including the development of green corridors.
 - Working closely with Network Rail and rail franchisees to enhance rail services in the PUSH area.
- 1.27 On highway improvements PUSH, Solent Transport and the local authorities will work together to deliver highways improvements to support new development, particularly through targeted improvement to address key capacity pinch points on the road network.
- 1.28 The Position Statement states 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.*

- 1.29 The Position Statement takes a strategic view by considering the aggregate impact of development on utilities infrastructure across the PUSH area to ascertain the current constraints in provider's networks and their plans for upgrading their networks to meet the estimated demands of planned development. The sub-region-wide results are not repeated here but the outcome is that the water companies have indicated committed supply levels for more than the number of additional homes envisaged.
- 1.30 Waste water treatment is not constrained in pure engineering or economic terms but constraints exist relating to licencing of discharges to controlled waters, where extra discharge may pose a risk to protected waters, especially Natura 2000 sites (Special Protection Areas and Special Areas of Conservation) and RAMSAR sites. Additional treatment capacity could be provided but may require new technologies. The 5 year funding mechanism provides a suitable method to adapt to new development, giving time for assessment of impacts.
- 1.31 Although system reinforcements would be required, given the duty to supply, and the ability to recover the costs from new customers, it is not anticipated that electricity capacity is a long term constraint on new development. Regional and localised upgrades may be required to the gas transmission network to meet the needs generated by the proposals in the Position Statement.
- 1.32 Hampshire County Council together with BT have a roll out programme for superfast broadband which involves retrofitting fibre cables mainly in existing communication ducts and the provision of interface panels with the copper network. The communication infrastructure is provided on a project by project basis for new developments. There are other communication providers who will also react to specific developments on request in competition with BT in providing new communication infrastructure. It is not anticipated that communications provide a constraint on future housing delivery.
- 1.33 Critical to the delivery of the overall level of growth would be the investment in infrastructure, particularly transport. Over the longer term there may also be a requirement to invest in flood defences to protect against rising sea levels; but also to unlock sites which may not be currently suitable for development or to provide improved infrastructure to link to these places.
- 1.34 It is recognised that there are notable delivery challenges in bringing forward the scale of development anticipated in the Position Statement. In addition to driving delivery rates and the need for potential land assembly the implementation of the Position Statement requires the delivery of new infrastructure for which funding must be secured. The Position Statement envisages that a package of funding could include:
- Developer contributions, through Section 106 and CIL;
 - Central Government funding for strategic infrastructure investment via:
 - The Solent LEP
 - Local Growth Fund;
 - Other future bidding opportunities

- Mainstream funding through influencing investment decisions of public bodies.

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Solent Local Enterprise Partnership Economic Plan

- 1.35 The Solent Local Enterprise Partnership has also secured finance to invest in substantial infrastructure projects and have set out in their Strategic Economic Plan the need for investment in housing, skills and employment sites and strategic sectors which it is hoped would unlock further development and inward investment across the Solent. Continued support and investment through the LEP will be essential to the delivery of the Position Statement.

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Local Plan Context

- 1.36 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.
- 1.37 The NPPF expects plans to be drawn up to cover a 15-year time horizon and be kept up to date³, which generally means being reviewed about every 5 years. However the requirement to identify and update annually the supply of deliverable sites to provide five years worth of housing against housing requirements⁴ may be the trigger as policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites⁵.
- 1.38 The Council prepared and published for public consultation a Draft Local Plan Housing Statement (LPHS) during summer 2016. That document set out a number of potential 'early release' housing sites that could be brought forward for development through planning applications as a first stage in the review process and ahead of the adoption of the Havant Borough Local Plan for the period to 2036. This also coincided with an appeal decision⁶ in which it was held that a five-year supply could not be demonstrated and therefore the Local Plan is not considered up-to-date.
- 1.39 The Cabinet on 16 November 2016 considered a report on the results of the recent consultation on the Draft LPHS. A number of the comments received concerned infrastructure issues, summarised as follows:
- Concern over the capacity of the highway network to accommodate further development;
 - Concern over the capacity of supporting physical and social infrastructure, particularly GP surgeries and schools (both primary and secondary); and
 - Other community services and facilities (leisure, shops and other facilities) are already strained.
- 1.40 It was also reported to the Cabinet meeting on 16 November 2016 that the consultation highlighted specific concerns regarding infrastructure on Hayling Island which will require further investigation before development can be considered sustainable under the NPPF. In particular, stakeholders highlighted issues relating to flooding, highway capacity, the single access to the island, healthcare, education and the provision of utilities. Further evidence is needed to fully resolve these issues.
- 1.41 Also referring to Hayling Island the report stated, *'As such, the Council considers that it cannot be guaranteed that the sites are suitable for development. The Council will,*

³ NPPF paragraph 157

⁴ NPPF paragraph 47

⁵ NPPF paragraph 49; 'deliverable' is defined in footnote 11 to paragraph 47

⁶ Appeal reference: APP/X1735/W/16/3145929

however, continue to explore the sustainability of future development on Hayling Island through the production of the Havant Borough Local Plan 2036 and the evidence base which supports it. It will continue to explore the evidence regarding the suitability of development on these sites, actively working with our partners at the Eastern Solent Coastal Partnership, Hampshire County Council (as Highways Authority and Local Education Authority), and the South East Hampshire Clinical Commissioning Group and utility operators. This will inform the approach towards these sites in the Pre-Submission draft of the Havant Borough Local Plan 2036.'

- 1.42 On the mainland, concerns regarding infrastructure resulted in a further change to the LPHS, *'to require within Guiding Principle 4 and its supporting text that any site outside the identified Urban Area (Policy AL2) may only be considered in principle if accompanied by a comprehensive Infrastructure Delivery Statement, produced as agreed by, and in collaboration with, the Local Planning Authority.'*
- 1.43 When considering and approving the Local Plan Housing Statement on 7 December 2016, the Council agreed that, *'As the Infrastructure Delivery Statement is produced it becomes a material consideration alongside the Housing Statement.'*
- 1.44 The NPPF states that, *'Crucially, Local Plans should plan positively for the development and infrastructure required in the area ...'*⁷ 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 2036.
- 1.45 Estimates of housing need indicate that the Local Plan should make provision for 11,250 additional homes over the period 2011-2036. Almost 1,700 dwellings were completed between 1 April 2011 and 31 March 2016, and a further 1,850 dwellings already have planning permission, leaving about 7,700 to be provided for in the Local Plan.
- 1.46 Outstanding allocations within the current Local Plan are being reviewed and the Local Plan Housing Statement is bringing forward some additional housing sites outside of the current development area boundaries. This includes the identification of a Strategic Site within the area between Denvilles and Emsworth. These sites, together with other potential sources of supply identified through the [Strategic Housing Land Availability Assessment](#) (SHLAA) and [Windfall Housing Analysis](#) may account for about 7,150 dwellings, leaving a shortfall of about 550 dwellings to be found.
- 1.47 The Local Plan will also need 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.

⁷ NPPF paragraph 157

Funding

- 1.48 In the past the provision of infrastructure required to support existing communities has been largely funded by a combination of local authorities budgets (from the Council tax, government support grants and capital receipts) and from business plans, including charging. However this has changed in recent years with government funding being reduced and local authorities encouraged not to increase the Council tax. Government funding streams are also being channelled through other routes when bids for specific schemes are successful. For example Flood Defence Grant In Aid for coastal protection and other flood defences or via the Solent Local Enterprise Partnership for transport schemes.
- 1.49 Local authorities are not expected to fund the infrastructure required to facilitate new development, which is usually provided by developers either on site or through financial contributions. However the situation regarding developer funding has also changed with the introduction of the Community Infrastructure Levy, as detailed below.
- 1.50 It is important to note that local authorities cannot require developers to fund existing deficiencies in infrastructure provision.

Community Infrastructure Levy

- 1.51 Government legislation has changed the way infrastructure is planned and financed. The Planning Act 2008 contained enabling legislation for the charging of a Community Infrastructure Levy (CIL), which was then prescribed in detail in the CIL Regulations 2010 (subsequently amended). CIL contributions are intended to fill funding gaps and are not expected to provide the full costs associated with delivering and maintaining infrastructure.
- 1.52 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”⁸. Whilst 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 spaces⁹. 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.
- 1.53 The neighbourhood portion of CIL (retained by the Borough Council and spent on behalf of local communities as there are no parish Council’s in the Borough) is not however subject

⁸ Regulation 59, The Community Infrastructure Levy Regulations 2010, as amended.

⁹ S216, Planning Act 2008, as amended by regulation 63.

to the same spending restrictions and limitations. The amended CIL Regulations¹⁰ expanded the definition of how CIL may be used to support the development of the relevant area in relation to the neighbourhood portion, which can also be applied to “anything else that is concerned with addressing the demands that development places on an area”.

- 1.54 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 with a higher rate being applicable to residential development¹¹ in Emsworth or on Hayling Island (£100/sqm) than in the rest of the Borough (£80/sqm). The charge is also halved for out of centre retail developments of less than 280 sq m (£40/sqm) compared with edge of centre retail floorspace of more than 280 sq m (charged at £80/sqm). Zero rates have been set for new hotel, office, industrial and community uses for viability reasons. Further information is set out on the Council’s website at <https://www.havant.gov.uk/planning-and-environment/planning-policy/community-infrastructure-levy> and explained in the Havant Borough Council Developer Contributions Guide (last updated March 2016).
- 1.55 In addition to the Charging Schedule, the Council approved the CIL Regulation 123¹² (R123) List. The purpose of the R123 List is to set out those types of infrastructure for which the Council will not seek a Section 106 planning obligation or require a Section 278 highway agreement. These agreements can still be used to make the development acceptable in planning terms but their use is scaled back by the introduction of the CIL. Although the list may indicate the types of infrastructure that may be partly or wholly funded through CIL the list is not exclusive; it is required in order to avoid a developer being “double charged”. The inclusion of projects in the list does not, therefore, signify a commitment by the Council to fund all the projects listed, or the entirety of any one project through CIL. Nor does the list imply any order of preference for spending. It does, however provide a starting point for considering which projects CIL funds should be directed towards.
- 1.56 On 23 July 2014 the Council approved a ‘[Funding Decision Protocol](#)’ to help make decisions on priorities and spending of CIL. Since the preparation of the Protocol the Council has agreed to use the funds collected to invest in a number of projects. In the first tranche, the Council agreed (18 February 2015) to commission a feasibility study into the costs, options for construction and a business case for the Havant Station footbridge to lever in funding from other sources. The final spend on the project identified in item 1 was £32,865.
- 1.57 At Council on 22 February 2017, the following decision was made:
- (i) the Council invests part of the available CIL Pot of £1,250,724.12 in the following capital infrastructure projects:

¹⁰ Regulation 59F, The Community Infrastructure Levy Regulations 2010, as amended

¹¹ Excluding extra care housing and self-build dwellings.

¹² Community Infrastructure Levy Regulations 2010

(a) Langstone Flood and Coastal Erosion Risk Management Scheme (FCERM) Feasibility Assessment £75,000;

(b) Southmoor Lane, Harts Farm Way Junction Improvements (Short Term) £190,405;

(c) Havant Railway Footbridge Detailed Design up to £150,000, subject to negotiation with Hampshire County Council

(d) Warblington Station Footbridge - Whilst the funding bid for Warblington Station Footbridge scored very highly using the CIL Protocol, the option of Network Rail providing this infrastructure will be explored. S106 funds of £647,784 have already been secured until 2025 to support this project. A contribution from CIL will be considered further during the next round of bidding.

(ii) that the Council invest part of the available Neighbourhood Portion of £163,305.49 in the following projects:

(a) The Hub - Hayling Island Community Centre Association £42,638

(b) Northney Coastal Path up to £90,000 - Funding will be contingent upon other funding opportunities having been exhausted and planning permission being obtained. As there is some uncertainty over the delivery of this project at present it is recommended that a three year time limit is added to this recommendation (that funds be spent by the Council by 31 March 2020).

Planning Obligations - S106 & S278

- 1.58 Infrastructure can be provided by developers in several ways: through the CIL, planning obligations¹³ or highway agreements¹⁴. 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, as noted above.
- 1.59 Individual S106 agreements need to specify the projects and purposes any financial contributions will be directed towards. This is because the CIL regulations prevent more than five contributions for the same infrastructure project or type of infrastructure (since April 2010).
- 1.60 A planning obligation can only be taken into account when determining a 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.

¹³ under section 106 of the Town and Country Planning Act 1990

¹⁴ under section 278 of the Highways Act 1980

- 1.61 Highway agreements are used to pay for the cost of highways works that are required as a result of the development, but cannot be required for works that are intended to be funded through the CIL, i.e. items that are on the R123 List.

Monitoring and Review

- 1.62 As the IDP has been prepared to inform and support the Local Plan 2036 it will be consulted on and updated as part of the ongoing Local Plan preparation process.
- 1.63 It is also 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.
- 1.64 The Annual Monitoring Report (AMR) records the progress of the development management process and reviews the effects of existing policies in the Local Plan and other planning policy documents. The AMR is usually published in December or January and includes data for the preceding financial year.

2. Methodology

Identifying the Issues

- 2.1 A pro-forma 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 consultation on the Local Plan Housing Statement.
- 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 Statement¹⁵, updated in April 2017 by Hampshire County Council 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 partner's responsibilities.
- 2.5 Many issues are interlinked so that an iterative approach to information gathering and interrogation was necessary.

¹⁵ [Hampshire Strategic Infrastructure Statement - Hampshire County Council \(April 2017\)](#)

Hayling Island Infrastructure Advisory Committee

- 2.6 As a result of the concerns expressed through the consultation on the Draft Housing Statement regarding issues and constraints relating specifically to the Island a liaison group between the Borough Council and representatives both Hayling Island and Langstone residents to explore issues in more detail. The first meeting of the Hayling Island Infrastructure Advisory Committee was held in January 2017, followed by a series of meetings to discuss and review the infrastructure topics of concern. The format of meetings has varied, including presentations followed by question and answer sessions with specialists, also workshop style discussion groups. Further detail regarding each of the meetings will be set out in the Consultation Statement, which will be prepared to support the plan at Examination.

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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 fall 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 also 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 risk management and defences
	SUDS and other drainage systems	Eastern Solent Coastal Partnership
		Environment Agency
		Hampshire County Council
	SUDS and other drainage systems	Developers
Hampshire County Council		

Category	Type	Provider
	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
	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	Emsworth and District Bus Company
		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

Category	Type	Provider
	Telecommunications - broadband	BT Openreach
		Virgin Media
	Waste and recycling	Hampshire County Council

Table 1: Types of Infrastructure and Providers

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Education

Early Years	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information	<p>Hampshire Strategic Infrastructure Statement - Hampshire County Council (April 2017)</p> <p>Liaison with HCC's Childcare Development and Business Officer</p> <p>HCC and other provider's websites</p>
Existing Provision - current situation	<p>Hampshire County Council (HCC) has a statutory duty to:</p> <ul style="list-style-type: none"> ▪ Ensure sufficient childcare is available to meet the Early Years free entitlement as far as reasonably practicable; and to ▪ Support all maintained nurseries. <p>The Childcare Act of 2006 places a duty on English local authorities to secure sufficient childcare for working parents. It places a duty on local authorities to secure early years provision for young children in its area, free of charge and in accordance with the Local Authority (Duty to Secure Early Years Provision Free of Charge) Regulations 2014.</p> <p>HCC has a small number of maintained nurseries, although none within the Borough, hence its main role being to commission such services. Currently, 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.</p> <p>Internet searches indicate a considerable number of settings offering services for children aged 0-5 years across the Borough, including: Ann's Wombles Nursery, Auntie Sue's Childcare, Barn Preschool, Bedhampton Methodist Playgroup, Bidbury Pre-School, Bright Beginnings Nursery, Bushytails Preschool, Cherry Park, CherryIsland Day Nursery (at Mill Rythe Infant School, Hayling Island), Childrens Learning Centre, Childsplay Nursery School (Hayling Island), Cowplain Day Nursery, Daisy Chain Nursery, Deverell Hall Preschool, Dixons Dinkys, Glenhurst Nursery & Preschool, Gorseway Nursery School (Hayling Island), Growing Places @ Havant Academy, Growing Places @ Mill Hill, Growing Places @ Morelands, Growing Places @ Oak Meadow, Happy Hearts Preschool Ltd, Hayling Community Pre-school within Mengham Infant School, Hillside Tots, Kidzone2 (at Bidbury Infant School), Little Faces Nursery (at South Downs College), Little Gems Day Nursery (Cowplain), Park Families Barn Owls Nursery, Park Families Dunsbury Way Nursery, Park Families Sharps</p>

Early Years

Copse Nursery, Park Families Warren Park Nursery, Phoenix Pre-School (at Riders Infant School), Rocking Horse Nursery & Pre-School, Springwood Park Preschool and Nursery, Squirrel Nursery Ltd, St Clares Pre-School, St Thomas More's Pre-School, Tops Day Nursery (in the grounds of Trosnant Junior School), Tots 2 Toddlers, Tree Tops Day Care, Warblington Daycare, Wendy House Day Nursery, Westbrook Little People.

Based on estimates from the Small Area Population Forecast while provision up to and including 2016-17 has generally been sufficient (i.e. there is no identified shortfall to make up) this situation is changing during 2017-18.

Planned Provision - anticipated needs

A shortage of places, estimated at about 100 places across the Borough (distributed as illustrated below), is emerging as children become eligible for additional Government funding. The Universal Credit rollout in 2018 is also likely to put further pressure on the demand for childcare as a consequence of an expected increase in working parents. This increasing demand does not take account of the additional needs arising from the extra developments planned for the Borough beyond the current Local Plan period (to 2026).

Emsworth

Additional day care provision required for 0-5 years for 31 additional places. However this is arising from expected demands for 30 hours childcare and also cross border/out of area children taking up places in Emsworth settings to be close to parents work and does not take account of additional development now being planned.

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.

Havant & Bedhampton

In the Bedhampton, Bondfields, St Faiths catchment (which overlaps with Leigh Park and Waterlooville planning areas). There is a future need for 48 additional places, mainly to meet expected demands for 30 hours childcare and also cross border/out of area children taking up places in Bedhampton and St Faiths to be close to parents work.

Early Years

A new 40 place nursery is expected to open in Bedhampton during Spring 2018.

Hayling Island

There is a need for 17 additional places. The Childcare Development and Business support Officer (CDBO) is working with Havant Borough Council and has recommended the need for childcare as part of the Eastoke Regeneration Project.

Leigh Park

There is additional capacity for 25 places within the Leigh Park area.

Planning permission has just been granted¹⁶ for the installation of a modular building to provide additional teaching and activity space on land (open amenity space owned by Portsmouth City Council) adjoining St Clare's Preschool. The provision is to meet demand for the places already identified by the preschool as part of their business planning to take on additional children and enable existing parents to extend their hours. Hampshire County Council has awarded grant funding¹⁷ to St Clare's Preschool as a capital contribution towards the project.

Waterlooville

There is a future need for 28 additional day care places for 0-5 years, mainly to meet expected demands for 30 hours childcare.

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.

Growing Places at Morelands School has expanded since taking on additional space in the closed Crookhorn Lane Children's Centre Building.

Within the West of Waterlooville development (also covering the Winchester district part of the area) the S106 planning agreement requires the developer to deliver pre-school provision when 1,450 dwellings are occupied.

¹⁶ Application 17/00337 permitted on 27 July 2017.

¹⁷ About 75% of which is through allocated Department for Education funds and awarded to this project to support the delivery of the 30 hours childcare requirement by September 2017.

Early Years

	<p><u>Denvilles-Emsworth Strategic Site</u></p> <p>Provision for a nursery should be made 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>
Key Issues & Rationale	<p>Early Years Education and childcare provision should be accessible, flexible, inclusive and be provided through a range of providers and settings which include schools, to meet parental demand.</p> <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 the Farlington, Portsmouth area.</p> <p>The local authority is required to secure early years education places offering 570 hours a year, over no fewer than 38 weeks of the year (equivalent to 15 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. The Government has increased the offer to 1140 hours for working parents from September 2017 (equivalent to 30 hours a week). There is also a requirement to secure Early Years Education provision for eligible (funded from benefits) two year old children.</p> <p>Developers should ideally make provision for 80 early years places for every 1,000 houses, and try to ensure that these places are offered through a mix of facilities where possible. The childcare planning should allow for flexible hours of opening and covering at least 7am to 7pm for full day care.</p> <p>For 1,000 houses, it is anticipated that one full day provision of 50+ places, together with an additional 30 places from shared community premises,</p>

Early Years

would meet the needs of this size of development. Childcare provisions of 50+ places are considered more economically viable and may attract the best investment opportunity from the sector.

In addition, 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 schools where the school site is large enough to accommodate such provision. It is logical therefore, that early consideration of the allocation of the sites and/or premises for early years and childcare is considered at the same time as that for primary schools. 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 can not meet the needs of working families throughout the day.

Childminders are essential to the local market and offer parents an alternative small home based setting; however growth in this market has less impact due to their smaller scale and capacity.

The impact of a new housing development, alongside current capacity in the early years and childcare market, should also be considered in terms of early occupation of families and their ability to access provision and whether any interim measures are put in place prior to thresholds of dwellings occupied being reached.

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 as there can be economies with a more flexible site layout when both are planned together.

Role of

In promoting sustainable travel patterns, paragraph 38 of the NPPF states

Early Years

<p>Planning Policy</p>	<p>that, <i>‘For larger scale residential developments in particular, planning policies should promote a mix of uses ...so that ... key facilities, such as primary schools ... should be located within walking distance of most properties’</i></p> <p>The approach to meeting school provision is set out in paragraph 72 and educational infrastructure and needs in paragraph 162 of the NPPF.</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>
<p>Conclusion & Action</p>	<p>The proposed new developments will generate additional numbers of children as outlined above, whose needs will not be met by existing provision. There is therefore the need for new facilities within these developments to be available for the delivery of additional childcare.</p> <p>Developer contributions may be required for the provision of Early Years facilities within community facilities.</p> <p>New primary schools should include a nursery element, such as at the Denvilles-Emsworth Strategic Site.</p> <p>New day nurseries could be funded by private enterprise, providing there is land available.</p>

Education

Primary and Secondary Schools	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information	<p>Developers' Contributions Towards Children's Services Facilities - Hampshire County Council (November 2016)</p> <p>Hampshire School Places Plan 2017-2021 - Hampshire County Council</p> <p>Hampshire Schools by Planning Area 2017 - Hampshire County Council</p> <p>Hampshire Strategic Infrastructure Statement - Hampshire County Council (April 2017)</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>
Existing Provision - current situation	<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>The following schools that serve the Borough's child population are listed by school planning area (these are different from the Local Plan areas).</p> <p><u>Havant & Bedhampton</u></p> <p>Barncroft Primary School - Community school</p> <p>Bidbury Infant School - Community school</p> <p>Bidbury Junior School - Community school</p> <p>Bosmere Junior School - Community school</p> <p>Emsworth Primary School - Community school -</p> <p>Fairfield Infant School - Community school</p> <p>Front Lawn Primary Academy, Leigh Park</p> <p>Glenwood School, Emsworth - Special, community school for pupils aged 11-16</p> <p>Havant Academy - Secondary (ages 11-16)</p> <p>Park Community School - Secondary (ages 11-16) school</p> <p>Prospect School - Special, community school for boys</p> <p>Riders Infant School - Community school</p> <p>Riders Junior School - Community school</p> <p>Sharps Copse Primary - Community school</p>

Primary and Secondary Schools

St Albans Church Of England Aided Primary School

St James Church Of England Controlled Primary School, Emsworth St
Thomas More's Catholic Voluntary Aided Primary School

Trosnant Infant School - Community school

Trosnant Junior School - Community school

Warren Park Primary School - Foundation school

Warblington School - Secondary (ages 11-16), Community school

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

Mengham Junior School - Community school

Mill Rythe Infant School - Foundation school

Mill Rythe Junior School - Community school

The Hayling College - Secondary, foundation school for pupils aged 11-16

Waterlooville /Cowplain

Berewood Primary School - Academy school whose catchment includes Havant Borough although situated in the Winchester part of the West of Waterlooville Major Development Area.

Cowplain Community School - Secondary (ages 11-16), Academy school that also serves linked schools within Winchester District (Denmead and Hambledon)

Crookhorn College - Secondary, foundation school for pupils aged 11-16 that also serves linked schools within Winchester District (Berewood)

Hambledon Primary School

Hart Plain Infant School - Community School

Hart Plain Junior School - Community school

Mill Hill Primary School - Community School

Morelands Primary School - Community school

Oaklands Catholic School and Sixth Form College - Secondary, Academy for pupils aged 11-16

Padnell Infant School - Community School

Padnell Junior School - Community School

Primary and Secondary Schools

Purbrook Infant School - Community School

Purbrook Junior School - Community School

Purbrook Park School - Secondary (ages 11-16), Trust school

Queens Inclosure Primary School - Community School

Rachel Madocks School (Cowplain) - Special School for children aged 2 - 19 with severe and profound multiple learning difficulties and complex medical needs

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.

Springwood Infant School - Community school

Springwood Junior School - Community school

St Peters Catholic Voluntary Aided Primary School, Waterlooville

The Waterloo School - Special school supporting up to 48 pupils with social, emotional and mental health needs.

Woodcroft Primary School - part of a federation with Mill Hill Primary school

Planned Provision - anticipated needs

At this stage, 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.

Denvilles /Emsworth Strategic Site

A minimum of 700 houses is needed for a new 1 form entry (fe) school however the rationale is to plan for up to 3fe to optimise grant funding. The scale of the proposed development at the Denvilles-Emsworth 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.

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

Primary and Secondary Schools

2.8 hectare site.

Should the number of dwellings rise above the proposed upper figure of 2,100 then further discussion will be required to acquire a second primary school site.

Emsworth

Emsworth Primary School expansion is based on forecast pupil numbers in the area and established primary education needs arising from new housing development in the catchment area, and associated pupil population growth. Additional 105 places (0.5fe) will increase the physical capacity of Emsworth Primary School to allow them to offer 60 places for Year R (age 4+). This expansion will allow the school to cater for a total of 420 pupils and takes the school to 2fe. Funding has been identified, planning consent granted¹⁸ for a two classroom extension and construction planned to provide new places for 2018.

However it does not take account of planned developments at Selangor Avenue¹⁹ and Long Copse Lane, which require another 0.5fe and potential for further expansion is very restricted. This is 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 Denvilles -Emsworth Strategic Development.

Havant & Bedhampton

Trosnant Infant and Junior Schools are in the process of being expanded based on analysis of pupil forecasting and demand related to planned housing developments in the catchment area, and associated pupil population growth. An additional 210 places is being catered for to enable each school to offer 90 places for Year R (reception year i.e. age 4+ for infant school and age 7+ for junior school). This will take the school sizes to 270 and 360 pupils respectively (i.e. 3fe). Funding has been identified and planning consent granted²⁰ for a total of five classrooms (in two separate blocks) together with the reconfiguration of the closed Children's Centre building. Construction is planned for opening in September 2018.

¹⁸ APP/16/01106 granted 16/12/16.

¹⁹ 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).

²⁰ APP/17/00049 granted 21/04/17.

Primary and Secondary Schools

The planning permission also includes a Multi Use Games Area (MUGA), car park extension and internal refurbishments of the Children's Centre for two further classrooms. The Trospacc Children's Nursery occupies a separate building on the site which extends to 3.65 hectares overall.

Following expansion of the Trosnant schools the area is likely to require the expansion of Sharps Copse Primary to cope with new pupils needs; however the forecasts will be kept under review to determine the timing of this expansion.

Hayling Island

Expansion at Mengham Junior School by one classroom was completed in 2013 but the infant and junior schools would need to expand further (30 places per year group to 3fe) by 2021 to accommodate new pupils from further development. 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 1.5fe to 3fe has been identified as needed to provide for pupils arising from housing sites proposed in the area (East of College Road, Forty Acres, 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. The school is close to the development sites at Campdown - Land East of College Road (UE70), Land South of Former South Downs College Campus and Land North of Fort Purbrook (UE72). The Forty Acres site (UE68) lies within the catchment of other schools however those have no spare capacity or room to expand and Morelands lies within the two miles walking distance (subject to provision of new pathways as part of the developments). 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. The 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

Primary and Secondary Schools

	<p>development and associated pupil population growth. Provision is likely to be required by 2021 or later depending on the rate of housing development so the timing will be kept under review.</p>
<p>Sources of Funding</p>	<p>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 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>Historically, developer contributions towards school improvements have been secured by section 106 agreements in accordance with the County Council's <i>Developers Contributions towards Children's Services Facilities</i> policy. However the CIL Regulations now restrict the use of section 106 for infrastructure funds and consequently the policy is no longer applicable except where specifically allowed for through the CIL Regulation 123 List. In those cases the <i>Developers Contributions Towards Children's Services Facilities</i> document provides the basis²¹ of calculations for S106 agreements to enable developers to be aware of the level of likely contributions that will be sought from them.</p>
<p>Key Issues & Rationale</p>	<p>Hampshire County Council has a statutory duty to ensure a sufficiency of school places for the County's children. The County Council is committed to providing accommodation for school places, whether permanent or temporary, that is high quality, fit for purpose, accessible, provides value for money and ensures flexibility to respond to the changes in need and curriculum.</p> <p>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. 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.</p> <p>HCC is required²² to prepare a Sustainable School Travel Strategy to promote sustainable travel to school. This is to increase the proportion of</p>

²¹ 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.

²² Under the Education & Inspections Act 2006.

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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. 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.

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.

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:

- numbers of children living in area;
- numbers of children attending local schools;
- % participation rates for numbers joining each phase of schooling;
- known housing developments and likely pupil yield;
- 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.

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.

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.

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.

Primary and Secondary Schools

The School Places Plan sets out the identified need for additional mainstream school places in the primary and secondary sectors across Hampshire up to 2021. 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.

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.

Role of Planning Policy

In promoting sustainable travel patterns, paragraph 37 of the NPPF refers to a balance of uses so that, *'people can be encouraged to minimise journey lengths for ..., education'*.

Paragraph 38 states that, *'For larger scale residential developments in particular, planning policies should promote a mix of uses ...so that ... key facilities, such as primary schools ... should be located within walking distance of most properties'*

The approach to meeting school provision is set out in paragraph 72, *'The Government attaches great importance to ensuring 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:*

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.'

The Borough Council will continue to engage with HCC in its role as education authority, in particular through the pre-application process, to

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	<p>ensure that the need for additional school places arising from new developments can be met, in accordance with paragraph 162 of the NPPF.</p> <p>Policy CS1 and paragraph 2.04 currently refers to granting planning permission for development which supports the 'Building Schools for the Future' Initiative that ceased in 2010. CS7 on community support and inclusion also refers to Building Schools for the Future as does paragraph 4.10. This is being replaced by the new policies in the Local Plan 2036.</p> <p>Paragraph 3.19 of the Allocations Plan includes references to the primary schools that may require S106 contributions to enable additional places to be provided to meet projected demands from new housing developments. This list will need to be updated for the Local Plan 2036.</p>
Conclusion & Action	<p>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 the particular schools referred to above.</p>

Emergency Services

Police	
Lead Organisation(s)	Hampshire Constabulary
Main Sources of Information	<p>Hampshire Constabulary's website: https://www.hampshire.police.uk/</p> <p>Liaison with the Estates Officer.</p> <p>Hampshire Strategic Infrastructure Statement – Hampshire County Council (April 2017)</p>
Existing Provision – current situation	<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"> • policing across 1,500 square miles, land which is largely rural but with densely populated cities; • 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; • a significant transport network including the M27 and M3, key rail hubs and two international airports; and • critical national infrastructure sites to keep safe such as the ports in Southampton and Portsmouth and crucial oil refineries. <p>The force is led by the Chief Constable and works in partnership with other bodies including a shared headquarters building with Hampshire Fire and Rescue Service. The human resources and finance teams are shared with HCC and fire services and 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> <p>An operational review has been carried out together with a review of the police estate. No 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.</p> <p>As a result the police station on Hayling Island has closed and is being sold. Police constables and police community support officers now operate from the building that is also occupied by the Library Service at Elm Grove.</p> <p>The Waterlooville and Havant police stations remain in operation.</p>

Police

<p>Planned Provision – anticipated needs</p>	<p>The Estates Strategy sets out to create an estate hub of three investigation centres within the County. The Southampton Central Police Investigation Centre (PIC) opened a few years ago. The northern PIC opened in a new purpose built facility in Basingstoke earlier this year having a central investigation function, a 36-cell custody suite, support rooms and investigative areas. It also has a front office with officers who will deal with enquiries including reporting crime, reporting for bail and lost and found property.</p> <p>A new building based on the same design is planned for a site at Merlin Park off Airport Service Road, Portsmouth. Housing both investigation and custody facilities, it would serve Portsmouth, Fareham, Waterlooville, Havant and Hayling Island. Currently in the planning phase, it is due to open in spring 2019. Portsmouth Central and Fareham Police Stations will be retained until the new police centre is operational and the investigative functions at Fratton and Havant police stations will also move to the new site.</p> <p>Havant Police Station will be sold once the existing teams have been relocated. One team will move to the new Merlin Park 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.</p> <p>Space at the Hayling Island Library is limited if additional officers are needed but there are no ‘front counter’ services.</p> <p>Waterlooville Police Station is expected to remain but premises on adjoining land within the police estate’s ownership are surplus to requirements and have been subject to a feasibility study.</p>
<p>Sources of Funding</p>	<p>Two thirds of the budget comes from national government, the rest is raised through the Council Tax.</p> <p>In 2016 Hampshire Constabulary was recognised as having good plans to address future demand on services and is now the second lowest cost force in the country. Whilst being efficient and lower cost is good for taxpayers, there is a point at which further efficiency cannot be achieved without compromising the effectiveness of local services. This point will be reached by 2021 unless the residents of Hampshire receive increased funding.</p> <p>In the short to medium term, rationalisation of the Hampshire Constabulary estate will generate capital receipts which will help fund required</p>

Police

	<p>improvements. In addition this rationalisation will lead to cost savings through associated 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 & Rationale</p>	<p>In common with the rest of the public sector the police face a number of major issues over the coming years, which need to be considered as part of its planning. This includes changing demographics and economic forces such as public sector finances. The PCC will set strategic priorities including assessing future policing challenges and the necessary resources to deliver.</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.</p> <p>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>
<p>Role of Planning Policy</p>	<p>The NPPF (paragraph 156) expects Local Plans to set out policies to deliver infrastructure and facilities including those for 'security'.</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.</p> <p>Continue to liaise with the Hampshire Constabulary as the Local Plan and the masterplans for the One Public Estate (Plaza area on central Havant) and particularly the Strategic Site are progressed. In the case of the latter, to ensure that if further facilities are required, for example a Neighbourhood Patrol Team base within a new community centre can be provided.</p>

Police

Conclusion & Action

Local Plan to consider:

- Inclusion of the Havant Police Station within the One Public Estate policy area as part of the wider regeneration proposals.
- Allocation of a combined site for the Police and Fire & Rescue Service close to the strategic road network.
- Potential needs within the Denvilles-Emsworth Strategic Site within the overall masterplan.

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Emergency Services

Fire and Rescue	
Lead Organisation(s)	Hampshire Fire and Rescue
Main Sources of Information	Hampshire Fire and Rescue Service Plan 2015-2020 Dialogue with Hampshire Fire and Rescue Property and Estates Manager Hampshire Strategic Infrastructure Statement - HCC (April 2017)
Existing Provision - current situation	<p>The Hampshire Fire and Rescue service covers the whole county including Southampton and Portsmouth. There are a total of 51 fire stations, 38 of which are retained service stations including those at Emsworth and Hayling Island.</p> <p>The 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. Resources are flexible enough to enable work in prevention as well as dealing with incidents of all types.</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). For example during the wettest recorded winter of 2013-14 many Hampshire villages and homes were struck by devastating storms. In one December night alone, Hampshire Fire and Rescue Service took 230 emergency calls and attended 120 incidents.</p>
Planned Provision - anticipated needs	<p>The Hampshire Fire and Rescue Service Plan 2015-2020 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 (on freehold rather than leasehold sites) 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</p>

Fire and Rescue

	<p>site is being sought for a combined facility with Hampshire Constabulary and the 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. Due to the need to ensure response times within as wide an area as possible, a site in the A27 corridor would be a less efficient alternative. This new station would replace the existing Havant Fire Station on Park Way, releasing the site for redevelopment, and potentially also those at Emsworth and Waterlooville.</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 is due for completion later this year, would cost about £6m (not including the cost of land).</p>
<p>Key Issues & Rationale</p>	<p>Hampshire Fire and Rescue works closely with partner agencies to assist communities and local businesses with pre-planning and education, enabling them to become more resilient to emergencies to help minimise disruption and reduce the dangers of large emergencies.</p> <p>Targets for the Service are as follows:</p> <ul style="list-style-type: none"> ▪ 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. ▪ 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. ▪ 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. <p>Where fire stations are manned by retained (volunteer) fire fighters, rather than full time personnel who are based at the fire station, they need to live within 4 minutes of the retained service 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 respond to 80% of critical incidents within eight minutes. Modelling of response times is carried out to ensure that the</p>

Fire and Rescue

	<p>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>Role of Planning Policy</p>	<p>The identification and allocation of a site for a new fire station, including combined facilities for the police and ambulance services, of 0.5-1 acre within the A3(M) corridor is a priority for the Local Plan 2036.</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>Conclusion & Action</p>	<p>The Local Plan 2036 should identify and allocate a site for a new fire station, including combined facilities for the police and ambulance services of 0.5-1 acre, within the A3(M) corridor.</p> <p>Guidance 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.</p>

Emergency Services

Ambulance

Lead Organisation(s)	South Central Ambulance Service
Main Sources of Information	South Central Ambulance Service (SCAS) website https://www.scas.nhs.uk SCAS Operational Plan 2017-19 (March 2017) SCAS Annual Report and Accounts 2016/17 Liaison with representative of SCAS

Existing Provision – current situation

The South Central Ambulance Service (SCAS) covers the area of Berkshire, Buckinghamshire, Hampshire and Oxfordshire. According to the 2016/16 Annual Report and Accounts it has 104 sites including resource centres, standby points, Non-Emergency Patient Transport Service bases and air ambulance bases, 325 frontline vehicles, 2 air ambulances, 3,333 members of staff, 943 active volunteer Community First Responders and Co-Responders and 98 volunteer drivers.

The Department of Health sets national targets for the percentage of calls responded to in 8 or 19 minutes depending on the priority of the call. The highest priority are Category A, subdivided into Red 1 calls (life threatening conditions such as cardiac arrest) and Red 2 calls (may still be life threatening but the condition is less time critical). The target for Red 1 and Red 2 calls is to receive an emergency response within eight minutes irrespective of location in 75% of cases. The final target, to be achieved in 95% of cases, measures the percentage of Red 1 and Red 2 calls where a fully equipped ambulance vehicle arrives within 19 minutes that is able to transport the patient in a clinically safe manner. The table below shows performance for SCAS as reported in the 2016/17 Annual Report.

TARGET	NATIONAL TARGET	ACTUAL 2016/17	ACTUAL 2015/16	ACTUAL 2014/15
RED 1	75%	73.3%	71.9%	75.0%
RED 2	75%	73.1%	72.7%	74.5%
19 MINUTE TRANSPORTATION TIME	95%	94.7%	94.4%	95.5%

Red call demand continues to rise and during 2016/17 there was a further 20%

Ambulance

increase on the previous year (and over 60% in the last five years). Over 40% of all calls are classified within the most urgent groups and this is a significant factor in national performance targets not being achieved. However SCAS performed the best of all NHS England ambulance trusts when measured on the same performance criteria.

Data obtained following a request under the Freedom of Information Act indicates that over the period during 2016/17 for which data was available the response times for Hayling Island averaged:

- Red 1 64%
- Red 2 64% and
- Red 19 91%.

Although worse than the average response times for the overall SCAS area, the Hayling Island situation is not generally worse than for the more remote rural communities within the SCAS region.

Response times can be affected by road traffic conditions but more so due the 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 (frequently a result of patients not being discharged due a lack of care home places or delays in arranging care in the home services).

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. At the end of March 2017 SCAS had trained 462 Co-Responders.

During 2016/17 a further 281 additional public access defibrillators (PADs) were installed in the SCAS region bringing the total to 981. 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.

Over 1,800 automatic external defibrillators (AEDs) and PADs can be found within the SCAS region via the SCAS' AED Locator App. On 28 October 2016 the SCAS launched a new improved App that in addition to telling people where their nearest AED is, should they come across someone in cardiac arrest, also guides them through how to carry out effective cardiopulmonary resuscitation (CPR) or

Ambulance

chest compressions. The App can currently identify the nearest AED in the South Central region and has the capability to expand to cover the whole UK. For example, it indicates that there are twelve AEDs on Hayling Island in addition to those held by the Community First Responders.

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.

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.

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.

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.

There is an ambulance garage at Waterlooville, however this is in a business unit rather than a purpose built facility.

Planned Provision – anticipated needs

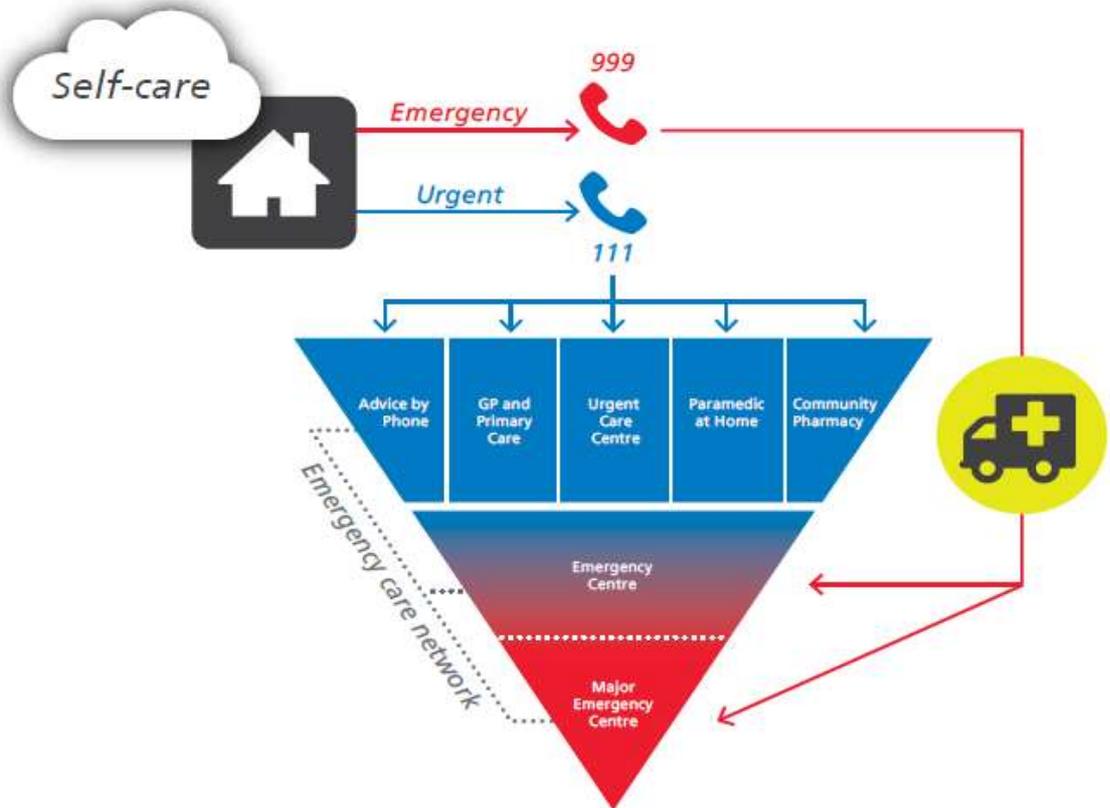
Demands on the Service are increasing annually and resources are not keeping up. Even when funding is available it can take a few years for planned increases in personnel to take effect. For example there is a three year degree course plus one year on the road before a new recruit may become a fully qualified and 'blue light' trained paramedic.

As for workers in other services, the 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

Ambulance

	<p>parked off road with a rest room for meal breaks (with toilet facilities) are needed. For example a stand-by point at Langstone would be close to the A27 and also to Hayling Island.</p> <p>On Hayling Island itself 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>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.</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).</p>
Key Issues & Rationale	<p>SCAS is more than a traditional (transporting) ambulance service. Increasingly, it is also a critical player in local care systems, offering simplified access to clinical assessment and sign-posting for people who are ill, injured or concerned about their health. The Service aims to offer the 'right care, first time', tailored to each individual's circumstances and needs, whether this is the immediate dispatch of an emergency team, clinical treatment at home, transport between health settings, referral to another service or simply telephone-based advice. The following diagram shows the SCAS model.</p>

Ambulance



Role of 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.
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- | | |
|---------------------|--|
| Conclusion & Action | <p>Local Plan to consider:</p> <ul style="list-style-type: none"> Allocation of a combined site for all the Emergency Services (Fire, Police and Ambulance) close to the strategic road network. Potential needs within the Denvilles-Emsworth Strategic Site within the overall masterplan. Developer contributions towards a CFR medical kit or automated external defibrillator for public access. |
|---------------------|--|

Emergency Services

Coastguard	
Lead Organisation(s)	HM Coastguard – The Maritime and Coastguard Agency
Main Sources of Information	Strategic Overview of Search and Rescue in the UK - UKSAR (January 2017) Government website
Existing Provision – current situation	<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 works to prevent the loss of life on the coast and at sea. The MCA produces legislation and guidance on maritime matters, and provides certification to seafarers. The MCA is an executive agency, sponsored by the Department for Transport. It is responsible in the UK for coastguard helicopter bases for search and rescue and for broadcasting maritime safety information.</p> <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. This includes the mobilisation, organisation and tasking of adequate resources to respond 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. Havant is covered by the base at Lee-on-Solent.</p> <p>In port and harbour areas, the overall responsibility for maritime search and rescue response and coordination rests with HM Coastguard. 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. These teams are strategically located around the UK coast, including one at Hayling Island. The Hayling Island Coastguard Station is a building located behind the beach at South Hayling (Eastoke).</p> <p>The role of a coastguard rescue officer includes:</p> <ul style="list-style-type: none"> • help rescue people trapped on the coast, e.g. on cliffs, stuck in mud or in

Coastguard

the water;

- search for missing people;
- report and deal with pollution and other hazards;
- help emergency services and local authorities during emergencies, e.g. flooding;
- gather information for the coastguard operations centre;
- go to schools, clubs and other public places to tell people about staying safe at sea and along the coast;
- carry out duties for the [Receiver of Wreck](#), e.g. dealing with wreckage or dead whales and dolphins on the shoreline.

Royal National Lifeboat Institution (RNLI)

The RNLI provides:

- 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;
- a lifeguard service on a seasonal basis;
- coastal safety, research and education programmes; and
- flood response.

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.

Planned Provision – anticipated needs	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.
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</p>

Coastguard

	time for free.
Key Issues & Rationale	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.
Role of Planning Policy	If new premises for the coastguard services are required within borough the Local Plan can identify and allocate a suitable site.
Conclusion & Action	The coastal search and rescue services are complementary to the other emergency services and require no specific known provisions within the Havant Borough Local Plan.

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Green & Blue

- 3.4 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.'*
- 3.5 Multifunctionality is central to the green infrastructure (GI) approach to land use planning. Where land performs a range of functions it affords a far greater range of social, environmental and economic benefits than might otherwise be delivered.
- 3.6 The Local Plan in making provision for housing to meet the demographic changes and assessed needs of the future population of the borough is faced with a wide range of serious environmental, social and economic challenges. GI represents an approach to land use that has a critical role in meeting many of these challenges. It achieves this through its multifunctional and connected nature and is underpinned by the concept of ecosystem services²³, an approach which recognises the many benefits that are generated by natural ecosystems. GI therefore needs to be afforded the same priority as more conventional infrastructural components.
- 3.7 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 beyond just connecting town with countryside. This connectivity can enhance public engagement with the natural environment, improve opportunities for biodiversity migration and assist in encouraging sustainable forms of travel and each asset can perform a range of functions.
- 3.8 Land-use planning's approach to GI, to demand more from the land in the most sustainable way, is therefore to promote the widest range of functions which can be performed by the same asset and unlocking the greatest number of benefits. GI can deliver the following diverse range of benefits:
- resilience to climate change - mitigation and adaptation;
 - maintaining adequate supplies of water;
 - managing flood risk – e.g. attenuating surface water run-off through SuDs;
 - managing coastal retreat;
 - safeguarding and encouraging biodiversity – through the provision of connected wildlife habitats that allow for species migration;
 - dealing with contamination – e.g. reed beds can remove pollutants leeching into water from historic landfill sites;

²³ Range of services provided by ecosystems and their constituent parts: water, soils, nutrients and organisms.

- the importance of place-making in sustainable communities;
- local distinctiveness - maintaining sense of place and separate identities;
- social cohesion – focus for community participation and linking neighbouring communities;
- public health and wellbeing – e.g. informal and active recreation opportunities close to peoples homes;
- reconnecting people with the natural environment – including educational opportunities;
- economic productivity – e.g. attractive settings for business parks have a positive impact on land and property markets and investments;
- security of food supplies – e.g. through allotments, community orchards and gardens;
- security of energy supplies; and
- sustainable use of a finite land resource.

3.9 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. Funding therefore 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 Management Company and charges imposed on the residents of the new development.

3.10 It should be noted that Open Space as a topic is considered separately in the Playing Pitches and Open Space Strategy.

Green & Blue

Coast & Flood Risk Management	
Lead Organisation(s)	Havant Borough Council, through the Eastern Solent Coastal Partnership Environment Agency
Main Sources of Information	<p>North Solent Shoreline Management Plan (December 2010)</p> <p>Portchester Castle to Emsworth Coastal Flood and Erosion Risk Management Strategy – Environment Agency (September 2012)</p> <p>Correspondence and meeting with the Eastern Solent Coastal Partnership and information on the ESCP website</p> <p>Liaison with the Environment Agency</p>
Existing Provision – current situation	<p>The borough has a coastline with a total length of 48km, all of which is subject to international and national nature conservation designations.</p> <p>The Shoreline Management Plan (SMP) is a non-statutory policy document that is reviewed every 10 years. It assesses the risks associated with coastal evolution and processes, such as those associated with waves and tides, and how they are likely to be affected by climate change. It aims to help reduce these risks to people, property and the historic and natural environment. The main objective of a SMP is to identify sustainable long-term policies for the coast to manage risks, based on four standards:</p> <ul style="list-style-type: none"> • Hold the line – maintain or change the standard of protection provided by existing coastal defences. • Advance the line - build new defences on the seaward side of the original defences. • Managed realignment - allow the shoreline to move backwards or forwards, with management to control or limit movement. • No active intervention - do nothing, therefore no investment in coastal defences or operations. <p>The SMP considers coastal objectives, policies and management over 100 years, divided into time periods or ‘epochs’:</p> <ul style="list-style-type: none"> • Epoch 1 – present day – years 0-20; • Epoch 2 – medium term – years 20-50; • Epoch 3 – long term – years 50-100. <p>More detailed Coastal Strategies are then progressed, subject to funding, to consider the options available for protecting the coastline and identify appropriate schemes which are economically, socially and environmentally acceptable to implement the policies.</p>

Coast & Flood Risk Management

The Portchester Castle to Emsworth Flood and Coastal Erosion Risk Management (FCERM) Strategy was completed in 2013 by the Environment Agency in partnership with the local authorities and the Eastern Solent Coastal Partnership. The estimated cost of implementing the schemes at that time was £113 million. Within the Borough there are tidal walls, quays, bunds, and banks to mitigate sea flooding; and river walls, bunds, banks and culverts to mitigate river flooding. However various standards of protection exist within the flood zones.

Hayling Island

Some areas (e.g. parts of Eastoke, Selsmore 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 by the ESCP in 2013 and protects approximately 1700 homes from flooding over the next hundred years.

Planned
Provision –
anticipated
needs

Current information indicates that there are few locations along the Borough's coastline where construction of significant new flood defences will be economically justifiable or ecologically acceptable due to the international nature conservation designations.

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 in order to offset the losses of habitat through coastal squeeze where 'hold the line' policies are implemented.

The 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.

Around Hayling Island the policy varies with 'hold the line' along the northern shore either side of Langstone Bridge including Northney Marina, all along the southern coast and up to Newtown (in the west) and Mengham (in the east). Along the east coast from Northney Farm to Mengham the policy is 'hold the line' but there is no public funding available and part of the coastline is subject to further studies to consider potential 'managed realignment'. On the west coast from north of Newtown parallel to West Lane the policy is 'no active intervention'. This includes the

Coast & Flood Risk Management

vulnerable Hayling Billy Trail which would need to be rerouted further inland in order to avoid being lost through erosion. The 'hold the line' policy in the vicinity of Stoke Common is subject to further detailed studies which may consider regulated tidal exchange or 'managed realignment'

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.

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.

Havant & Bedhampton

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.

The Langstone Coastal Flood & Erosion Risk Management Scheme is intended to reduce flood risk to some 59 existing residential properties. This scheme may also result in a reduction in risk to the A3023 road link. The ESCP is in the process of submitting a business case to secure grant funding from Defra via the Environment Agency to undertake the outline design stage of this scheme. There is no guarantee that funding will be made available and a significant contribution will be needed from other sources of funding for scheme construction. Some money has been secured from HBC CIL funding for the outline design stage and a further bid has been made to try and secure the necessary funding for detailed design and construction. Subject to securing funding the scheme is estimated to be completed in 2021/22.

Some works have been carried out recently to some failed sections of the revetment near the Broadmarsh Coastal Park due to storms over the winter of 2015/16, and in the spring of 2016. The revetment was originally constructed to protect reclaimed land behind where failures of the

Coast & Flood Risk Management

revetment could expose landfill and potentially pollute Langstone Harbour.

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.

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. The outline design stage for Southmoor scheme is currently being delivered by the Environment Agency. Subject to securing funding for construction it is estimated that the scheme will be completed by 2019/20.

Hayling Island

There is currently no FCERM strategy in place for Hayling Island however the ESCP is in the process of bidding for Environment Agency funding to undertake one. There is no guarantee that funding will be granted and the business case is planned for submission in late 2017 for a decision in early 2018. If funding is secured from the Environment Agency the project would take 2 to 3 years to deliver.

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.

Habitat creation schemes have also been identified for Hayling Island at Northney, Tournerbury and Stoke. These are required to compensate for the loss of intertidal habitat arising from coastal squeeze. Funding has not been identified and more will be known on completion of the Solent Wide Birds Study²⁴ which is looking at the impact on high water roost sites from shoreline management and other activities.

Sources of Funding

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.

²⁴ www.solentbirds.org.uk

Coast & Flood Risk Management

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.

A House of Commons Briefing Paper²⁵ 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."

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.

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 website²⁶.

Key Issues & Rationale

The coast is extremely dynamic and continually evolving; the extent and rate of coastal change is due in part to the degree of exposure of the coast to waves and tides, and the local geology.

The entire borough coastline abounds with important habitats, birds and

²⁵ [Number CBP07514 – Flood risk management and funding \(13 June 2017\)](#)

²⁶ <https://www.gov.uk/government/publications/river-and-coastal-maintenance-programme>

Coast & Flood Risk Management

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.

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.

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.

Role of Planning Policy

The NPPF in paragraph 99 expects Local Plans to take account of climate change over the long term, including factors such as flood risk and coastal change with new development being planned to avoid increased vulnerability to the range of impacts arising from climate change. Paragraph states that, *'When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.'*

In paragraph 100, *'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.'*

The [Planning Practice Guidance on Flood Risk and Coastal Change](#) published since the NPPF provides more detail.

Paragraph 106, states that 'local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast and that they should identify Coastal Change Management Areas where development would be restricted.

Policy AL4 identifies Coastal Change Management Areas where development is to be restricted in accordance with the NPPF requirements. These are designated at West Hayling and Hayling Beachfront.

Core Strategy policy CS15 Flood and Coastal Erosion Risk refers to working with partners to implement the Coastal Policy Zones in the North

Coast & Flood Risk Management

Solent SMP *‘to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.’*

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.

Conclusion & Action

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.

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.

Contributions from new development may increase the chances of accessing grant aid funding.

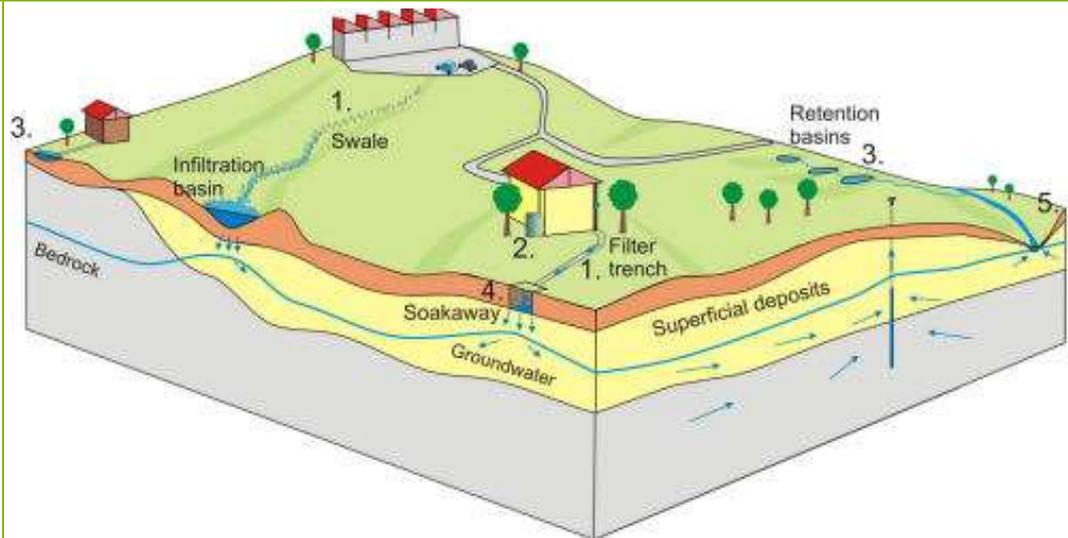
Green & Blue

SUDS and Other Drainage Systems	
Lead Organisation(s)	Hampshire County Council (Lead Local Flood Authority)
Main Sources of Information	<p>Liaison with the Flood & Water Management Team at Hampshire County Council and with the Civil Engineering Team Leader at Havant Borough Council</p> <p>Surface Water and Sustainable Drainage Guidance for Developers, Designers and Planners – Hampshire County Council (November 2015)</p> <p>British Geological Survey website</p> <p>Flood Risk Management Guidance for Landowners - Hampshire County Council (February 2016)</p> <p>The SuDS Manual – CIRIA (2007)</p> <p>Non-Statutory Technical Standards for Sustainable Drainage: Practice Guidance – Local Authority SuDS Officer Organisation (LASOO)</p> <p>Emsworth Flood Risk Strategy Review – Havant Borough Council (March 2015)</p> <p>Living On The Edge: A guide to your rights and responsibilities of riverside ownership – Environment Agency (October 2014)</p>
Existing Provision – current situation	<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 overwhelmed²⁷. 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, as illustrated below²⁸. 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>

²⁷ It should be noted that surface water rarely goes to foul water sewers but may still be polluted from car parks and road runoff

²⁸ Source: British Geological Survey www.bgs.ac.uk

SUDS and Other Drainage Systems



During a storm event, surface water flows through vegetated swales and filter trenches that remove pollutants (1). Detention systems delay and reduce flow by: storage of water for re-use e.g. in water butts (2), storage in ponds (3), or infiltration of water to the ground through infiltration basins and soakaways (4). This process improves the quality of water in rivers and decreases peak river discharge (5).

When development occurs it is crucial to slow the rate at which water reaches receptors, to mimic a natural state (the “time of concentration”). Although it will vary with the weather and ground conditions, in a field with ditches water flow may take 30 minutes to reach a stream compared with an urban situation which is usually significantly less.

Emsworth 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.

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.

SuDS can maintain groundwater recharge through infiltration, maintain and increase biodiversity, provide amenity and green open spaces, and improve water quality.

Westbourne Road in Emsworth had a history of flooding, so surface water from the new Hampshire Farm development drains into a balancing pond

SUDS and Other Drainage Systems

on route to the River Ems.

Whilst balancing ponds can support wildlife they will need to be fenced off to prevent public access for safety reasons if their design necessitates a deep pond. This clearly reduces the amenity value of the feature and is to be avoided wherever practicable. Shallow ponds can integrate public access to the edge; however these take up a larger area. However land take can be reduced by the use of shelved ponds which provide capacity and also initial shallow depths. 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.

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 website²⁹.

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.

Fields to the northern part of West Lane are drained by a pond which often overflows the Hayling Billy Trail.

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.

Planned

Hampshire County Council currently has no flood prevention or drainage

²⁹ <https://www.gov.uk/government/publications/river-and-coastal-maintenance-programme>

SUDS and Other Drainage Systems

Provision – anticipated needs

schemes planned for Havant Borough.

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.

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, however the following in particular should be noted regarding potential site allocations:

- UE02b Land North and West of Selangor Avenue - currently runoff onto Havant Road causes flooding; opportunity for addressing problems in Nore Farm Avenue area by diverting watercourse through site and/or storage additional to development needs.
- UE76 Long Copse Lane, Emsworth - currently considerable off-site runoff causes flooding downstream in Long Copse Lane and Redlands Lane so requires storage additional to development needs.
- H14 Portsmouth Water HQ – heavily influenced by spring activity but opportunity for good water-based landscaping as part of drainage strategy.
- H19 Land at end of Palk Road – likely influence of spring activity / aquifer zone; Hermitage Stream close by.
- H82 Kingscroft Farm, South of Ranelagh Road – SuDS infiltration limited by aquifer zone.
- UE28 Littlepark House, Bedhampton – watercourse in deep ravine to south of site currently causes flooding downstream.
- UE02a/UE53 Land East of Castle Avenue – dew ponds and possible spring.
- UE55 Southleigh Park House – SuDS interaction with spring zone.
- UE68 Forty Acres – SuDS needs to outside flood zone to be effective and water table influenced by tide.
- UE75 Helmsley House – SuDS design influenced by spring line lower down hill.
- Denvilles-Emsworth Strategic Site – spring line arisings lie just north of Southleigh Road so a pond is needed to hold water north of the A27, located in an area that isn't at flood risk. A SuDS masterplan will be required.
- UE18 Station Road (West of Furniss Way) and UE78 Land East of Fathoms Reach, Hayling Island – SuDS affected by tide locking which

SUDS and Other Drainage Systems

	<p>requires maintenance of watercourse downstream of site to coast.</p> <ul style="list-style-type: none"> • L83 Riders Lane Allotments – requires storage / attenuation before outfall to Hermitage Stream. • UE6a Land North of Cabbagefield Row, Leigh Park – SuDS design will need to incorporate attenuation to prevent flooding in Warren Park area. • W63 154 London Road, Waterlooville – significant SuDS likely to be needed due to significant drainage implications further downhill. • UE72 Land North of Fort Purbrook – drainage affected by old clay quarries.
Sources of Funding	<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>See below regarding the funding of on-going maintenance.</p>
Key Issues & Rationale	<p>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.</p> <p>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.</p> <p>Although SuDS can be retrofitted the principle is that schemes are to mitigate the impacts of new development, not deal with pre-existing problems; however when designing systems developers should take</p>

SUDS and Other Drainage Systems

account of upstream flows.

The Flood and Water Management Act (FWMA) 2010 places a number of duties on Hampshire County Council as the Lead Local Flood Authority (LLFA) for the two tier areas of the county including Havant borough. This role includes managing local flood risk from surface water (rainfall runoff) and groundwater (when heavy or prolonged rainfall makes the water table rise above its normal level), and ordinary watercourses (including ditches, culvert, streams and rivers that are not main rivers).

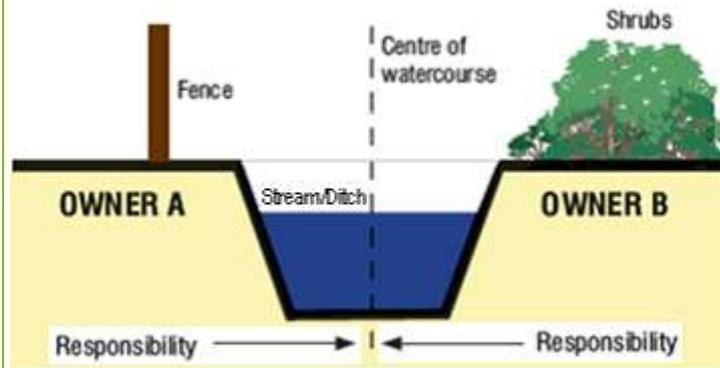
The Environment Agency has a strategic overview of all sources of flooding and coastal erosion (as defined in the Flood and Water Management Act 2010). It is also responsible for flood and coastal erosion risk management activities on main rivers and the coast.

Under the FWMA, all flood risk management authorities have a 'duty to cooperate' with each other. As Lead Local Flood Authority (LLFA), Hampshire County Council has established a Strategic Flood & 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.

While the Act also proposed to establish a Sustainable Drainage Systems Approval Body, this part of the Act has not been enabled. Instead the Government has made LLFAs statutory consultees on major developments³⁰. The expected process for adoption of SuDS by the SAB is therefore not in place 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 vehicle. The Act provides consenting powers over works to ordinary water courses. Hampshire County Council can undertake scrutiny activity to ensure flood risk management is appropriately exercised. The LLFA has a duty to establish and maintain a register of structures that affect flood risk, including third party assets.

³⁰ [Sustainable drainage systems: Written statement - HCWS161](#)

SUDS and Other Drainage Systems



Under common law, property owners are the riparian owner of any watercourse both within and adjacent to the boundaries of their property. Where a watercourse is between two or more property boundaries each owner may be equally responsible. As shown in the Figure above, even if the Title Deeds for Owner A's property show the boundary to be the fence, they have riparian rights and responsibilities to the centre of the watercourse.

If the property is adjacent to a highway, in most circumstances the adjoining property owner is responsible for the whole water-course even though the highway boundary may include a hedge or treeline. These responsibilities include maintaining the bed and banks of the watercourse, keeping it free of obstructions and not causing it to become polluted. The same applies to culverts: as it is the landowner's responsibility to let water flow through their land they must clear a blocked culvert on or under their property.

Works to a watercourse may require consent. Proposals to connect SuDS to an ordinary watercourse will need Consent from the LLFA. The [HCC Guide to Ordinary Watercourse Consenting](#) shows examples of structures requiring consent. 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 connect to, e.g. sewer systems or ditches on adjoining land.

Some assessment of the likely area (how much space would be needed) and volume of drainage infrastructure required as part of the major proposed developments 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](#).

Information on flood risk is available from the [Hampshire Local Flood Risk Management Strategy](#), the PUSH Strategic Flood Risk Assessment

SUDS and Other Drainage Systems

mapping and surface water mapping produced by the Environment Agency can indicate where groundwater emerges, areas affected by overland flows, and where water tends to collect. Historical events are mapped by HCC although not all are fully investigated and detailed but a cluster of dots on a map can indicate trouble spots. Geological information will indicate the potential for infiltration and 'made ground' can alter conditions. A hydrological assessment by the applicant is therefore likely to be advised by the Local Planning Authority in such areas.

Design standards of SuDS and drains cannot always cater for the most intense storm so there may occasionally be a period when residents or road users are inconvenienced. However developers should provide information on volume and routing of exceedance flows to show that a failure in the system would not lead to flooding either on or off the site to enable the LLFA to meet its duty as statutory consultee in commenting on planning applications.

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 only³¹.

The presence of drainage ditches may well indicate some degree of surface water flood risk. Where there are a number of drainage ditches, developers will need to consider whether any additional fluvial flood modelling is required.

The [DCLG ministerial statement](#) released in December 2014 states that the Local Planning Authority (LPA) should "*ensure that through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development.*" It should be noted that HCC, as LLFA, will require evidence of an agreement from the designated adopting body/management company and a maintenance schedule.

As a consequence 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.

³¹ HCC as Highway Authority is currently preparing guidance on adoption and where commuted sums will be required.

SUDS and Other Drainage Systems

	<p>However the Highway Authority does not 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>Further information is available from the Construction Industry Research and Information Association (CIRIA). The CIRIA guidance, including the SuDS Manual, can be found on the Susdrain website³². In addition to the HCC guidance for developers referred to above, HCC also provides a checklist for developers.</p> <p>HCC is updating the Local Flood Risk Management Strategy and a policy on how the LLFA will deal with SuDS is expected to be published early in 2018.</p>
<p>Role of Planning Policy</p>	<p>The NPPF in paragraph 100 states, <i>‘Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.’</i></p> <p>Separate Technical Guidance published alongside the NPPF provides more detail.</p> <p>The NPPF in paragraph 103 with regard to the determination of planning applications seeks to ensure that development is appropriately flood resilient and resistant and <i>‘it gives priority to the use of sustainable drainage systems.’</i></p> <p>Proposals should consider the location of discharge as a hierarchy; 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"> <i>1. into the ground (infiltration);</i> <i>2. to a surface water body;</i> <i>3. to a surface water sewer, highway drain, or another drainage system;</i> <i>4. to a combined sewer.”</i> <p>In the Borough there are no combined sewers and hence (4) above does not apply.</p> <p>SuDS and drainage systems need to form an integral part of development,</p>

³² <http://www.susdrain.org/resources/ciria-guidance.html>

SUDS and Other Drainage Systems

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.

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.

All development should be expected to use sustainable drainage measures, laid out in accordance with an approved surface water drainage strategy. If there are specific circumstances where this is not possible due to reasons of contamination this should be set out in a Flood Risk Assessment. Even then there may be solutions to enable water to be held on site such as lining ponds with a membrane, or using a tank, or even at a property level, water butts and oversized gutters. Drainage usually relies on gravity but it can be pumped although this is clearly less sustainable depending on the source of the power.

SuDS and drainage should not normally be a reason to prevent development as there will be a technically feasible solution.

It is the role of planning policy to ensure that the right solution can be provided on site.

Policy CS15, which is being replaced by new policy E12, includes requirements for SuDS.

Policy DM25, that addressed the need for managing flood risk in Emsworth, is being replaced with a new policy that considers drainage infrastructure in new development generally. New policy E13 expects there to be no net increase in surface water run-off (and where possible a reduction in run-off) as a result of development. Also, that drainage systems meet the drainage needs of the development over its lifetime and do not increase flood risk elsewhere.

SUDS and Other Drainage Systems

Conclusion & Action

There is a plethora of guidance concerning how requirements for SuDS can be met which the supporting text of policies can point to.

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.

All development should be required to incorporate SuDS, where feasible:

- In accordance with the drainage hierarchy³³;
- Designed to reduce the risk of surface water flooding;
- Giving priority to naturalistic solutions incorporated into the landscaping scheme; and
- Including details for future maintenance.

Phased development must consider how the SuDS element is delivered and protected during construction.

³³ First principles for draining a new development of surface water – ie 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.

Green & Blue

Green Routes	
Lead Organisation(s)	Hampshire County Council as Highway Authority
Main Sources of Information	Hampshire Countryside Access Plan 2015-2025 Liaison with Hampshire County Council officers.
Existing Provision – current situation	<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>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 of these 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>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 have also have rights to ride) to other parts of the country:</p> <ul style="list-style-type: none"> • Langstone Harbour Waterside Walk (14 miles); • Shipwrights Way (Alice Holt Forest - Portsmouth, 50 miles); • Solent Way (Emsworth - Milford on Sea, 60 miles); • Staunton Way (Staunton Country Park - Queen Elizabeth Country Park, 20 miles); • Sussex Border Path (Emsworth - Rye, 150 miles);

Green Routes

	<ul style="list-style-type: none"> • Wayfarers Walk (Emsworth - Newbury, 70 miles).
<p>Planned Provision – anticipated needs</p>	<p>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 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.</p> <p>Natural England has committed to provide a complete England Coast Path by 2020.</p> <p><u>Emsworth</u></p> <p>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.</p> <p>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.</p> <p><u>Havant & Bedhampton</u></p> <p>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.</p> <p>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) would be diverted onto the new bund, allowing a breaching of the existing sea wall.</p> <p><u>Leigh Park</u></p> <p>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.</p>

Green Routes

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 bid to CIL funds has been made in 2017 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.

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.

Green Routes

	<p><u>Waterlooville</u></p> <p>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.</p> <p><u>Denvilles-Emsworth Strategic Site</u></p> <p>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.</p>
Sources of Funding	<p>Due to the range of providers and partners involved in projects funding may be found from a variety of sources.</p> <p>As Highway Authority, Hampshire County Council has limited funds for maintaining the current network so improvements and new links may be reliant on S106 or CIL. 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>
Key Issues & Rationale	<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 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.</p>

Green Routes

	<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>Role of Planning Policy</p>	<p>The NPPF states that local planning authorities through local plans should be, <i>‘planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure’</i>.</p> <p>In addition, the NPPF states that, <i>‘Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.’</i></p> <p>Whether master planning a new strategic development area or bringing forward smaller sites for development, opportunities should be taken where available to enhance the rights of way network to improve connectivity and support sustainable travel. Such improvements should be sought within relevant site specific allocations too.</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. Local Plan Policy CS13 (updated as E2 in the HBLP 2036) which seeks protection, enhancement and provision of new green infrastructure makes reference in the supporting text to key public rights of way. 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> <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>Local Plan Policy AL7 (updated as E5 in the HBLP 2036) aims to ensure that proposals do not prevent the implementation of future phases of the Hermitage Stream restoration project.</p>
<p>Conclusion &</p>	<p>In addition to their role in providing habitat and wildlife corridors, green</p>

Green Routes

Action

routes enable active and sustainable travel helping both physical and mental wellbeing and reducing congestion.

Policy for the Denvilles-Emsworth 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.

CONFIDENTIAL

Green & Blue

Ecology & SPA Mitigation

Lead Organisation(s)	Solent Recreation Mitigation Partnership
Main Sources of Information	<p>Interim Solent Recreation Mitigation Strategy - Solent Recreation Mitigation Partnership (December 2014)</p> <p>Bird Aware Solent website http://www.birdaware.org/home</p> <p>Definitive Solent Recreation Mitigation Strategy - Solent Recreation Mitigation Partnership (Consultation Draft - July 2017)</p>
Existing Provision – current situation	<p>The Solent Recreation Mitigation Strategy started as a research project commissioned by the Partnership for Urban South Hampshire authorities in partnership with Natural England, the Royal Society for the Protection of Birds, Hampshire & Isle of Wight Wildlife Trust and Chichester Harbour Conservancy to investigate the impact of recreational activities on protected birds within the Solent Special Protection Areas.</p> <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, and planned new housing is set to increase that figure. 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.</p> <p>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>



The 5.6 kilometre zone around the Solent Special Protection Areas

Planned Provision – 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. A definitive strategy has therefore been proposed to fulfil the need to fund mitigation measures in the area in perpetuity.

The strategy set out in this document, aims to prevent harm to the SPAs. It seeks to do this through a series of management measures which actively encourage all coastal visitors to enjoy their visits in a responsible manner rather than restricting access to the coast or preventing activities that take place there. Prepared by the Solent Recreation Mitigation Partnership of local authorities and conservation bodies, the strategy proposes:-

- a team of 5-7 coastal rangers to advise people on how to avoid bird disturbance, liaise with landowners, host school visits, etc.;
- communications, marketing and education initiatives and a part-time officer to implement them;
- initiatives to encourage responsible dog walking and a full-time officer to implement them;
- preparation of codes of conduct for a variety of coastal activities;
- site-specific projects to better manage visitors and provide secure habitats for

Ecology & SPA Mitigation

	<p>the birds;</p> <ul style="list-style-type: none"> • providing new/enhanced greenspaces as an alternative to visiting the coast; • a partnership manager to coordinate and manage all the above.
<p>Sources of Funding</p>	<p>Since 30th June 2014, HBC has been seeking avoidance and mitigation packages, generally comprising a financial contribution towards the Solent Recreation Mitigation Partnership (SRMP) strategy. The contribution of £181 per dwelling (updated 1 April 2017 for inflation) is based on the adopted Interim Strategy and is required to mitigate against the effects of recreational disturbance on the Solent Special Protection Area (SPA). Monitoring and administration fees are added (currently £9.00 per dwelling and £20 per Unilateral Undertaking).</p> <p>Moving to the more comprehensive definitive strategy and fulfilling the need to fund mitigation measures in perpetuity, this is set to rise to an average of £564 per new dwelling. The contribution calculations are detailed in the draft document. As larger properties can accommodate more people with the potential for larger numbers of visitors to the coast the Draft Definitive Mitigation Strategy proposes a sliding scale of contributions, as follows:</p> <ul style="list-style-type: none"> • £337 for 1 bedroom dwelling • £487 for 2 bedroom dwelling • £637 for 3 bedroom dwelling • £749 for 4 bedroom dwelling • £880 for 5 bedrooms or more. <p>Some funding has recently 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 & Rationale</p>	<p>The protection afforded by the SPA designations has particular consequences for development. Under the Habitats Regulations³⁴ 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</p>

³⁴ The Conservation of Habitats and Species Regulations 2010 (and subsequent amendments)

Ecology & SPA Mitigation

	<p>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>The authorities pool the developer contributions received and implement the mitigation measures through the Solent Recreation Mitigation Partnership. The contributions received by the authorities are transferred quarterly to the Partnership.</p>
<p>Role of Planning Policy</p>	<p>The NPPF in paragraph 114 states that local planning authorities should: <i>‘set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.’</i></p> <p>Policy CS21 of the Local Plan (Core Strategy) and Policy DM24 of the Local Plan (Allocations) provide the policy basis for the collection of the Solent Recreation Mitigation Strategy contribution, which is applied to all new development of one or more dwellings.</p>
<p>Conclusion & Action</p>	<p>While the reason for the Solent Recreation Mitigation Strategy is enshrined in the Habitats Regulations, the Local Plan policy needs to continue to provide the basis for the developer’s contributions.</p>

Health

Primary Care	
Lead Organisation(s)	South Eastern Hampshire Clinical Commissioning Group (SEHCCG)
Main Sources of Information	<p>Correspondence and meetings with officers from the SEHCCG and practice managers</p> <p>Better Local Care website http://www.betterlocalcare.org.uk/#</p> <p>General Practice Forward View – NHS England (April 2016)</p> <p>Presentation to the Hayling Island Infrastructure Advisory Committee (3 May 2017)</p>
Existing Provision – current situation	<p>The Havant Better Local Care area has a total patient population of 76,485 (as of April 2016) which stretches across Havant, Emsworth and Hayling Island.</p> <p>A total of eight GP Practices from the area 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 way that Primary Care is being provided to communities is evolving. 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>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 their own patient records. Local GPs are also trialling 'eConsult'³⁵, an online service to improve access to medical advice. For those</p>

³⁵ 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

Primary Care

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.

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 of the team supporting the doctors.

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.

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.

While some clinics and medical practices are in the ownership of the SEHCCG others may be owned by the group practices themselves or by a property company.

Oak Park Community Clinic

The wider Havant area is served by the Oak Park Community Clinic on Lavant Drive, Havant. After 18 months of construction the building was opened to patients in December 2012. 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.

Primary Care

- 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

The existing surgery building does not meet the requirements for space moving forwards.

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 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 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 however this facility is to be included in the wider area regeneration proposals.

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.

Planned
Provision –
anticipated

Oak Park and Havant Health Centre

The 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

Primary Care

needs	<p>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.</p> <p><u>Emsworth Surgery and the Southleigh Strategic Site</u></p> <p>Consideration has been given to the use of the Cottage Hospital which is centrally located and is owned by NHS Property Services. However it is not fit for purpose so the plan is to replace the existing surgery with a new building. An application for capital has been submitted and the sum of £4.4m is available to deliver on a readily available site for a limited period of time.</p> <p>Within the terms of the S106 planning agreement for the Hampshire Farm development a site (Redlands Grange) has been set aside for a doctor's surgery and pharmacy. This part of the agreement is time limited with discussions and negotiations 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. While the new population arising would generate the need for one-two additional doctors they would be located within an existing practice under the MCP model.</p> <p><u>Leigh Park</u></p> <p>Following a successful bid by the Council to the Estate Regeneration Fund HBC is working with the NHS and HCC on the feasibility and options for the Leigh Park Centre Community and Wellbeing Hub Project to include replacement of the health facilities. This has the potential to create a Local Health Hub – smaller than the area health hub at Oak Park. However the likely timeframe for this is unknown at present, and no capital expenditure has been identified by the NHS as yet.</p> <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	Funding for the NHS comes directly from taxation. Since the NHS transformation in 2013, the NHS payment system has become underpinned

Primary Care

by legislation.

The services of GP Practices are commissioned by the CCG and paid per head of population.

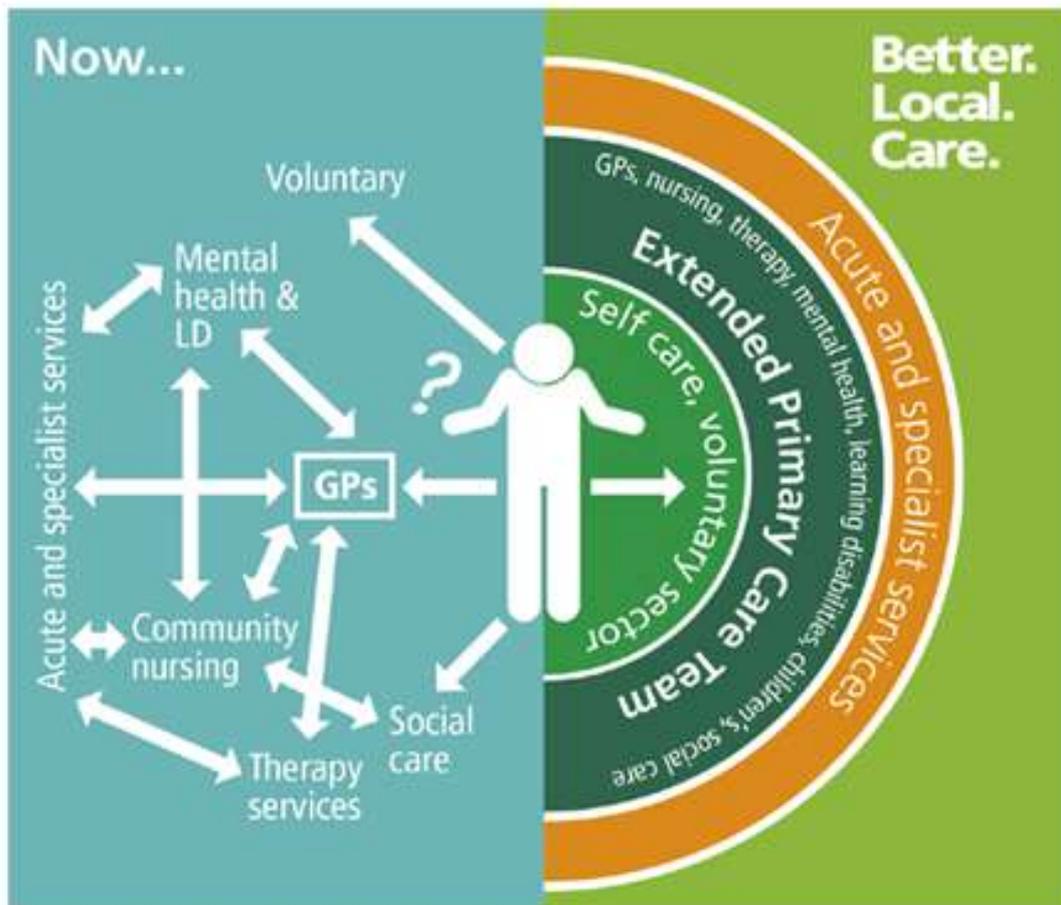
Key Issues & Rationale

The model of primary care services is changing as set out in the General Practice 5 year Forward View³⁶. 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.

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.

³⁶ [General Practice Forward View – NHS England \(April 2016\)](#)

Primary Care



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. This is enabling the patient / doctor ratio to be extended up to 3,000 patients / doctor.

Role of Planning Policy

The built and natural environments are major determinants of health and wellbeing. Of the three dimensions to sustainable development, planning's social role includes supporting healthy communities. The NPPF (paragraph 73) includes having access to high quality open spaces and opportunities for sport and recreation as making an important contribution to the health and well-being of communities. Health is also an issue for planning to ensure that new development is appropriate for its location to prevent unacceptable risks from pollution (paragraph 120) and avoid adverse impacts from noise (paragraph 123).

The NPPF (paragraph 156) 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 the provision of

Primary Care

health facilities. In paragraph 171 on health and well-being, '*Local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population ...*'

The Planning Practice Guidance also defines a healthy community as '*a good place to grow up and grow old in.*' Some specifics include encouraging active healthy lifestyles by ensuring good access to local services and facilities by walking, cycling and public transport. Also the creation of healthy living environments for people of all ages which support social interaction and are adaptable to the needs of an increasingly elderly population and those with sensory or mobility impairments.

Core Strategy Policy CS1 Health and Wellbeing covers most of the aspects referred to the NPPF above including retention and provision of recreation, sports and leisure facilities and increasing opportunities for cycling and walking. It also includes the opportunities for growing healthy food as well as exercise afforded by the provision of allotments.

Conclusion & Action

Both the One Public Estate project at the Civic Campus and the Leigh Park Centre Community and Wellbeing Hub Regeneration Projects provide the opportunity to create new and improved health facilities to meet the needs of the growing and ageing population.

While the development of the Strategic Site and other sites in the Emsworth area will require additional GPs these could be accommodated subject to the Emsworth Surgery finding a suitable new site / premises that will be capable of further expansion in the future.

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

Health

Acute Care	
Lead Organisation(s)	Portsmouth Hospitals NHS Trust
Main Sources of Information	Portsmouth Hospitals NHS Trust website http://www.porthosp.nhs.uk Portsmouth Hospitals NHS Trust Quality Report – Care Quality Commission (June 2015) Portsmouth Hospitals NHS Trust Annual Report and Accounts 2015/16
Existing Provision – current situation	<p>The majority of Borough residents access their emergency and acute care from Queen Alexandra Hospital (QAH) in Cosham with a smaller number of patients accessing care (both routine and emergency) at St Richards Hospital, Chichester.</p> <p>At QAH, the Portsmouth Hospitals NHS Trust provides a full range of elective and emergency medical and surgical services to a local community of approximately 675,000 people living in Portsmouth and the surrounding areas of South East Hampshire. It provides some tertiary services to a wider catchment of approximately two million people. The trust also provides specialist renal and transplantation services and is host to the largest of five Ministry of Defence Hospital Units in England. Ministry of Defence staff work alongside NHS staff in the trust but have a separate leadership command structure. The trust employs over 7,000 staff. The hospital has approximately 1,250 inpatient beds (including cots), and in 2015/16 had some 144,000 emergency attendances, 502,000 outpatient attendances 65,000 emergency admissions, 80,000 planned admissions and 6,000 births.</p> <p>The QAH site has gone through a major redevelopment to create a modern and 'fit for purpose' hospital, which was completed in 2009. However the QAH has hit the headlines on a number of occasions recently due to the large number of ambulances queued up waiting to deliver patients via the Emergency Department. The Care Quality Commission reported two years ago that the Trust's services were 'outstanding' for being caring and 'good' at being effective but required improvement in areas of safety, responsiveness and leadership. The trust was not meeting national targets³⁷ for the timely handover of patients from ambulances and bed</p>

³⁷ 95% of patients to be admitted, discharged or transferred from A&E within four hours

Acute Care

	<p>occupancy was consistently higher than the national average³⁸. The Trust was required to make immediate improvements to the emergency services department systems of management which it continues to address.</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>
<p>Planned Provision – anticipated needs</p>	<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. QAH is in the first cohort of hospitals facing the challenges of an ageing population:</p> <ul style="list-style-type: none"> • By 2032 28% of the catchment population will be over 65 years of age, significantly higher than the England average of 22%. • 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%. <p>In addition, some 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 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.</p>
<p>Sources of</p>	<p>The NHS is funded almost entirely from general taxation and National</p>

³⁸ 92% (January 2014 to March 2015) compared to the England average of 88%, and the 85% level at which it is generally accepted that bed occupancy can start to affect the quality of care provided to patients and the orderly running of the hospital.

Acute Care

Funding	<p>Insurance contributions. A very small proportion³⁹ is generated by user charges (charges for prescriptions, dental treatment and spectacles) also through parking charges and land sales. 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.</p>
Key Issues & Rationale	<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"> • Developing care pathways to reduce multiple handovers and offer a streamlined and targeted service – for example the diabetes service. • Reducing the need for hospital admissions for the frail and elderly, and those with long term conditions. • Supporting self-management and long term prevention of ill-health working closely with Public Health.
Role of Planning Policy	<p>See this section in ‘Health – Primary Care’ above.</p>
Conclusion & Action	<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>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.</p>

³⁹ 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>

Social

Community Centres	
Lead Organisation(s)	Havant Borough Council
Main Sources of Information	Havant Borough Council Website Liaison with Officers from HBC's Community Services Websites of the various Community Associations
Existing Provision - current situation	<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.</p> <p>Current provision is as follows:</p> <ul style="list-style-type: none"> ▪ 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

Community Centres

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

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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.

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 however the latter have been reducing in number as they become unviable as businesses and demolished or refurbished for alternative uses.

Planned Provision - anticipated needs

Emsworth

Emsworth Community Centre is run by the Emsworth Community Association. With the increase in the local population that is anticipated up to 2020 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. An upgrade of the interior facilities to modern standards is also intended. Although some funds have been raised through grants and fund raising activities more is required to enable the project to be implemented.

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).

Havant and Bedhampton

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

Hayling Island

The Hayling Island Community Centre, also known as the Parkview Centre, is currently being 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

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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 is due for completion in October 2017. It will accommodate 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

Following a successful bid by the Council to the Estate Regeneration Fund 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.

Denvilles-Emsworth 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 m². Based on the Building Cost Information Service (BCIS - June 2017) build cost of £1,985 per m² 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

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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 groups and events raised over £10,000 which was match-funded by Basepoint (Business Centres offering charity support).

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.

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.

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.

Key Issues & Rationale

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.

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 Denvilles-Emsworth Strategic Development Area 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.

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

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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. Once an asset is listed this places some restrictions on the owner if they should decide to put it up for sale within the next five years. In that event a process then follows to allow local community groups the opportunity to register an interest in making a bid to purchase the asset and a delay of six months, giving such groups the time to develop a proposal and raise the required capital to bid for the asset when it comes onto the open market at the end of that period.

Although the range of assets that may be covered under these provisions includes shops and community centres the most frequent nominations are for public houses. Within the Borough there have been a number of instances of redevelopments of pubs for residential or mixed use schemes which are providing much needed housing and sometimes a community facility such as a shop in the ground floor but result in the loss of the original facility. Current examples include:

- The Swallow, Dunsbury Way - protected on list of assets of community value until 2021.
- Hayling Billy Public House - unsuccessful application to register as an asset of community value and has since been granted permission for 33 retirement apartments.
- The Curlew, Petersfield Road - proposed for 31 flats.
- The Wellington in Waterlooville - although the principle of demolition was established prior to the recent change in permitted development rights this building is now awaiting Listed Building status (which overrides the permitted demolition) and a planning application for redevelopment (for retail and flats) has been refused.

Role of Planning Policy

The NPPF under the 'core planning principles' (paragraph 17, final bullet point), says that planning should, *'take into account and support local strategies to improve social wellbeing for all and deliver sufficient community facilities and services to meet local needs'*.

In promoting healthy communities, paragraph 70 states that, *'To deliver the social, recreational and cultural facilities and services the community*

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needs, planning policies and decisions should plan positively for the provision and use of shared space, community facilities ... to enhance the sustainability of communities and residential environments' and 'ensure an integrated approach to considering the location of housing,...community facilities and services'.

The Local Plan will provide the policy and guidance framework for enhancing the capacity of existing provision or for the provision of new community facilities. Where appropriate the plan may also provide protection against the loss of community facilities where these are deemed assets of community value.

Local Plan Policy DM2 currently provides for the protection of existing community facilities, requiring the retention of community facilities unless it can be demonstrated that the facility has been actively marketed and is no longer viable for the authorised or any other use which would provide a benefit to the local community. This policy can only be implemented in cases where the proposal actually requires planning permission.

The Government amended the General Permitted Development Order (GPDO) on 23rd May 2017, to remove permitted development rights in relation to demolition of pubs (class A4 use), in recognition of concerns raised by communities and stakeholder's across the country regarding this process, which allowed for pubs to be demolished without the loss of this facility being assessed in a planning application. The amended GPDO now means that planning permission would be required for any redevelopment/demolition of public houses.

Conclusion & Action

The community centres are generally well used, busy places although most have some spare capacity to accommodate further activities and events or space for expansion given the finance to implement improvements to enhance their facilities and capacity.

A new community centre with space for related community facilities, including early years and nursery provision, needs to be planned within the masterplan for the Denvilles-Emsworth Strategic Site to specifications (including site size and building size) as yet to be determined.

Social

Leisure and Built Sports Facilities	
Lead Organisation(s)	Havant Borough Council Schools, Colleges and Private Clubs
Main Sources of Information	Draft Strategic Assessment of Need for Sports Hall Provision in Havant Borough – Sport England (May 2017) Draft Havant Indoor Built Sports Facility Strategy Executive Summary – Strategic Leisure (September 2017)
Existing Provision – current situation	<p>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 and 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.</p> <p>There are 26 sports halls and activity halls on 24 sites across Havant Borough in 2017. The stock is relatively old; however there is a good track record of modernisation⁴⁰ of the sports hall stock. All have been refurbished except Havant Leisure Centre, Purbrook School and Oakfield’s Catholic School and 6th Form.</p> <p>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.</p> <p>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.</p>

⁴⁰ 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.

Leisure and Built Sports Facilities

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.

Within the Borough there are 2 pay and play fitness suites⁴¹ operated on behalf of Havant Borough Council and 9 commercial facilities. Together these provide a total of 852 fitness stations. Based on there being 310 pay and play community accessible fitness stations in Havant, there is a current under-supply of -33 stations, given demand is for 343 fitness 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.

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.

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.

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.

Planned Provision – anticipated needs

The Indoor Built Sports Facilities Strategy calculates future need for the new population using the Sport England Facilities Calculator by applying a projected household average size of 2.27 persons per household to the outstanding housing requirement of 8,908 dwellings⁴². This results in a projected additional population of 20,221 for the period 2017/18 to 2036. Based on this, the requirements for new developments to 2036 are 5.48 badminton courts and 208.59 sq m of swimming pool water space (equivalent to almost 4 swimming lanes). Of this, and assuming 2,100 dwellings within the Denvilles-Emsworth development, the element of the Borough requirement attributed to the Strategic Site would be 1.3

⁴¹ A room with exercise equipment in a leisure centre, similar building or purpose specific premises.

⁴² 11,250 dwellings minus 2,342 dwellings completed 2011/12 – 2016/17.

Leisure and Built Sports Facilities

badminton courts and 49.18 sq m swimming pool water space (equivalent to almost 1 swimming lane).

Using the Sport England Facility Calculator, the future demand for sports halls and badminton courts generated by 20,221 additional residents is 5.48 badminton courts rounded to 6 badminton courts. This is equivalent to 1 x 6 court sports hall and gives an indication of overall future need.

Taking the existing over-supply of provision into account (+8.6 courts), by 2036, if no other sports halls are built, nor additional hours are accessed in the existing provision, current supply is just about sufficient to meet future need.

Future demand for pay and play community accessible fitness stations is calculated at 393 fitness stations. Based on current provision of 310 pay and play community accessible fitness stations this means there would be an under-supply of -89 stations by 2036, assuming no new facilities are opened, and no facilities close. In reality, there will be people using the commercial health and fitness facilities. Therefore, under-supply is likely to be less than -89 stations.

Given the identified unmet demand, there is potential to look at addressing this in a number of ways. For example:

- Provision of green gyms, sited in locations which can be easily accessed/where there is e.g. already an informal indoor space, or existing children's play equipment.
- Providing fitness equipment (circa 5-6 stations) in community centres/halls to provide more local participative opportunities.

By 2036, the number of people aged 65+ in the Borough will have increased more than the growth in younger people. There is a need to ensure that older people can stay physically active as long as possible for health benefits, both for purposes of physical activity and also socialisation. Therefore the provision of activities, such as indoor bowling, has an important role to play in the overall physical activity offer in the local area. On the basis of the population growth to 2036 there will be a need to provide for an additional 0.20 rinks. There is therefore a need to retain provision of existing indoor bowling facilities in the Borough.

The Indoor Sports Facility Strategy has not identified the need for additional provision for other indoor sports facilities.

Sources of Funding

Funding reductions in Council budgets (capital and revenue) are likely to become a constraint in providing new built sports facilities and so emphasis

Leisure and Built Sports Facilities

	<p>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>
<p>Key Issues & Rationale</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>Role of Planning Policy</p>	<p>The NPPF in paragraph 70 states that, <i>'To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <ul style="list-style-type: none"> ▪ <i>plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.'</i> <p>NPPF paragraph 74 states that, <i>'Existing ... sports and recreational buildings and land ... should not be built on unless:</i></p>

Leisure and Built Sports Facilities

- *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.'*

Population growth created by new developments and government aspirations to increase participation in physical activity will place increasing pressure on existing facilities. The maintenance of and investment in existing facilities, as well as the development of new facilities, will be an important factor in planning for leisure and built sports facilities.

Conclusion & Action

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) and a number 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.

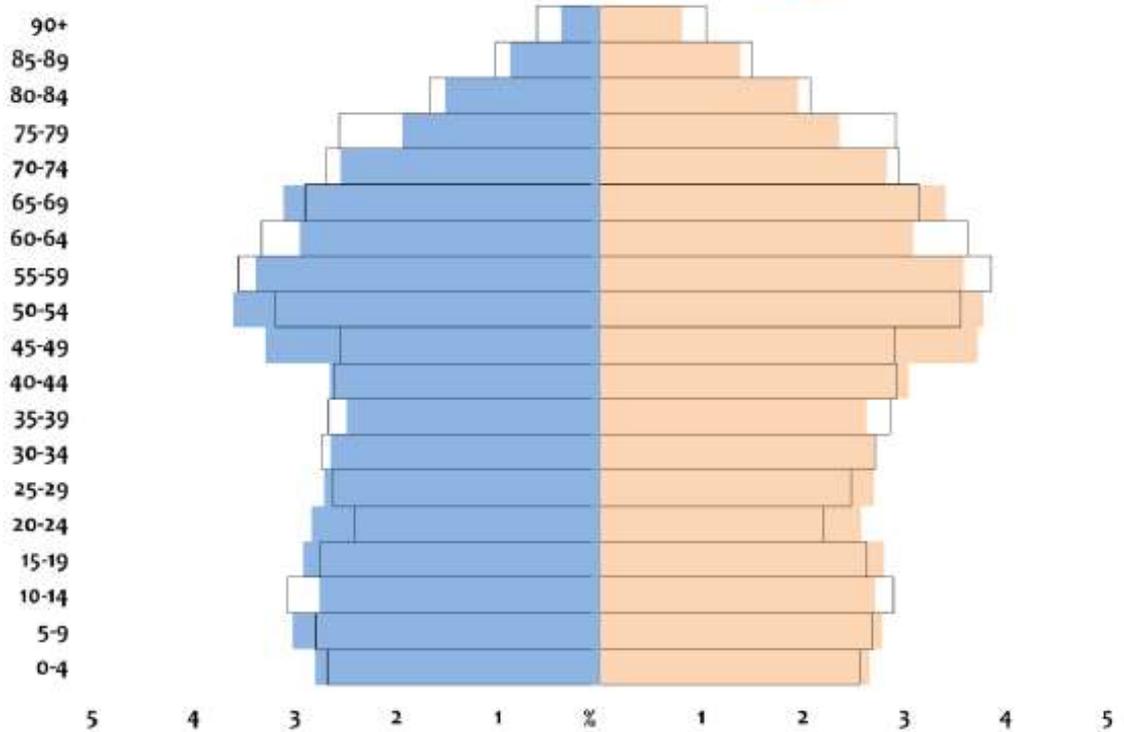
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Social

Extra Care Housing	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information	<p>Hampshire Strategic Infrastructure Statement - Hampshire County Council (April 2017)</p> <p>Small Area Population Forecast for Havant Borough - Hampshire County Council (April 2017)</p> <p>Guide to Designing Extra Care Housing - Hampshire County Council (October 2012)</p> <p>Extra Care Housing Factsheet - Independent Age (April 2017)</p> <p>Liaison with Extra Care Service Officer at Hampshire County Council</p>
Existing Provision - current situation	<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>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>The Housing Care organisation www.housingcare.org provides information for older people including a web-based search facility to find retirement homes and sheltered housing in the area and check current availability. HCC also has a web search facility for care homes: https://connectsupport.hants.gov.uk/carehomesearch.</p>
Planned Provision - anticipated needs	<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. Although the Small Area Population Forecasts produced by HCC only look 7 years ahead the scale of change even in the short term indicates the impending need for the Local Plan 2036 to address.</p>

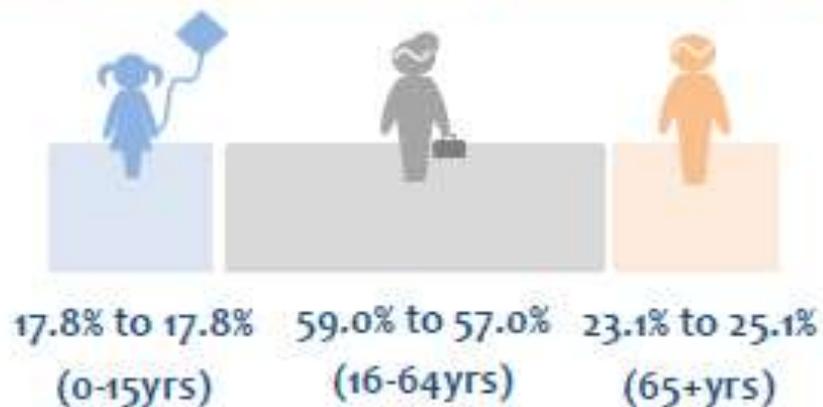
Extra Care Housing

Population Age and Sex Structure 2016 and 2023



Over the period from 2016 to 2023 while the number of children in the Borough is expected to remain the same, the number of working age residents will fall and the number aged 65 or over will increase.

Working age and Dependent Populations (2016 to 2023)



This means that the Elderly Support Ratio is forecast to increase from 39.2 to 44.0 elderly people for every 100 people of working age by 2023. These forecasts also suggest that in 2023 there will be 140.7 elderly people for every 100 children.

Extra Care Housing

A study undertaken in 2007⁴³ looked at the context for developing Extra Care housing in Hampshire. This assessed that the demand could be based on the provision of 20 units of accommodation per 1,000 population aged 75 and over.

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.

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.

Using the Strategic Housing for Older People (SHOP@) Analysis Tool⁴⁴, Hampshire County Council has estimated a current (at 2014) need for 268 extra care units for rent against a supply of 67. By 2035 demographic growth in the Borough, linked to projected growth in the 75+ population, will see a need for 450 extra care units for rent.

Havant & Bedhampton

The site of the former Oak Park Secondary School allocated for a Health and well-Being Campus (site H69) now has planning permission⁴⁵ 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.

Sources of Funding

Funding for such a level of development will need to be assembled from a range of public and private sources.

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.

Surplus County Council properties and land may be suitable for the

⁴³ Providing a Context and Setting Priorities in Accommodation and Care for Older People in Hampshire – Contact Consulting (2007)

⁴⁴ Provided by the Housing Learning and Improvement Network

⁴⁵ APP/15/00303 granted 18 December 2015

Extra Care Housing

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.

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 Extra-Care housing is usually exempt from CIL charges or has reduced charges compared to general needs housing.

Key Issues & Rationale

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. The ethos of Extra Care is to promote independence, not to foster a culture of dependency.

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.

Extra Care housing for older people should be considered in relation to all proposed development areas where a demographic assessment indicates a need.

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.

Due to the need to accommodate and support a range of appropriate facilities

Extra Care Housing

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.

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.

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.

Role of Planning Policy

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.

The NPPF in paragraph 50 refers to the delivery of a wide choice of high quality homes and that local planning authorities should plan for the needs of different groups in the community including older people and people with disabilities and *'identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.'*

The February 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.

Policy CS7 on Community Support and Inclusion indicates that planning permission will be granted for development that *'Provides services for older people and other vulnerable groups, including Extra Care Facilities.'*

Policy DM7 deals specifically with Elderly and Specialist Housing Provision, setting out the criteria for proposals to meet.

Extra Care Housing

	Policy HB3 allocates the former Oak Park School site for development including extra care housing.
Conclusion & Action	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.

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Social

Libraries	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information	Hampshire Strategic Infrastructure Statement (April 2017) Correspondence with Hampshire Library Service Library Service Transformation Strategy to 2020 (April 2016)
Existing Provision - current situation	<p>Hampshire County Council (HCC) has a statutory duty to provide a public library service that is '<i>comprehensive and efficient</i>'.</p> <p>Within Havant Borough there are five libraries, one in each community/plan area as set out below:</p> <p><u>Emsworth</u></p> <p>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 & Bedhampton</u></p> <p>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></p> <p>Use of this site is acceptable. There are approximately 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></p> <p>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></p> <p>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>
Planned Provision - anticipated	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.

Libraries

needs

However future developments are likely to increase the number of members at the Libraries within Havant. The impacts of these additional members are likely to include:

- Increased demand for all pre-existing library services offered (e.g. book borrowing (hard copy and e-resources), digital services, and staff time.)
- Need for flexible spaces which can accommodate the provision of services to support health and well-being.
- 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.
- Increased demand for access to digital resources.

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. In response to this HCC is seeking the provision of a 'Makery' in particular libraries. A 'Makery' is a creative technology studio with IT equipment and coding tools where library members can learn, explore design and create high quality projects in different media through robotics, software and virtual reality.

Therefore, in order to 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.

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. Self-service will be rolled out to this Library during 2017/18.

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

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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 Denvilles-Emsworth 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 Denvilles-Emsworth development, HCC would be keen to seek developer contributions towards a Makery 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 will be provided in March 2017 to increase flexible use of the Library building.

Leigh Park

Current provision is over-capacity for the level of use. Self-service will be rolled out to this Library during 2017/18. 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. Recently, HCC has sought CIL funding to provide a new digital facility named 'The Makery' in Waterlooville Library.

Sources of Funding

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 will use £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.

Alternative funding available to the Library Service tends to be opportunistic 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.

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	<p>The Community Infrastructure Levy (CIL) is seen by the Library Service as the primary mechanism for securing infrastructure funding from new development.</p>
<p>Key Issues & Rationale</p>	<p>The Hampshire Library Service provides access to books, information and learning for people and communities to develop their skills, knowledge and confidence and to encourage lifelong reading enjoyment.</p> <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, taking the following criteria into account:</p> <ul style="list-style-type: none"> ▪ Library Usage (number of users) and operating costs. ▪ Demographic information about Hampshire Communities including future growth. ▪ Location of static libraries. ▪ Patterns of library use by customers. ▪ Size of library catchment including travel distances. ▪ Levels of deprivation in library catchment areas. ▪ Educational attainment by children. ▪ Car Ownership. ▪ Needs of people who have protected characteristics under the Equalities Act. <p>Published in April 2016, Hampshire's Library Service Transformation Strategy to 2020 sets out the ambition to provide comprehensive, high quality, relevant and affordable library services that are suitable for the 21st century. It took 18 months to develop the strategy and the process culminated in a full and comprehensive public consultation exercise, prior to the formal decision.</p> <p>The strategy proposes at least 14% savings by 2019 alongside investment in library staff, buildings and IT to ensure the library service meets the changing needs of the people that live, work or study in Hampshire. An important outcome was the decision to end the mobile library service and replace it with the home library service and Good Neighbour Scheme for customers unable to visit their nearest static library.</p> <p>A four tier model for Hampshire libraries has been developed to provide a more standardised approach to services which meet the needs of each</p>

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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.

Role of Planning Policy

The NPPF in paragraph 70 regarding promoting healthy communities, states that in order *‘to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should,*

- *plan positively for the provision and use of shared space, community facilities ... to enhance the sustainability of communities and residential environments; ... and*
- *ensure an integrated approach to considering the location of housing, ... community facilities and services’.*

The Core Strategy Policy CS1 Health and Wellbeing permits development which (10) *‘Protects and contributes to the availability of community facilities through refurbishment or new provision which can be justified by needs which are evident in the local district’*, and (13) *‘Supports the improvement of existing cultural assets with regard to the arts, sport, heritage, museums, and creative activities ...’* Paragraph 2.12 refers to the definition of culture being very diverse and that it can include libraries.

The Local Plan 2036 has a role to play in assisting the Hampshire Library Service to relocate the Havant and Emsworth Libraries to more suitable,

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	<p>affordable accommodation. Within Havant Town Centre policies for redevelopment can include specific reference to enable provision of a new library.</p>
Conclusion & Action	<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 Denvilles-Emsworth Strategic Development Area, 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 'Makery' 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>

Social

Cemeteries and Crematoria	
Lead Organisation(s)	Havant Borough Council
Main Sources of Information	<p>Havant Borough Council website.</p> <p>Cabinet Report on the Future Provision of Cemeteries in the Borough of Havant (19 March 2014)</p> <p>Minutes of West of Waterlooville Forum (8 September 2016).</p> <p>Scrutiny Board Review Into the Need for New Cemetery for the Borough (22 November 2016)</p> <p>The Environment Agency's Approach to Groundwater Protection (March 2017)</p> <p>Portchester Crematorium Joint Committee Development Plan 2017-2022 (City of Portsmouth and Boroughs of Fareham, Gosport and Havant)</p>
Existing Provision - current situation	<p>There are three cemeteries across the Borough that are owned and managed by HBC:</p> <ul style="list-style-type: none"> ▪ Havant (Eastern Road) - closed to new burials but some limited spaces available by re-opening plots that have no 'exclusive right of burial'; ▪ 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 ▪ Waterlooville (Hulbert Road) - no new burial space. <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. Havant BC is one of the four Councils that jointly manage the use of Portchester Crematorium (within Fareham Borough). The Portchester Crematorium carried out the 5th highest number of cremations nationally in 2015, even though the number of funerals held there has decreased since the opening of The Oaks Crematorium in December 2013.</p>

Cemeteries and Crematoria

	<p>Havant is also served by The Oaks Crematorium on Bartons Road adjacent to the Borough boundary within East Hampshire. This relatively new facility is owned and managed by Southern Co-operative.</p>
<p>Planned Provision - anticipated needs</p>	<p>New cemetery space will be required during the period of the Local Plan 2036.</p> <p>The need for new cemetery space in the Borough may to be met by provision through the West of Waterlooville Major Development Area (MDA), at Berewood, within the Winchester District part of the MDA. A site to the north of the Rowans Hospice (on Purbrook Heath Road) is identified in the approved MDA masterplan for a cemetery. Under the terms of the S106 agreement signed in March 2012 the developer would have to provide a 15 bay car park, vehicle access, boundary fencing and planting and just over 3 hectares of land. The Borough Council has until March 2024 to secure all the necessary approvals (planning, Environment Agency etc.) and progress with the cemetery. If it does not, then the S106 allows for a contribution of £167,000 to be paid by the developer to the Borough Council towards alternative cemetery provision.</p> <p>The upfront costs are significant due to the drainage and ground conditions. Given a continuation of the number of current burials within the Borough at about 50 per year the payback period would extend over some 10 years.</p> <p>An alternative option is to extend the Warblington Cemetery 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> <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). Or the Council may seek alternative providers for a site within the Borough.</p> <p>One such alternative may be possible at The Oaks in conjunction with Southern Cooperative as road access, parking and a garden of rest are already in place at the crematorium. The adjoining land to the west is in a different ownership and has been promoted to the Council through the Call For Sites for residential development. However there is a requirement that a zone of 200 yards (183m) around a crematorium does not contain residential development. As a result, there may be an opportunity to</p>

Cemeteries and Crematoria

	<p>provide cemetery provision at this site. However this is only likely to be possible if the residential development also includes further land to the north which is in East Hampshire.</p> <p>Or more people might opt for cremation, the cost of which is rising less steeply than for burials. According to the Cremation Society of Great Britain 75% of deaths (in 2014) resulted in cremation. Comparison of the number of cremations at Portchester with the combined number of burials within the four local authority areas of the Portchester Crematorium Joint Committee⁴⁶ indicates a higher proportion at Portchester of 84% in 2016. However this is only a guide as it does not take into account funerals from outside of the 4 areas or the number of cremations at The Oaks.</p> <p>Analysis of death projections for each local area has been undertaken by the Joint Committee⁴⁷. 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>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. 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>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>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.</p>

⁴⁶ City of Portsmouth and Boroughs of Fareham, Gosport and Havant

⁴⁷ Portchester Crematorium Joint Committee Development Plan 2017-2022, approved and adopted by the Joint Committee on 20 March 2017

Cemeteries and Crematoria

Key Issues & Rationale

Over time cemeteries have been variously provided by the Church and other religious denominations, town, parish and district councils, and the private sector - more recently through the provision of 'green' or woodland burial services. However the regulation and maintenance of cemeteries and burial grounds into the future is of particular concern.

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 but if they do so the management is governed by the Local Authorities' Cemeteries Order 1977. This provides that burial authorities are responsible for maintaining statutory burial registers and grave plans, establishing rules and regulations relating to the management of the cemeteries and the memorials permitted within them and setting fees for burials and memorials.

The Council does not have powers to reuse graves which 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. 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.

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.

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.

Based on an analysis of appeal cases⁴⁸ 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

⁴⁸ Reigate and Banstead Development Management Plan – Regulation 18 Stage - Cemeteries and Crematorium Needs (June 2016)

Cemeteries and Crematoria

	<p>funeral cortege, applying a factor of 0.6 to normal road speeds is reasonable.</p>
<p>Role of Planning Policy</p>	<p>Cemeteries are only mentioned in the NPPF in relation to green belt policy and crematoria receive no specific mention.</p> <p>The Core Strategy includes a cemetery in the list of development types proposed for the West of Waterlooville MDA under policy CS18-4. The Local Plan (Allocations) 2014 includes a specific policy for new cemeteries - Policy DM22, which includes the following criteria for the granting of planning permission:</p> <ul style="list-style-type: none"> ▪ Well designed and consider the local context. ▪ Appropriately sited in a sustainable location in close proximity to public transport. ▪ Designed to include sufficient visitor parking. ▪ Designed to make the most of opportunities to improve and/or create new biodiversity, habitats and green infrastructure; and ▪ Will have no adverse impact on controlled waters including groundwater and surface waters.
<p>Conclusion & Action</p>	<p>The Council has no statutory duty to provide cemeteries but where it does so it has a duty to maintain them.</p> <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. This may be a negative point when considering the expansion of the Warblington or Oaks Cemeteries.</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>Given the lack of burial space to cover the Local Plan period to 2036 and the options that require further investigation by the Council, including the area to the west of The Oaks (land north of Bartons Road), it is considered that a specific policy for new or extended cemeteries is still required to set out the criteria that need to be satisfied when considering potential additional provision within the Borough.</p>

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Transport

Buses	
Lead Organisation(s)	<p>Emsworth and District Bus Company</p> <p>First Group plc</p> <p>Stagecoach</p> <p>Hampshire County Council</p>
Main Sources of Information	<p>Information on HBC website at: https://www.havant.gov.uk/getting-and-around-havant-borough/bus-services-havant-borough</p> <p>Havant Travel Guide - bus, train and ferry times - Hampshire County Council (September 2016)</p> <p>Havant Transport Statement Post Adoption Live Schemes List</p> <p>South East Hampshire BRT Future Phases Study Summary Report - Atkins for Hampshire County Council (May 2012)</p> <p>Dialogue with bus company managers and directors, officers of Hampshire County Council.</p>
Existing Provision - current situation	<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, 8, 27, D1 and D2; Emsworth & District provide the service numbered 28.</p> <p>Most buses now have Wi-Fi and next stop announcements. The bus companies tend to put their newest buses, equipped with phone charging points as well as Wi-Fi, on their premier routes. These include ‘The Star’ branded services (7 and 8) by provided by First. Other incentives are being introduced, such as contactless payments at point of delivery, and pre-paid tickets via a mobile phone App are already available. These ‘cash-free’ methods of ticket purchase also reduce the time taken for passengers to board helping to improve journey times.</p> <p>The Havant Bus Station, owned by Havant Borough Council, 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. Bus times for routes in and out of the bus station could also be improved if buses can be given priority at junctions. For example an option for improving access for</p>

Buses

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.

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.

Bus provision is most successful where patronage can support high frequency services - every 10 minutes from 7am to 7pm. An example 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. Campdown also has a frequent service; First no.7 which includes a Sunday service.

Emsworth and District run commercial service (28) through Emsworth via Denvilles to Havant which is mirrored 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, and the apparent lack of co-ordination between the timetables of the two services.

Buses do not cross the Bedhampton level crossing but can be held up along Bedhampton Road by other traffic queuing at the crossing.

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 Hambledon within Winchester district.

Hayling Island is served by the Stagecoach 30 and 31 services which run every 15 minutes where the services double up along the A3023. In addition to the bus priority measures referred to above, measures that would help to improve the Hayling Island services would include preventing utility companies from digging up the road during peak times.

Bus lay-bys that allow other traffic to keep moving when the bus stops for passengers are not favoured by the bus companies as the buses can have difficulty getting back out into the traffic.

Health Services should ideally be planned around the existence of bus routes to maximise their accessibility. While the Queen Alexandra Hospital (QAH) is served, the bus services to and from the hospital currently exist

Buses

due to the demand from hospital staff, rather than patients. Havant Health Centre, with its location near the Public Service Plaza and Leisure Centre, is served by Stagecoach buses 39 from Wecock Farm and Waterlooville and 20/21 from Leigh Park. Those services do not pass the Oak Park Community Clinic, the nearest route and stops being along Petersfield Road.

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. 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%.

Planned Provision - anticipated needs

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.

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.

Services would be limited stopping, based on the Eclipse brand (Gosport-Fareham BRT service) operating at minimum 15 minute intervals. In the long term the aim would also be to include a conventional stopping service between the West of Waterlooville and Havant via the Dunsbury Park.

HCC in its Transport Statement list of schemes for Havant district includes a number of Public and Community Transport Schemes. In addition to the strategic level BRT (cross borough and Havant to Portsmouth) a number of local access schemes are set out, however funding is not yet identified. Those local schemes are:

- Leigh Road/Eastern Road south to station (Havant) - turning circle to allow bus access.
- Havant Town Centre (including bus station and railway station) and Plaza - provision of real time information screens and bus-stop facilities.

Buses

- Bus route 30/31 (Hayling Island) - easy access kerbs.
- Crawley Avenue Junction with Oakshot Drive (Leigh Park) - road widening to facilitate buses.
- Crookhorn Lane/College Road (Purbrook, Waterlooville) - bus priority.
- Milton Road/Hartplain Avenue junction (Waterlooville) - bus priority.
- Milton Road/Hambledon Road roundabout (Waterlooville) - bus priority.

Serving the Denvilles-Emsworth Strategic Site would be possible from the 27/28 routes but subject to the new local centre and bus stops being close to the Southleigh Road, to avoid buses making a lengthy diversion from their existing route.

Sources of Funding

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.

To put a new bus on the road costs £120,000 per year and 4-5 buses would be needed to provide a full and frequent 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 Authority⁴⁹) 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 will be on buses in Hampshire from this month for those companies who have chosen and are willing to pay an element of the cost.

⁴⁹ 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

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. Where cross boundary trips are concerned the authority that pays the reimbursement is where the person boards the bus.

Regarding the proposed BRT, the Rusty Cutter Roundabout to Havant Bus Station and the Havant Bus Station BRT measures are estimated at £0.4m (for infrastructure works only, based on 2012 prices). Funding would be from the Department for Transport via the Solent Local Enterprise Partnership. Currently the Large Local Major Transport Schemes fund supports exceptionally large, potentially transformative, local schemes that are too big to be otherwise taken forward within regular Local Growth Fund scheme allocations so could fund the BRT if a successful bid is made.

Key Issues & Rationale

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 don't exist.

With frequent services, every 15 minutes or better, potential passengers do not tend to consult timetables but will wait at a bus stop. Real time information is now available via a mobile phone App or the internet for those who are technology minded and equipped.

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

Buses

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.

Diverting a well established route to include a new destination mid-route needs to be considered with regard to 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.

Role of Planning Policy

One of the core planning principles of the NPPF (paragraph 17) is that planning should:

- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

The NPPF (paragraph 35) also refers to the exploitation of sustainable transport modes and that development should be located and designed where practical to:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

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.

The Hampshire Local Transport Plan (2011-2031) includes as Theme C - The role of Public Transport:

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.

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. This is being done by focusing investment on improvements to access and information at key bus stops and interchanges to lever in complementary investment in vehicles and frequencies from operators.

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. The disposition of house types should also ensure that those residents least

Buses

	<p>likely to have access to a car can live closest to the bus route.</p> <p>It has been tried but proven that bus laybys do not benefit the efficient running of bus services as other road uses do not allow buses to pull out into the traffic.</p>
<p>Conclusion & Action</p>	<p>Most improvements for bus priority measures at the local level are likely to occur within the existing highway corridors and/or are traffic management schemes that do not require allocations within the Local Plan. Therefore existing Policy DM15 Safeguarding Transport Infrastructure does not need to be carried forward.</p> <p>Where road widening is required beyond the current highway boundary schemes will need to be justified and deliverable for inclusion within the Local Plan and illustrated on the Policies Map.</p> <p>In addition to the minor schemes listed above, the option for improving access for buses to the bus station turning into Elm Lane from the north would involve land that is currently part of Havant Park, avoiding a protected tree (London Plane). Any work around this area would require Arboricultural information supplied initially in the form of a Tree Constraints Plan and then a specific Arboricultural Impact Assessment relating to the proposals so as to ensure that the tree would not be damaged.</p> <p>Masterplanning of the Denvilles-Emsworth Strategic Site needs to ensure that the new local centre is located close to the Southleigh Road, to be served from the 27/28 routes 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>While bus laybys along the A3023 may be considered in order to help keeping other traffic moving along that road they would not be desirable for bus passengers as stopping buses would be held up if not allowed back into the road by drivers of other vehicles.</p>

Transport

Cycling & Walking	
Lead Organisation(s)	Hampshire County Council Sustrans Havant Borough Council
Main Sources of Information	Hampshire Local Transport Plan 2011-2031 – Hampshire County Council (April 2013) Liaison with Officers of Hampshire County Council. Correspondence with Sustrans. Active Travel Study 2011-2016: Incorporating the Cycle Strategy and Walking Strategy – Havant Borough Council (October 2011) Hampshire sustainable modes of travel for children and young people strategy – supporting healthy and safe movement for all – Hampshire County Council (January 2013) Cycling and Walking Investment Strategy – Department for Transport (2017)
Existing Provision – current situation	<p>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.</p> <p>Current capacity is often constrained by a 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.</p> <p>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.</p> <p>Many on-road cycle lanes, which exist throughout the Borough, don't 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.</p>

Cycling & Walking

A signing scheme for Havant town centre, comprising of 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.

Elsewhere around the borough a list of schemes has been completed since the last IDP. These are too numerous to mention but includes examples such as:

- The upgrading of footpath 88 (between Tournurbury Lane and Mill Rythe School) on Hayling Island to allow cycle use.
- On Road advisory Cycleway Purbook Way, Stockheath Road, Linkenholt Way, Middle Park Way, Keyhaven Drive.
- A shared off road pedestrian/cycleway including on road advisory cycleway Woolston Road to Warren Park Primary School.
- A new footpath and cycle route along the Hermitage Stream along southern boundary of Park Community School as part of a wider Environment Agency project for the stream.
- Warblington School path, a cycle path 3m wide with lighting and fencing, from Southleigh Road to the Hayling Billy Trail.

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

Planned Provision – anticipated needs

Nationally there has been a downward trend among those aged 20-29 to hold a driving license therefore access to good walking and cycling infrastructure networks will be increasingly important to younger people as well as being key to reducing traffic congestion.

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.

According to the 2011 Census, Havant ranks number 13 in England for the percentage of people regularly cycling (i.e. 3 or more days per week). However there has been a small drop in people using their bike for commuting over the past decade - which is important since commuting accounts for about one fifth of all cycle journeys. The Council's Cycle Strategy seeks to provide infrastructure to encourage more people to use this sustainable and healthy form of travel.

Cycling & Walking

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.

It is also important to encourage the use of 'active' travel modes in order to address increasing levels of obesity. The noticeable drop in morning peak congestion during the school holidays is indicative of the contribution that car borne journeys taking children to school add to traffic flows. In addition the school run drop-off and collection often causes obstructions and hazards in the immediate vicinity of schools for all road users and local residents.

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. Sustrans has advised that enhancing a network of residential streets could involve point closures, again an inexpensive way of creating a better network. An audit of 'quiet routes' either as assessed as 'Level 2' against National Standards (Bikeability) and/or community consultation with existing cyclists would set out prioritised routes for either signage or small improvements.

Emsworth

A number of cycling improvements in the Emsworth area are planned or underway. 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

Cycling & Walking

been obtained through S106 and Network Rail is exploring the outstanding funding.

Hayling 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 on 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.

Also on Hayling Island minor works are being undertaken to create additional sections of shared use path linking along the sea front.

Denvilles and Emsworth strategic site

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.

Sources of Funding

The HCC District Transport Statement for Havant Borough includes a considerable number of local access schemes to improve facilities for walking and cycling. It is anticipated that a number of those schemes will be funded through S106 developer contributions. In a number of cases sources have not be identified but may include the highway authority's capital programme, the local transport plan and other grant provisions e.g. through Department for Transport and other central Government cycling and walking specific programmes. Borough resources including the CIL may also be considered.

Key Issues & Rationale

The aim is to encourage walking and cycling by making it safer and easier for people to walk or cycle from place to place for all purposes; in particular

Cycling & Walking

journeys to work and school as well as for recreation. Further information on the latter is included within the section entitled 'Green Routes'.

To encourage physical activity for health and general well-being, as well as reducing congestion, Policy H of the South Hampshire Transport Strategy sets out to promote active travel modes and develop supporting infrastructure. The aims of this policy also include reducing dependence on the private car.

Transport for South Hampshire (TfSH) aims to develop a network of high-quality, direct, safe routes targeted at pedestrians and cyclists. Delivery is expected to be through the development of comprehensive walking and cycling networks, which could form part of a proposed 'Green Grid'. Measures are also identified within the Town Access Plans, District Statements and Rights of Way Improvement Plans. Delivery options include crossing improvements for pedestrians and cyclists and delivery of improved secure cycle parking facilities at key destinations.

Where possible, cycle specific routes are preferred to shared pavements.

Role of Planning Policy

At the heart of sustainable development is the need to link new to existing development to enable and encourage travel by means other than the private car. Well-designed routes and secure cycle parking can be achieved through the planning system and partnership working with a range of organisations will also be essential to ensuring that a strategic and joined-up approach is used.

The NPPF within the Core Planning Principles (paragraph 17) includes, *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;'*

Paragraph 32 of the NPPF sets out that, *'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up ...'*

Paragraph 38 includes, *'Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.'*

The Core Strategy in Policy CS1 Health and Wellbeing permits development which, (7) *'Contributes effectively to the opportunities for*

Cycling & Walking

increasing cycling for all types of trips, creating and improving linkages within the borough, particularly along the stream corridors and along the coast between Emsworth, Havant and the borough boundary near Broadmarsh in accordance with the council's Walking and Cycling Strategy'. (8). 'Supports the increased footpath and cycle use through the design of development, linkage and signage.'

Policy CS20 Transport and Access Strategy permits development that, '(6) *Maintains or improves the range of transport modes accessible to the users of the development site ... and includes walking and cycling where appropriate. (7) Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.'*

Enabling 'Park and Stride' - off-street parking in shared use car parks or through arrangements negotiated with developers of other facilities - can also help reduce traffic congestion associated with the school run in the vicinity of schools where journey distances are too long or difficult to enable walking or cycling.

Conclusion & Action

Maintaining and enhancing the walking and cycling network is key to achieving sustainable transport and reducing road traffic congestion as well as contributing towards the health and wellbeing of the borough's population.

The aims and intentions of the adopted Local Plan policies towards enabling a joined-up and safe network for cycling and walking throughout the borough therefore need to be carried forward into the Local Plan 2036, with specific references in site allocation policies where developments can help to realise improvements to the network in the vicinity of each site.

Policies can also 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.

Transport

Ferry	
Lead Organisation(s)	Baker Trayte Marine Ltd
Main Sources of Information	The Hayling Ferry Website: https://www.haylingferry.net/
Existing Provision – current situation	<p>In August 2015, Baker Trayte purchased the <i>Pride of Hayling</i> ferry with the intention of reinstating the Ferry service from Ferry Point on Hayling Island to Eastney Point on the Portsmouth side. The new service was launched on 5th August 2016.</p> <p>The Hayling Ferry service runs Summer and Winter Timetables and will extend its timetable as required to support special events in Portsmouth and on Hayling Island.</p> <p>The Spring Timetable indicates that services run at least every hour from 0650-1930 on weekdays and 0930-1930 at the weekends.</p> <p>The <i>Pride of Hayling</i> ferry is operated by qualified experienced skippers and is fully licensed by the Maritime & Coastguard Agency to carry 64 passengers.</p> <p>Baker Trayte Marine Ltd is a privately owned company, established in 1993, and based at the Camber, Old Portsmouth. The company specialises in all types of marine services and construction work and provides workboats, safety boats and barges for hire.</p>
Planned Provision – anticipated needs	A two week suspension of the service from 17 – 29 th July 2017 is planned to allow the Langstone Harbour Board to replace the Docking Pontoon on the Hayling Island side.
Sources of Funding	The Hayling Ferry service is self financing, based on fare income.
Key Issues & Rationale	The key issue here is whether the ferry service continues to be used by fare paying passengers at a level which enables it to remain viable in the long term.
Role of 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

Ferry

'delivery options' it includes, '*Ongoing dialogue with ferry operators to encourage delivery of passenger improvements;*' and, '*provision of secure cycle parking in the vicinity of ferry terminals.*'

The improvement or addition of facilities at the Hayling Ferry Terminal can be considered if required through the Local Plan's infrastructure policy (currently Core Strategy Policy CS19).

Conclusion & Action

The Hayling Ferry provides a valuable alternative to the private car for access between Hayling Island and Portsea Island at Eastney.

CONFIDENTIAL

Transport

Rail	
Lead Organisation(s)	<p>Network Rail</p> <p>Train Operators: Great Western Railway, Southern and South Western Railway</p>
Main Sources of Information	<p>Hampshire Local Transport Plan 2011-2031 – Hampshire County Council (April 2013)</p> <p>National Rail Train Operators Map (August 2017)</p> <p>Railway Upgrade Plan – Network Rail 2017/18</p> <p>Network Rail website</p>
Existing Provision – current situation	<p>Network Rail owns and maintains most of Britain’s rail infrastructure: track, bridges and tunnels, signals and level crossings, and stations – most of which are leased to train operators. Network Rail is a public sector, arms-length body of the Department for Transport, regulated by the Office of Rail and Road. The network is divided into routes which as run as separate businesses. The Borough is within the Wessex route area.</p> <p>With regard to level crossings Network Rail has a legal duty to assess, manage and control the risk for everyone.</p> <p>The borough is well served by regular train services to London Waterloo, Portsmouth, Southampton, Brighton and Gatwick airport. Havant is the main station with three smaller railway stations at Warblington, Bedhampton and Emsworth.</p>
Planned Provision – anticipated needs	<p>In most cases Network Rail will be 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 (TOCs) which serve the station.</p> <p>Some improvements to passenger facilities, including rail interchange facilities with other transport modes may be delivered using transport contributions negotiated in association with new residential developments. However it is considered unlikely that there would be any requirement for enhanced services in relation to the development proposed in the Local Plan as none of the train companies have provided any information and their plans for the stations are unknown at the present time. The emerging site allocations are not therefore considered by themselves to require rail infrastructure enhancements as part of their delivery.</p>

Rail

Sources of Funding	Network Rail's income comes largely from government and from the 'track access charges' received from train operators – so ultimately from tax payers and fare payers.
Key Issues & Rationale	<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"> • Improved station facilities and ticketing within the district; • Improved access to railway stations; • Increased capacity on the London-Portsmouth rail corridor; • Better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking.
Role of Planning Policy	<p>The NPPF's core planning principles (paragraph 17) include that planning should: <i>“actively manage patterns of growth to make the fullest possible use of public transport ...”</i></p> <p>Paragraph 35 includes that, <i>“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to ... have access to high quality public transport facilities.”</i></p>
Conclusion & Action	<p>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.</p> <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>

Utilities

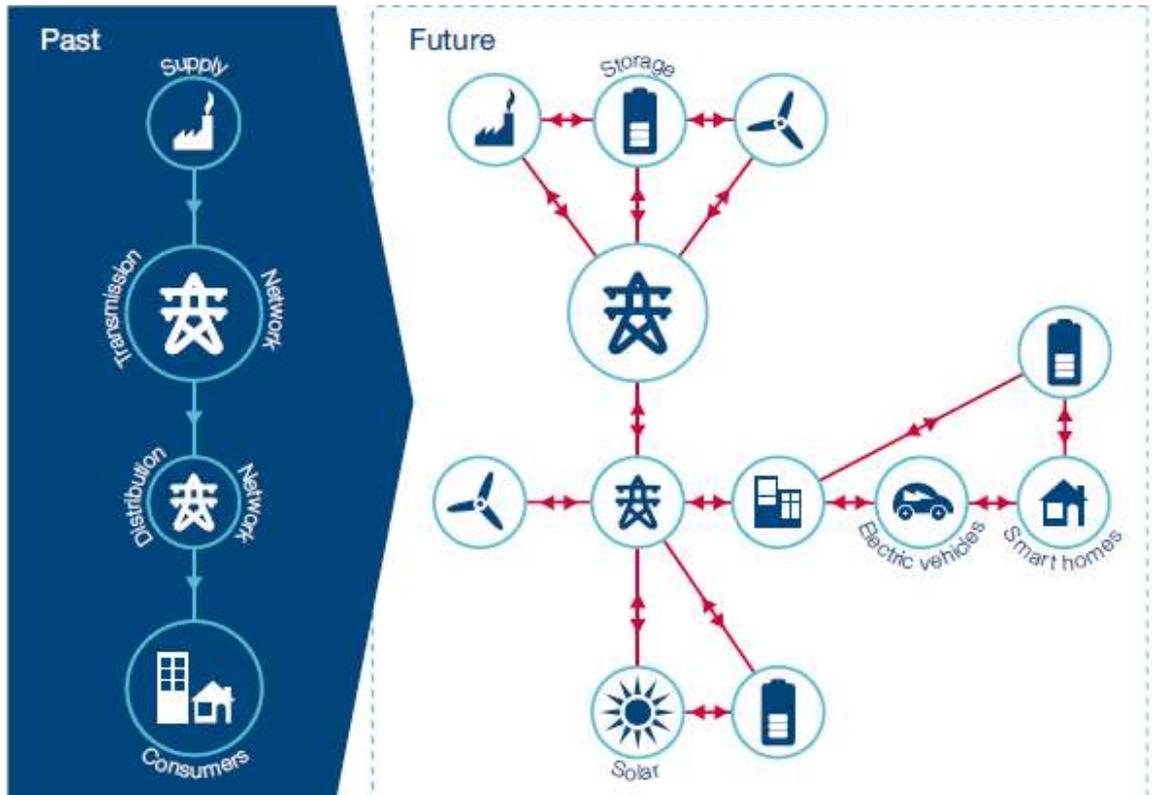
Electricity

Lead Organisation(s)	National Grid Scottish & Southern Electricity Networks (SSEN)
Main Sources of Information	National Grid and SSEN websites A guide to electricity distribution connections – Ofgem (April 2014) Correspondence with representative from the SSE Network Investment Team
Existing Provision – current situation	<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 ones meeting/crossing at Horndean.</p> <p>Distributors own and operate the distribution 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. SSEN provides a web-based GIS Viewer for access to detailed mapping of its electrical network infrastructure to registered users⁵⁰.</p> <p>Suppliers supply and sell electricity to consumers, using the transmission and distribution networks to pass electricity to homes and businesses.</p>
Planned Provision – anticipated needs	<p>In the future electricity will flow far more dynamically between transmission and distribution networks, including renewable sources, electric vehicles and battery storage. The successful integration of new energy technologies is essential to delivering the transition to a low carbon economy.</p> <p>SSE's strategy is to transition to a low carbon energy system by reducing the carbon intensity of the electricity it generates. SSE claims that this will be achieved through a strategic shift away from electricity generation by carbon intensive fossil fuel generation towards more efficient heat generation together with low carbon and renewable electricity generation. SSE has therefore invested significantly in renewable energy since 2010 and has the largest</p>

⁵⁰ A general network capacity map is available via this SSEN web page:
<https://www.ssen.co.uk/ContractedDemandMap/?mapareaid=1>
Or go to : <https://www.linereadbeforeudig.co.uk/>

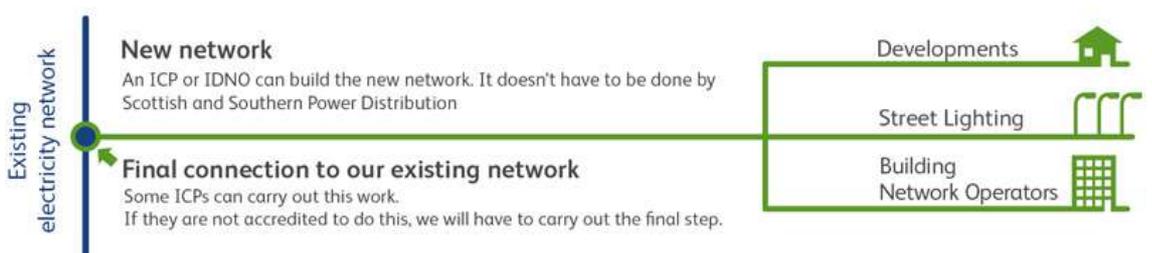
Electricity

renewable energy capacity in the UK and Ireland.



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’*.

Connections for new development from existing infrastructure can be provided subject to cost and timescale. 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:



Electricity

	<p>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.</p> <p>Making future provision for new developments within the Borough is not a problem. A remote island out in the Solent might present a difficulty but Hayling Island is not remote and a few hundred additional dwellings there would not present a problem as far as supplying electricity to new development is concerned.</p>
Sources of Funding	<p>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.</p> <p>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.</p> <p>All on-site costs are the responsibility of the developer. This includes diverting or putting underground existing overhead power lines in order to facilitate development.</p> <p>The principle is that the existing customer base should not be burdened by costs arising from new development proposals.</p>
Key Issues & Rationale	<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>The infrastructure which delivers electricity to customers' premises is the distribution network. 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</p>

Electricity

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.

The UK government has set a legally binding target of 80% reduction in carbon dioxide emissions (compared to those of 1990) by 2050. As part of this, the UK Carbon Plan sets out the need to have emissions from electricity to be near to zero by 2050¹⁵. The Electricity Market Reform (EMR) puts in place measures to attract the £110 billion investment required by 2020; this is needed to replace current generating capacity with lower carbon and more reliable supplies at the lowest possible cost.

Where overhead lines cross development sites, these will, with the exception of 400kV tower lines, normally be owned and operated by Southern Electric Power Distribution.

In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with SSEN prior to submission of a planning application.

Role of 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.

The Planning Policy Guidance states that, *'Planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.'*

Local planning authorities are responsible 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.

Core Strategy Policy CS14 Efficient Use of Resources refers to the target, previously set by the Partnership for Urban South Hampshire in its Strategy, for the delivery of renewable energy and aims to ensure that major developments

Electricity

(defined in supporting text as 250 dwellings or more and 5,000 sq m non-residential floorspace) maximise their on-site renewable energy production. This is no longer relevant and national targets - the UK is currently committed to getting 15 per cent of all energy from renewable sources by 2020 - may change as a result of Brexit.

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 addition, sustainable developments should also consider facilities for electric car charging points.

Opportunity may be taken to consider the establishment of an Energy Service Company (ESCO) for the Denvilles-Emsworth Strategic Site.

Guidance is available from the Health and Safety Executive⁵¹ as well as the National Grid⁵² on planning and amenity aspects of development near high voltage electricity transmission lines and substations to ensure safety and for future maintenance reasons.

Conclusion & Action

Although it is likely that some system reinforcements would be required to deliver further housing growth and it is envisaged that upgrades would be required, with costs apportioned between developers and the Electricity DNO, there are no electricity network capacity issues within the Borough.

However, 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.

Developers will be required to work in partnership with electricity suppliers to provide appropriate infrastructure throughout their development.

⁵¹ <http://www.hse.gov.uk/pubns/gs6.pdf>

⁵² [Development near overhead power lines – National Grid](#)

Utilities

Gas

Lead Organisation(s)	Southern Gas Networks (SGN)																																						
Main Sources of Information	Correspondence with South Strategy, Network Planning, SGN General Safety Measures to Avoid Injury and Damage to Gas Plant - Southern Gas Networks (2012)																																						
Existing Provision – current situation	<p>SGN is the owner and operator of significant gas infrastructure within the Havant area.</p> <p>Consents, easements and safe systems of working are required to protect the existing gas supply network and allow for maintenance. For example mechanical excavators are not allowed within the following distances:</p> <table border="1"> <thead> <tr> <th>Type of Mains and Services</th> <th>GAS MAP Identification</th> <th>Hand Excavation required inside</th> <th>Pipe pressure indication shown on MAP</th> </tr> </thead> <tbody> <tr> <td>Low Pressure (LP)</td> <td>0 – 75mbar</td> <td>0.5 metres</td> <td></td> </tr> <tr> <td>Medium Pressure (MP)</td> <td>75mbar to 2 bar</td> <td>0.5 metres</td> <td></td> </tr> <tr> <td>Intermediate Pressure (IP)</td> <td>2 – 7 bar</td> <td>3.0 metres</td> <td></td> </tr> <tr> <td>High Pressure (HP)</td> <td>Above 7 bar</td> <td>3.0 metres</td> <td></td> </tr> </tbody> </table> <p>Safe working within the vicinity of high pressure pipelines requires:</p> <table border="1"> <tbody> <tr> <td>Power Excavators in easements</td> <td>>3 metres</td> </tr> <tr> <td>Power Excavators in highway</td> <td>>3 metres</td> </tr> <tr> <td>Pressure testing</td> <td>>8 metres</td> </tr> <tr> <td>Piling</td> <td>>15 metres</td> </tr> <tr> <td>Demolition</td> <td>>150 metres</td> </tr> <tr> <td>Blasting</td> <td>>250 metres</td> </tr> <tr> <td>No-dig techniques</td> <td>Method Statement required</td> </tr> <tr> <td>Crossing easement with plant</td> <td>Written Consent required</td> </tr> </tbody> </table>			Type of Mains and Services	GAS MAP Identification	Hand Excavation required inside	Pipe pressure indication shown on MAP	Low Pressure (LP)	0 – 75mbar	0.5 metres		Medium Pressure (MP)	75mbar to 2 bar	0.5 metres		Intermediate Pressure (IP)	2 – 7 bar	3.0 metres		High Pressure (HP)	Above 7 bar	3.0 metres		Power Excavators in easements	>3 metres	Power Excavators in highway	>3 metres	Pressure testing	>8 metres	Piling	>15 metres	Demolition	>150 metres	Blasting	>250 metres	No-dig techniques	Method Statement required	Crossing easement with plant	Written Consent required
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Gas

	<p>A high pressure gas pipeline crosses the borough from east to west to the south of the A27 (affecting site UE02B Land adjoining Selangor Avenue and UE54 Land at Southmere Field) then crosses the A27/A3(M) slip roads (affecting site UE68 Forty Acres). 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, skirting around the western side of site UE70 East of College Road.</p>
<p>Planned Provision – anticipated needs</p>	<p>SGN has assessed the impact of the proposed new 11,250 dwellings by 2036. Based on the distribution of development, where the majority of expansion sites are anticipated in the Havant and Waterlooville areas SGN has concluded that the gas infrastructure may be significantly affected by the levels of growth proposed.</p> <p>SGN has reviewed the proposed distribution of residential development across the five local plan areas. SGN has identified that these developments will likely have significant impact on its gas infrastructure in this area and may require reinforcement.</p> <p>In particular, the proposed developments in Havant at the Civic Campus and in UE76 Land North of Long Copse Lane, H18/H82 Land South of Ranelagh Road, UE68 Forty Acres, UE47 Land West of Tournurbury Golf Centre, UE70 Land East of College Road and the identified strategic site, STR1 Area between Denvilles and Emsworth are likely to require significant reinforcement.</p> <p>It should be noted that SGN will not act upon reinforcement of the Network until connection is requested.</p>
<p>Sources of Funding</p>	<p>Should alterations to existing assets be required to allow development to proceed, the alterations will need to be funded by the developer.</p>
<p>Key Issues & Rationale</p>	<p>SGN's principle statutory obligations relevant to the development of the gas network, arise from the Gas Act 1986 (as amended), an extract of which is given below:-</p> <p>Section 9 (1) and (2) which provides that:</p> <p>9. General powers and duties</p> <p>(1) It shall be the duty of a gas transporter as respects each authorised area of his:-</p> <p>(a) to develop and maintain an efficient and economical pipe-line system for the conveyance of gas; and</p> <p>(b) subject to paragraph (a) above, to comply, so far as it is economical to do so, with any reasonable request for him –</p>

Gas

(i.) to connect to that system, and convey gas by means of that system to, any premises; or

(ii.) to connect to that system a pipe-line system operated by an authorised transporter.

(1A) It shall also be the duty of a gas transporter to facilitate competition in the supply of gas.

(2) It shall also be the duty of a gas transporter to avoid any undue preference or undue discrimination -

(a) in the connection of premises or a pipe-line system operated by an authorised transporter to any pipe-line system operated by him; and in the terms of which he undertakes the conveyance of gas by means of such a system.

SGN would not therefore develop firm extension or reinforcement proposals until SGN is in receipt of confirmed developer requests. This generally takes place after planning permission is granted.

Role of Planning Policy

SGN is the owner and operator of significant gas infrastructure within the Havant area and due to the nature of its license holder obligations. Should major alterations or diversions to such 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. 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.

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.

Gas

	<p>Again where the Council is in discussions with developers, via the Local Plan, SGN requests that these early notification requirements are highlighted.</p>
Conclusion & Action	<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.</p> <p>The sites known to be directly or potentially affected are:</p> <ul style="list-style-type: none">• UE02B Land adjoining Selangor Avenue,• UE68 Forty Acres,• UE70 East of College Road. <p>For all sites, developers should be required to contact SGN with their proposals before the pre-application stage and follow the template/guidance set out in the Council's Infrastructure Delivery Statement and as provided by SGN.</p> <p>The Havant Civic Campus area (previously referred to as the Public Service Village), which may also include the Job Centre site, is likely to require significant network reinforcement.</p>

Utilities - Water

- 3.11 Adequate water and wastewater infrastructure is needed to support sustainable development. A healthy water environment will also deliver multiple benefits, such as helping to enhance the natural environment generally and adapting to climate change. Indeed the NPPF in paragraph 99 says that Local Plans should take account of climate change over the longer term, including factors such as water supply. In paragraphs 109 & 110 the NPPF refers to the need to enhance the natural environment by preventing water pollution and minimising pollution.
- 3.12 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.
- 3.13 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).
- 3.14 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.
- 3.15 Water UK is a membership organisation which represents and works with the major water and wastewater service providers on behalf of its members, engaging with Defra, other government departments, regulatory bodies (such as Ofwat, the Environment Agency, the Drinking Water Inspectorate) and consumer bodies across the country.
- 3.16 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.

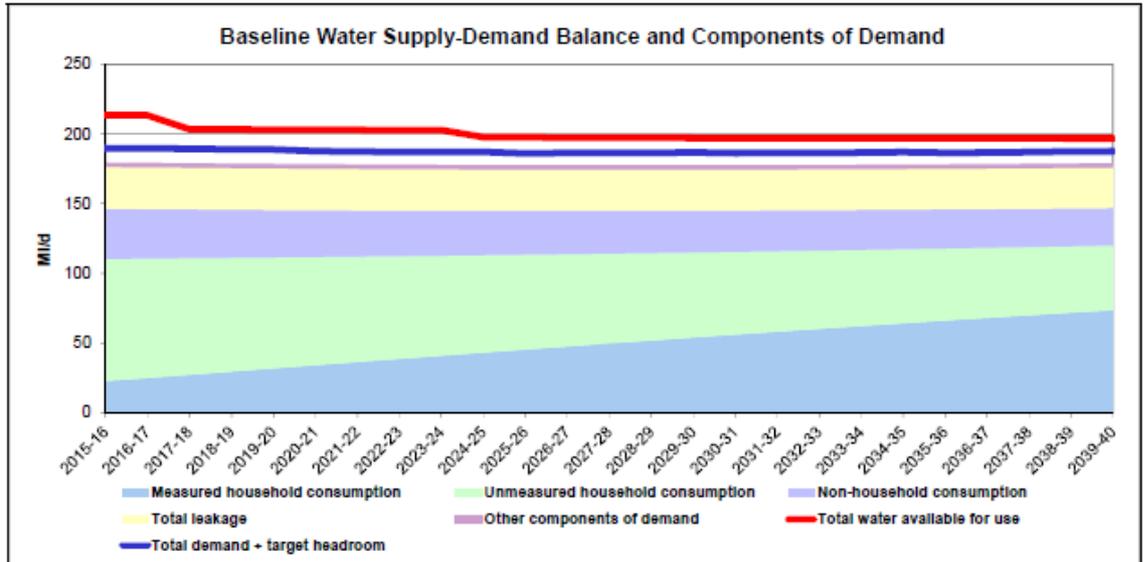
- 3.17 New rules were adopted by Ofwat in December 2016 on charging for “new connections”, i.e. the infrastructure provided by water companies for new development. They will affect developer customers and other providers of infrastructure such as Self Lay Providers. Water UK has undertaken consultation and is providing guidance to water companies as they prepare to implement the new rules in April 2018.
- 3.18 The way that water services are supplied to customers is changing. From April 2017, businesses, charities and public sector organisations in England are no longer restricted to buying water services from their regional monopoly. Instead, they can shop around, renegotiate, and find the right deal for them. The market will work like many other open utility markets (such as telecoms, electricity and gas). Retail suppliers will buy wholesale services, (the physical supply of water and/or removal of wastewater), and offer a package to sell to eligible customers. Regional water companies will continue to serve non-eligible and household customers.

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Water Supply

Lead Organisation(s)	Portsmouth Water
Main Sources of Information	<p>Portsmouth Water Final Water Resources Management Plan 2014</p> <p>Integrated Water Management Study - Amec Foster Wheeler for PUSH (2017)</p> <p>Correspondence and meeting with Portsmouth Water officers</p>
Existing Provision - current situation	<p>The winter of 2016/17 was drier than average, with Met Office figures showing that the South East received only 77% of normal rainfall. This means there are lower water levels across regional water sources than in previous years. Two dry winters can cause significant problems and three mean severe difficulty. South East England as a whole is already under water stress and development is making water stress worse however it is more cost effective to put water saving measures in new dwellings than to retrofit in existing dwellings.</p> <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. The Final Water Resources Management Plan 2014 (WRMP) 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.</p> <p>Portsmouth Water has forecast 'baseline' demand and supply across the supply network for the period 2015 to 2040. The baseline forecast is developed excluding any policies or other interventions beyond what the company is already doing or has already committed to. The graph below shows Portsmouth Water's baseline forecast of the supply-demand balance for the network. It takes account of climate change and variation and is based on a 'dry year forecast'. The red line is the supply forecast and this includes all water that is available for use, including water imported from other zones. The blue line is the forecast demand, including a buffer (headroom) to allow for and increase resilience to any uncertainties in the forecasts. It shows there is surplus in water supply for the whole of the planning period.</p>

Water Supply



Portsmouth Water abstracts from various groundwater abstractions, spring sources and one surface water abstraction from the River Itchen. These are illustrated on the map below.



Of particular importance for Havant is the source known as the Havant and Bedhampton Springs.

The WRMP notes that Portsmouth Water abstracts an average of around 180 Ml/day from boreholes. However the company has no significant raw water storage and consequently is reliant on the recharge of groundwater over the winter period. The WRMP indicates that the Havant and Bedhampton Springs source Abstraction Licence is limited to a peak of 137 Ml/day with 98 Ml/day on average. Water transfer between sources can be utilised to make better use of resources across the Portsmouth Water area.

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Havant and Bedhampton Springs also have a Hands Off Flow (HOF) condition where the company can no longer abstract water if the fresh water flows to the harbours falls below a prescribed level. The main part of this condition relates to the Brockhampton Mill Lake which has a HOF of 6.0 MI/d. The second part relates to the Langstone Mill Stream which has a HOF of 1.3 MI/d (February 2010). Havant and Bedhampton Springs are constrained by treatment works capacity. When the abstraction licence was revised at Havant and Bedhampton the annual total was set at 98.0 MI/d. This is sufficient to allow Havant Thicket Reservoir to be filled should it be developed but is also the nominal maximum treatment capacity at Farlington Works.

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.

Planned Provision - anticipated needs

The WRMP is currently being updated and rolled forward so forecasts and figures (based on a 1:200 year drought situation) will change. However as the revised WRMP is not due for publication as a draft for comment until later in the year, this section is based on information from the current (2014) WRMP.

Household demand is calculated through per capita consumption (PCC) which is the amount of water each individual uses measured as litres per head per day (l/h/d). Overall forecast demand is based on population growth forecasts, including the latest available data from local planning authorities. Calculations of PCC are based on both metered consumption and studies of unmetered consumption and is affected by variables such as household size and weather dependent factors including garden watering. PCC is generally less in new dwelling and meter-optional households (129 l/h/d) than non-metered households (153 l/h/d) in a 'normal year' analysis based on 2012/13 data. This equates to an overall average of 149 l/h/d. This is then 142l/h/d (metred) and 162l/h/d (non-metered) in dry year conditions.

The dry year baseline PCC shows that the company's PCC will continue to fall throughout the planning period, reaching 135 l/h/d in a 'normal year' and 149 l/h/d for a dry year by 2039/40.

The Portsmouth Water area is forecasted to reach 138 l/h/d by 2030, a 7.4% reduction compared to the current dry year average of 149l/h/d. However this is still higher than the government's normal year aspirations of 130 l/h/d by 2030.

The 2014 WRMP indicates that the water resource zone remains in surplus at average, peak week and minimum deployable output throughout the planning period from present to 2040. This takes into account various factors including outage for reasons including power failure, system failure and pollution

Water Supply

incidents. Climate change is included in the modelling as 'most likely' to 'high' impacts and accounts for 3%-6% increase in the level of personal washing and garden use.

Portsmouth Water projections have shown a supply surplus between the 2014 WRMP and 2040. The forecast takes into account that 67,670 new properties will be built in this resource zone by 2039\2040, increasing from property numbers from 288,150 in 2015\21016 to 347,762 in 2039\2040. In line with an increase in property numbers, the population is likely to increase by 151,668 to 806,911 by 2039\2040.

Although the above figures are being updated in the revised WRMP work to date indicates that even allowing for the increase in dwellings and population associated with the latest South Hampshire dwelling requirements, including the provision of 11,250 dwellings in Havant Borough from 2011-2036, there will remain sufficient capacity across the Portsmouth Water area such that the need for the Havant Thicket Winter Storage facility may not be triggered.

Bulk supplies to other companies, including Southern Water, contribute to the overall reduction in deployable output and it is an increase in this aspect of supply that could be the trigger for the Havant Thicket Winter Storage facility.

Demand in the non-household sector has been and is expected to continue to fall over the Plan period. This includes supply pipe leakage. The company has set out a Leakage Action Plan that details how Portsmouth Water will reduce leakage to meet the target, the costs of which will not be borne by customers. The Leakage Action Plan aims to maintain leakage at the target 30 MI/d. The reduction in leakage from previous above target levels has resulted from further pressure management optimisation (reducing the pressure in the system which reduces the flow of water from leaks, which stops new leaks developing, and replacing old pipes which have recurrent failures), increased find and fix activity and improved leakage targeting data.

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 bars⁵³, which is over twice that required by the Guaranteed Standards Scheme⁵⁴. Pressure can vary at different times of the day as it's 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

⁵³ 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.

⁵⁴ [The Guaranteed Standards Scheme: summary of standards and conditions – Ofwat \(April 2017\)](#)

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the water supply pipe. Older properties may be supplied with 12.5mm diameter pipes so low flows can be experienced if occupants draw water at the same time; and the problem is compounded by the use of washing machines, dishwashers and power showers. Modern homes tend to have 25mm supply pipes which result in flows more suitable for modern appliances. All complaints made to Portsmouth Water are investigated by monitoring at the nearest hydrant or stopcock.

Customers are responsible for the supply pipes within the boundaries of their property. Supply pipe leakage tends to be lower on measured properties than on unmeasured properties. If a leak occurs on a measured property customers will notice the step change in the volume consumed. Also when a customer opts for a meter a check is undertaken on the customer's supply pipe. Consequently the leakage forecast falls over the period to take account of the reduction in supply pipe leakage as a result of the number of customers opting for a meter and as new homes are fitted with meters.

The Portsmouth Water area is in surplus, meaning that the existing supply network can cope with future demands and all of the assumed uncertainties and risks. With no projected supply deficits there are currently no actions needed or justified to address the supply or demand management options. Despite this, Portsmouth Water has looked into various options for increasing supply. The options appraisal process assessed unconstrained options then feasible options, undertook economic appraisal, programme appraisal, strategic environment assessment and habitats regulation assessment before concluding the preferred programme of options. The options range from leakage management, increasing abstraction, consumer efficiency schemes, use of new technologies (desalination and recovery from effluent) and new resources including the Havant Thicket Winter Storage facility.

Portsmouth Water has considered a number of winter storage options, with the construction of a pumped storage reservoir at Havant Thicket (Option A 'Standard Design' 23Ml/d) being assessed and agreed with stakeholders as the most feasible reservoir option available. Water would be sourced from the Havant and Bedhampton Springs during the winter period (within the existing licence volume) and stored in the reservoir for use in the summer when necessary. 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.

In the event that the Havant Thicket reservoir is needed there would be a 10 year lead in time for it to become operational. This includes the time for planning applications and other consents, construction periods (May to September) over a number of years including site preparation works, excavation of clay and

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building the embankments, construction of ancillary facilities; and finally a couple of years (winters) to fill the reservoir.

If/when the reservoir is constructed the associated new paths, cycleways, play and water sports training facilities will provide a significant positive benefit for the local community. The new visitor centre will provide opportunities to explain and promote “water wise” messages and alternative energy solutions.

The Water Framework Directive (WFD) has become the main driver for sustainability investigations. In 2010 Portsmouth Water asked consultants AMEC to investigate the impact of abstraction on a number of water bodies. AMEC concluded that the River Ems is impacted by abstraction but the current augmentation scheme goes some way to mitigate this at low flows. It was recommended that the location, and volume, of the augmentation flow should be reconsidered.

The post implementation monitoring and WFD investigations were completed in March 2013 including an options appraisal carried out for the River Ems. The results were submitted to the EA in time to influence the next stage of the National Environment Programme process - a list of sustainability schemes agreed with the Environment Agency to ensure compliance with environmental legislation. This was published in August 2013 and contained the following proposals:

- Consider changes to the location and volume of augmentation on the River Ems.

The River Ems augmentation flow has been removed from the process losses because it will be provided by raw (natural, untreated) water from 2015. The augmentation is included as a sustainability reduction and has the effect of reducing deployable output under certain circumstances.

Developments of a certain size may require a water mains extension. Although the design and installation is normally undertaken by Portsmouth Water the company offers 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.

Of the sites that are being brought forward for development through the Local Plan Housing Statement and for allocation in the Local Plan 2036 the Land East of College Road site at Crookhorn is likely to be the most expensive to serve as the larger main is further away so pressure valves may need to be installed in certain places.

Off site water mains reinforcement is likely to be required for the following sites:

Water Supply

Emsworth

- Land North of Long Copse Lane;
- Land North and West of Selangor Avenue;
- Land West of Horndean Road.

Havant & Bedhampton

- Forty Acres;
- Littlepark House, Bedhampton;
- Land East of Castle Avenue;
- Land North of A27 and further east of Castle Avenue;
- Land South of Barton's Road.

Hayling Island

- All sites.

Waterlooville

- Land East of College Road;
- Woodcroft Farm.

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.

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: the next review is in 2019. 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.

The cost of providing the Havant Thicket Winter Storage facility is estimated at £70m.

Key Issues & Rationale

- 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.
- The WFD seeks to protect and improve the water environment and

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ecology, prevent deterioration in the status of water bodies and achieve 'Good Status' for water bodies and groundwater by 2027.

- Water Resource Management Plans 2014 forecast supply and demand across a 25 year planning horizon, taking into account forecast changes in population and consumption behaviour, the impact of climate change on demand and water resource availability, and the impact of environmental constraints on the volume of water that the water company is permitted to abstract from its network of surface and groundwater sources. The plan sets out the various options that are available to close any forecast supply deficits, and details the company's preferred solution with cost-benefit justification. The Portsmouth Water strategy looks to 2050.
- Portsmouth Water's area of supply has been assessed as an area of "moderate water stress". This means that the company has not been able to pursue compulsory metering of existing properties throughout its supply area as it's not an area of "serious water stress". However it has evaluated the benefit of compulsory metering installation as one option /solution to any shortfall in supply and encourages optional metering. All new properties are metered, where it is practical and economical to do so.

Role of Planning Policy

Relevant paragraphs and advice in the NPPF and PPG are referred to in the introduction section above.

The Core Strategy currently includes a strategic site allocation for the Havant Thicket Winter Storage (Policy 18.2) and the Allocations Plan safeguards the route of the pipeline from development that would prevent its delivery (Policy AL6). While the Winter Storage facility is not currently expected to be needed within the LP2036 plan period it remains the best option for a reservoir within the Portsmouth Water area. It is therefore appropriate to retain protection of the area of the facility, together with the route of the pipeline to the treatment works through a policy and allocation on the Policies Map.

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 continue to be protected through the Local Plan.

Much of Havant across the borough from the Denvilles and Emsworth Strategic Site to Purbrook, including the Campdown area, 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. As these would take less than 50 days to reach the Havant and Bedhampton Springs public water supply such activity must be controlled or restricted. The Environment Agency defines and maps Source Protection Zones (SPZs) for these groundwater resources and early consultation

Water Supply

with Portsmouth Water by developers prior to planning applications is required for sites within the SPZ.

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.

Although not expected to be needed within the Local Plan period to 2036, an updated and combined policy to protect the location of the Havant Thicket Winter Storage facility and the route of the pipeline to the treatment works through a policy and allocation that is illustrated on the Policies Map is needed.

Utilities

Waste Water and Sewage Disposal	
Lead Organisation(s)	Southern Water
Main Sources of Information	<p>Integrated Water Management Study - Amec Foster Wheeler for PUSH (2017)</p> <p>Wastewater Position Statement 2015</p> <p>Strategic Statement 2015-2040 - Southern Water (2013)</p> <p>Correspondence with Southern Water</p>
Existing Provision - current situation	<p>Budds Farm Wastewater Treatment Works (WwTW) in Havant serves the vast majority of Havant Borough. The WwTW operates 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. The treated effluent from Budds Farm WTW discharges to the Solent via a long sea outfall which, under the WFD, is classified as 'moderate'⁵⁵ with the element not achieving 'good' status being Mitigation Measures Assessment (moderate or less)⁵⁶.</p> <p>Thornham WwTW, situated just outside the Borough at Southbourne, only serves a very small part of Havant Borough (<5%) centred on Emsworth.</p> <p>There is sufficient capacity in the WwTWs to serve existing development and maintain compliance with their environmental permits.</p> <p>Wastewater Treatment Works (WwTWs) are permitted to discharge a maximum volume of treated effluent based on the population size they serve. This is generally multiples of the Dry Weather Flow (DWF), which is the baseflow going to a WwTWs of raw sewage with a small amount of groundwater infiltration with surface water drainage inputs. The DWF is used to help determine the quality of effluent required to protect the water environment and can also be used as an indicator of when a WwTW is reaching its volumetric design capacity and requires an upgrade.</p>

⁵⁵ The classification relates to Langstone Harbour rather than the Solent. Whilst the long sea outfall discharges treated effluent, the storm tank (combined sewer emergency overflow) discharges from Budds Farm into the Harbour. These emergency releases, which are heavily diluted by storm water, are permitted under the terms of an Environmental Permit set by the Environment Agency and protect properties that might otherwise experience flooding.

⁵⁶ Source: Table 4.3 of the IWMS

Waste Water and Sewage Disposal

For Budds Farm, Havant, the 3 year DWF (2013-15) was 91,691 m³/day compared to the consent limit of 108,853 m³/day so is assessed at current levels of discharge as being “okay” having spare capacity >10%.

Where water tables are high they can cause issues for sewers as groundwater can infiltrate sewers and cause flooding. In recent years 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. However sewer flooding incidents are more 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.

Planned Provision - anticipated needs

Southern Water’s Strategic Statement 2015-40 states, *“When it comes to housing development; we’ll work more closely with local authorities and planning agencies to create the capacity to make sure your existing services are not affected.”*

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.

Southern Water has prepared forecasts for each WwTW in the period to 2020 and any investment required to meet demand will be carried out in this period. The forecasts were prepared in 2013 based on housing trajectories provided by planning authorities, published five year supplies of housing and household projections prepared by the DCLG. New forecasts are currently being prepared for the price review in 2019 to inform investment planning to 2025 (additional price reviews will take place in 2024, 2029 and 2034).

Local Authorities, the Environment Agency and Natural England have a responsibility to work together to ensure that future proposed housing growth does not have a detrimental impact on the integrity of the designated sites. As such a review was undertaken for the IWMS to assess whether any potential increases of nitrate from discharge treated sewage effluent would impact on Special Areas of Conservation and Special Protection Areas.

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 were

Waste Water and Sewage Disposal

calculated for the IWMS based on current performance and future predicted increases in DWF to ensure that future housing growth does not cause a significant water quality problem. If future housing would have any impact beyond current issues, and lead to the sites being at 'unfavourable condition' measures were identified to reduce nitrate levels. However it was noted that evidence showed that WwTWs are not the dominant source of nitrate. There is a nitrate limit on Budds Farm WwTW, and as levels of housing increase, beyond current DWF, this would be managed on a no deterioration basis.

In its Strategic Statement 2015-40 Southern Water has said that over the next 10 years it will invest in odour control equipment at major sites. Budds Farm had odour control included in the significant rebuild of the site 10 years ago and presently receives very few odour complaints for the site (2-3/year).

A high level assessment by the IWMS of the available capacity of Budds Farm Havant WwTW to accommodate the planned growth indicates that the calculated DWF will increase by 18% by 2036. Therefore Budds Farm reaches capacity at 2036, although exceedance is only marginal, i.e. less than 10%. This will mean that the discharge volume will exceed the consented limit by 2036 as well. Therefore the capacity of the WwTW is a possible constraint to planned growth from 2030 onwards. However this was based on a 'worst case scenario' assuming 5 people per house, considered to ensure that future housing could be accommodated and adequate sewerage infrastructure planned for. Sensitivity testing by applying a reduced, and more realistic, single house occupancy of 2.5⁵⁷ people, rather than the in the 'worst case scenario', reduces the impact of the growth such that there is no exceedance of the DWF consent limit within any of the growth phases. And no suggested interventions are proposed with the possible exception of consent review.

Over the longer term (25 years) Southern Water will continue to adopt new technology and design to help manage processes more efficiently and effectively. This will also prevent smells.

Southern Water therefore considers that wastewater treatment capacity can be provided to meet demand from new development, thereby mitigating any adverse environmental impact from increased wastewater flows.

⁵⁷ Census 2011, average persons per household: 2.3 in Havant Borough and 2.4 in Hampshire

Waste Water and Sewage Disposal

Southern Water has added to its maintenance liability by taking ownership across its entire area of sewerage infrastructure that was previously the responsibility of customers to maintain. This includes approximately 17,000km of sewers in 2011 and, in 2016, most private pumping stations. The Strategic Statement states that the company will invest to ensure these operate as well as the rest of its network. To reduce the risk of homes and businesses suffering sewer flooding the company has stated that over the next 10 years it will, *'quickly and cost-effectively tackle 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'*.

Southern Water has stated that, *'In the Havant area, we will continue to pro-actively manage our sewerage system, and where localised issues occur we will look to mitigate or resolve.'*

Over the next 25 years the company expects to complete the roll-out of real-time sewer monitoring to enable the network to be more effectively managed. Already Southern Water has been trialling the technology called Electro Scan that involves passing a probe through the sewer pipe that is able to detect a potential point of leakage and its severity.

Regarding the sewerage network capacity the IWMS has considered information on pollution incidents. There has been two reported category 1 (major) crude sewage related pollution incidents (in 2002 and 2009) within the central part of the Budds Farm Havant WwTW catchment, north and north west of Havant. There were a further six category 2 (significant) pollution incidents within the WwTW catchment between 2001 and 2013, two of which relate to storm sewage, three to crude sewage and one related to other sewage materials. This indicates the potential for sewerage network upgrade requirements to accommodate future growth plans (2016 - 2036) within this WwTW catchment. The risk of this requirement is higher in the area of Purbrook and Portsmouth where the most recent incidents occurred (2010 and 2013). Although it is important to distinguish between events created by capacity constraints and those caused by asset failure.

Southern Water has requested that where there are new 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.

Greenfield sites outside of the current urban area boundaries

A number of sites were assessed by Southern Water during the

Waste Water and Sewage Disposal

consultation period on the Draft Local Plan Housing Statement. The assessment indicated the requirement for a connection to these sites to be made at the nearest point of adequate capacity. This is not a constraint to development providing there is planning policy support for the provision of the necessary local infrastructure. In the allocation of a number of sites Southern Water has therefore advised inclusion of policy wording stating, *'Development proposals must provide a connection to the nearest point of adequate capacity in the sewerage network, as advised by the service provider.'* This applies to the following sites:

- UE76 - Land North of Long Copse Lane,
- UE02b - Land North and West of Selangor Avenue*,
- UE28 - Littlepark House*,
- UE30 - Land South of Lower Road, Bedhampton,
- UE53 - Land East of Castle Avenue,
- UE55 - Southleigh House*,
- UE68 - Forty Acres*,
- UE77 - Rook Farm, Hayling Island*,
- UE18 - Station Road, Hayling Island*,
- UE70 - Land East of College Road*;
- UE72 - Land North of Fort Purbrook*;
- STR1 - Area between Denvilles and Emsworth*;
- H10 - Market Parade;
- H14 - Portsmouth Water HQ;
- UE3b - Land South of Barton's Road;
- UE02a - Land North of A27 and further east of Castle Avenue;
- HY45 - Beachlands, Hayling Island seafront;
- New - Land r/o Westjay, Havant Road;
- L25 - Strouden Court;
- L83 - Riders Lane Allotments;
- L138 - Leigh Park Centre;
- L145 - SSE office site, Bartons Road;
- UE6a - Land north of Leigh Park (Cabbagefield Row);
- UE69 - Land at Hulbert Road;
- W63 - 154 London Road, Waterlooville;

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- W126 - Padnell Grange.

While the assessment revealed that local sewerage infrastructure has limited capacity in some cases (*) this is not a constraint to development and upsizing, if needed, would usually be at the developer's expense.

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.

Denvilles- Emsworth 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 Thonham 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 PUSH IWMS recommends that an assessment of this works should be included in the Chichester Water Quality Assessment being undertaken in summer 2017 to support the Chichester Local Plan including housing numbers from Havant Borough. Both WwTWs have the potential to impact on Chichester and Langstone Harbours.

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 (the next review is 2019). 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.

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	<p>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.</p> <p>However local infrastructure such as local sewers should be funded by the development if this is specifically required to service individual development sites. The principle is that new development needs to connect to the sewerage system at the nearest point of adequate capacity. This may require off-site infrastructure if the nearest point is not located within the immediate vicinity of the site. Southern Water would take future income from new customers into account so that the developer would only need to fund a proportion of the total cost.</p>
Key Issues & Rationale	<p>Not all beaches are designated as 'bathing waters'. Wastewater discharges to bathing waters already have to meet high standards, with the best achieving a 'Blue Flag'. Since 2015 the legal standards are around twice as high as previously with the Blue Flag standards being even higher. Despite this, Hayling beach has again been awarded the Blue Flag now for the 26th consecutive year.</p> <p>During heavy rainfall, or if system failures occur, safety valves, which stop the sewers becoming overloaded, can discharge untreated wastewater into the sea. Pollution can also be caused from run-off from farmland and paved areas, roads, animals and illegal sewer connections to surface water drainage networks. Southern Water therefore works closely with landowners, farmers, businesses and local Councils to fix any problems.</p> <p>Avoidance of significant impacts on the water environment and habitats arising from the effects of growth on waste water 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 WFD 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.</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% deterioration⁵⁸ in water</p>

⁵⁸ Aspirational target set by EA.

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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).

The IWMS also reviewed a high level assessment of the capacity of the associated 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 people⁵⁹, (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).

Where off-site infrastructure in the sewerage system is required the new provision and funding regime is to ensure that levels of service are maintained to both new and existing customers and that the risk of flooding is not increased to unacceptable levels.

Role of Planning Policy

The NPPF states that the planning system should contribute to and enhance the natural and local environment by preventing new development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

Southern Water advises that planning policies in Local Plans should secure phasing of development in the event that more complex issues arise that take longer than anticipated to resolve, to mitigate environmental risks that are currently unclear or unknown.

Southern Water says that it, '*will actively promote joint working with local authorities, planners and highways agencies to tackle the risk of sewer flooding from surface water run-off. For example ... landscape design standards to minimise flood risk including the use of some areas as surface water soakaways*'.

⁵⁹ 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.

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In terms of local infrastructure specifically required to service individual development sites, such as local sewers, these will need to be delivered by the development. To this end, the principle is that new development needs to connect to the sewerage system at the nearest point of adequate capacity. This may require off-site infrastructure if the nearest point is not located within the immediate vicinity of the site. Southern Water considers that this development principle should be recognised in site allocation policies where such provision is deemed necessary.

Guiding principles, which set out provisions for utility infrastructure that may be useful in the preparation of the Havant Local Plan, are provided.

Conclusion & Action

Overall, Southern Water has not identified any 'showstoppers' to development within Havant Borough.

The IWMS indicates that Langstone Harbour as a waterbody is already at 'Good' status for nitrate. Although there will only be an 18% increase in loading from Budd Farm Havant WwTW, this could put the waterbody at risk of deterioration. The IWMS therefore suggests that measures should be considered to reduce the nitrate loading from the Budds Farm Havant WwTW discharge. As noted above, there is a nitrate limit on Budds Farm WwTW, and as levels of housing increase, beyond current DWF, this would be managed on a no deterioration basis, primarily through the use of new technology and design to help manage processes more efficiently and effectively. The IWMS also suggests that potential reductions in upstream sources should also be considered.

Taking a load standstill approach indicates that up to 103kg\ld would need to be removed from the catchment by 2036 in order to ensure there would be no impacts from future housing growth.

In terms of the capacity at Budds Farm the IWMS considered that using a worst case scenario of 5 persons per household upgrade would be needed by 2036. However when basing the housing occupancy on the national average of 2.5 people no capacity upgrade is required.

The IWMS indicates that sewer network capacity upgrade may be required by 2030 and specific reference should be made in site allocations policies where indicated by Southern Water.

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Utilities

Telecommunications including Broadband	
Lead Organisation(s)	BT Openreach and Virgin Media Mobile Operators Hampshire County Council
Main Sources of Information	Code of Best Practice on Mobile Network Development in England – Mobile Operators Association (2013) Liaison with HCC Hampshire Superfast Broadband Officer Hampshire Strategic Infrastructure Statement – HCC (April 2017) 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
Existing Provision – current situation	<p>Mobile networks are made up of a mix of different types of infrastructure: roadside masts, rooftop equipment and, increasingly, small cell technologies⁶⁰. A base station, which may take any of those forms, relays the signals and can only handle a finite amount of traffic at any one time; base stations cover a limited geographic area and need to be sited where there is customer demand for connectivity.</p> <p>Mobile connectivity is now about far more than simply making calls and sending texts; it is primarily about mobile broadband. The majority of mobile phones in the UK are internet-enabled smartphones, and large numbers of people also now own tablets. In addition to the benefits to the economy, good mobile connectivity also promotes social inclusion and allows people to access public services. Across the UK as a whole, 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>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</p>

⁶⁰ Small cell is an overarching term for low-powered radio access nodes that help provide service to both indoor and outdoor areas

Telecommunications including Broadband

	<p>websites. However 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.</p> <p>Mobile operators are committed to sending details of the location of their existing sites to LPAs on an annual basis. The Code of Best Practice says that LPAs should ensure that members of the public can access information about the location of base stations within their area⁶¹.</p>
<p>Planned Provision – anticipated needs</p>	<p>As increased use of mobile data puts more pressure on network capacity, the move from 2G (2nd generation technology – voice calls and text messages) to 3G (3rd generation – the Internet and other data) has resulted in the need for more base stations. In general operators anticipate largely using existing network infrastructure for the provision of 4G services (superfast broadband), and are also similarly upgrading their 2G and 3G network infrastructure to improve capacity and coverage.</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>Fast, reliable broadband internet access is essential in order for businesses to compete nationally and internationally and for households to benefit from online services. The availability of high speed broadband has become an increasingly important factor in decision making when homebuyers are seeking to move house.</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 to 95% of the UK by 2017. It is expected that the Hampshire Programme will achieve 97% by 2019.</p> <p>For new developments it is the developer’s responsibility to liaise with the providers and the responsibility of the prospective property purchaser to</p>

⁶¹ The location of mobile telecommunications masts and base stations can be found via this website: https://www.mastdata.com/37/37_Homepage.aspx

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	<p>ensure that the developer has made the services available.</p> <p>HCC provides resources in the form of guides for both Planning Authorities and Developers via the Hampshire Superfast Broadband website⁶².</p>
Sources of Funding	<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.</p> <p>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 get back some of the cost.</p> <p>For developments of less than 30 plots then 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>

⁶² <https://www.hampshiresuperfastbroadband.com/new-build-sites/new-sites/>

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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 broadband cables sharing the same infrastructure assets, routes or networks.

It is expected that the Denvilles-Emsworth 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.

Hayling Island is already served by cables within the carriageway across Langstone Bridge and HCC's policy is to avoid any servicing work during busy times.

Key Issues & Rationale

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.

Access to broadband in homes, businesses and through a mobile device is a vital component of infrastructure in today's world. It is important to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in rural areas.

Businesses and public services are moving quickly to digital delivery where possible, because this offers opportunities to improve customer service as well as reducing cost. Many transactions are now only available electronically, putting those who do not have access at a disadvantage. However free public access to the internet is increasingly available through public wi-fi points and at libraries.

One of the key principles of the Digital Hampshire Strategy⁶³ is to support business growth by working together to maximise the opportunities of digital services in Hampshire for businesses large and small and so encouraging inward investment and lower carbon footprint.

The installation of high speed broadband infrastructure is therefore key to 'future-proofing' developments. It is therefore vital in achieving wider economic benefits to ensure that residents are able to access high speed

⁶³ Digital Hampshire: A strategy for Hampshire County Council and its partners (May 2012) online at: www.hants.gov.uk/pdf/digital-hampshire.pdf

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	<p>broadband when they move into new developments.</p>
<p>Role of Planning Policy</p>	<p>Section 5 (paragraphs 42-46) of the NPPF is about ‘supporting high quality communications infrastructure.</p> <p>The National Planning Policy Framework is clear that local planning authorities should not seek to prevent competition between operators or question the need for the telecommunications system. In paragraph 43, local planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and high speed broadband when preparing local plans.</p> <p>Section 5 of the NPPF includes the following:</p> <ul style="list-style-type: none"> • Advanced, high quality communications infrastructure is essential for sustainable economic growth; • The development of high speed broadband technology and other communications networks play a vital role in enhancing the provision of local community facilities and services. • The numbers of radio and telecommunications masts and sites for such installations should be kept to a minimum consistent with the efficient operation of the network. • Existing masts, buildings or other structures should be used unless the need for a new site has been justified; and • Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate. <p>Certain forms of telecommunication development, for example, mobile telephone masts up to a specific height, are known as ‘permitted development’⁶⁴ and subject to prior approval from the local planning authority. The prior approval procedure⁶⁵ means that the principle of</p>

⁶⁴ Schedule 2, part 16 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

⁶⁵ The prior approval procedure applies to the construction, installation, alteration or replacement of:

- a ground based mast of up to and including 25 metres in height (or 20 metres on a highway);
- a mast of up to 20 metres on article 2 land (subject to limitations);
- a mast of up to and including 15 metres in height installed on a building or structure;
- an antennae (including any supporting structure) which exceeds the height of the building or structure (other than a mast) by 4 metres or more at the point of where it is installed or to be installed;
- a public call box;

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development is not an issue. The LPA can only consider the siting and appearance of the proposal and has 56 days to let the operator know of its decision on whether prior approval is required.

In March 2015 Government Ministers wrote to local authorities⁶⁶ about the vital role local planning authorities have in supporting the rollout of superfast broadband when developing and updating Local Plans and considering planning applications.

Paragraph 3.27 of the Core Strategy states that, *'The council will take a positive approach to proposals that facilitate smarter working in suitable locations.'* This paragraph mentions high-speed broadband facilitating smarter growth and the possible demand for live-work units and telecottages. Policy CS18.1 Havant Public Service Village and CS18.3 Dunsbury Hill Farm specifically refer to the provision of high-speed broadband to facilitate the development of knowledge-based businesses on those sites.

High-speed broadband is a requirement for modern living and also facilitating working from home. While the roll-out of super-fast was originally intended to support business efficiency this has been overtaken by the demands from residential customers to enable on-line televisual services and downloading films.

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.

Conclusion & Action

Planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and high speed broadband when preparing local plans.

Developers should be encouraged to make provision for super-fast broadband in any new development from the outset, designing in networks

- radio equipment housing with a volume of 2.5 cubic metres;
- development ancillary to radio equipment housing (for example, fences or access roads).

⁶⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/416827/superfast-broadband-new-builds.pdf

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to the layout of the development and ensuring installation during the construction phase.

Developers should be encouraged to engage with service providers at the pre-application stage, through specific reference in their Infrastructure Delivery Statement that accompanies their planning application.

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Utilities

Waste and Recycling	
Lead Organisation(s)	Hampshire County Council Havant Borough Council
Main Sources of Information	<p>Hampshire Minerals and Waste Plan (October 2013)</p> <p>Report to HCC Executive Member for Environment and Transport: Household Waste Recycling Centres Service Efficiencies Implementation (22 July 2016)</p> <p>Report to HCC Executive Member for Environment and Transport: Household Waste Recycling Centre Operations (11 July 2017)</p> <p>Report to HCC Cabinet: Revenue Budget and Precept 2017/18</p> <p>HBC and HCC websites, including planning application reports</p> <p>Recyclenow website: www.recyclenow.com</p> <p>Liaison with HCC Waste Services Officer</p>
Existing Provision – current situation	<p>Havant Borough Council operates an alternate weekly (ordinary refuse one week, recycling the next week) 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.</p> <p>In addition to its role as a Waste Planning Authority, Hampshire County Council (HCC) is the designated Waste Disposal Authority for waste in Havant Borough. It therefore has the following statutory obligations:</p> <ul style="list-style-type: none"> • Managing the reuse, recycling and treatment of household waste economically, efficiently and in an environmentally sensitive way. • Providing Household Waste Recycling Centres (HWRCs). • Managing the responsibilities and liabilities resulting from the historic disposal of domestic waste. <p>All of the recyclable materials from Hampshire's kerbside collections (cans, plastic bottles, paper, card, tins and empty aerosols) are sent to one of two Material Recovery Facilities in the county: in Portsmouth and Alton. Most of the non-recyclable waste collected from homes in Hampshire is taken to one of three Energy Recovery Facilities, which are located in Marchwood, Chineham and Portsmouth. All the green garden waste collected at Hampshire's recycling centres, as well as that from any local collections, is taken to one of two composting sites in the county: Herriard (near Basingstoke) and Chilbolton (near Stockbridge). There is now only one landfill site open in Hampshire (near Ringwood) for disposing of household</p>

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waste. This is currently used for the disposal of bulkier items delivered to recycling centres, but HCC is working to address this further, aiming to move as close to zero landfill as possible.

The waste disposal infrastructure provided by the County Council is done so on a regional basis. Whilst there is energy recovery, composting and recycling infrastructure within the region, these facilities receive material from across much of County and as such capacity cannot be considered on an individual district or borough basis.

Due to continued waste growth and housing development across the region these facilities are under increasing pressure in terms of their capacity. It should not therefore be assumed that the existing infrastructure is sufficient to deal with the additional waste generated by the proposed developments.

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'*⁶⁷. The County Council discharges this duty by the provision of Household Waste Recycling Centres throughout the County.

Household Waste Recycling Centres (HWRCs) are operated by Veolia (under a new contract from 1 April 2016) for HCC and 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 locations⁶⁸ 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.

Havant & Bedhampton

The Havant HWRC is a 'split level' site with an area of approximately 1.4 hectares off Harts Farm Way. This larger facility opened in December 2013 on HCC owned land to the rear of the previous site. The HWRC has an Environmental Permit issued by the Environment Agency for use as a

⁶⁷ Section 51 para. 1(b) of the Environmental Protection Act 1990

⁶⁸ Full list available on the Recycle Now website <https://www.recyclenow.com/>

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Waste Recycling Centre. In 2014/15 17,457 tonnes of waste was delivered to the HWRC with 78% being recycled/composted/reused and recovered. The site is permitted under standard rules to accept up to 75,000 tonnes of Municipal Waste a year. The description of Municipal Waste is household waste and similar commercial, industrial and institutional wastes, including separately collected fractions.

There is also a Waste Transfer Station for Municipal Waste at Harts Farm Way that is operated by TJ Waste & Recycling Ltd.

Hayling Island

The Hayling Island HWRC is a 'single level' site on Havant Borough Council owned land, with an area of approximately 0.15 hectares located off Fishery Lane. The HWRC has an Environmental Permit issued by the Environment Agency for use as a Waste Recycling Centre. In 2014/15 3,231 tonnes of waste was delivered to the HWRC with 81% being recycled/composted/reused and recovered. The site is permitted under standard rules to accept up to 75,000 tonnes of Municipal Waste a year.

Waterlooville

The Waterlooville HWRC was re-sited, upgraded and expanded in 2013 to cope with the additional demand from the West of Waterlooville MDA. Located in Auger Row off Auger Way it is a 'split level' site on HCC owned land, with an area of approximately 0.75 hectares. The HWRC has an Environmental Permit issued by the Environment Agency for use as a Waste Recycling Centre. In 2014/15 12,846 tonnes of waste was delivered to the HWRC with 83% being recycled/composted/reused and recovered. The site is permitted under standard rules to accept up to 75,000 tonnes of Municipal Waste a year.

Due to the need to make considerable savings in expenditure on its services HCC carried out a public consultation in 2016 on options relating to HWRCs across Hampshire. These included charging residents for access to HWRCs (currently prohibited by government legislation), reduced hours and days of opening and permanent closure of some sites. None of the options were taken forward and the implementation of the decision to impose charges for non-Hampshire residents has been postponed until 2018/19. However a major service and budget review⁶⁹ following consultation during summer 2017 may have outcomes for the future of the

⁶⁹ [Serving Hampshire – Balancing the Budget Consultation on HCC's financial options for 2018-2020](#) (from 3 July to 21 August 2017)

Waste and Recycling

	<p>HWRCs and associated service impacts.</p> <p>A previous decision (4 November 2014) to impose charges on residents for the disposal of non-household waste (DIY waste – soil, rubble, sanitary units, plasterboard and asbestos) and for small and medium enterprises came into effect from 1 October 2016. A new chargeable trade waste service to small businesses has been made available at HWRCs since 3 October 2016.</p> <p>There is an aggregates recycling facility at Farlington Redoubt operated by L&S Waste Management.</p>
<p>Planned Provision – anticipated needs</p>	<p>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.</p> <p>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.</p> <p>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. Increases in housing, no matter how limited, all contribute to increasing this pressure and lead to the need to consider additional capacity which comes at a considerable cost. 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.</p> <p>However there are no specific plans for additional waste and recycling facilities within the borough during the plan period.</p> <p>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 banks, within the Denvilles-Emsworth Strategic Site at such as the local centre or community centre.</p>
<p>Sources of Funding</p>	<p>Local Government Finance Settlement and Council Tax.</p>

Waste and Recycling

	<p>The level of waste collected for disposal has increased across the county by 5.3% over the last three years and impacts not only on the direct costs of waste disposal but also adversely affects the income that is received by the County Council from Veolia for utilising spare capacity in HCC's plants.</p> <p>Further savings to be made from the waste budget are likely to necessitate a review of the HWRC service in 2019.</p> <p>Currently facilities such as textile and bottle banks are provided at no cost to the Borough Council through agreements with ERC (the European Recycling Company) and Norse South East.</p>
<p>Key Issues & Rationale</p>	<p>The current Circular Economy package that is being developed by the EU is expected to set ambitious targets for recycling of 65% or 70% by 2030. Despite the recent vote to leave the EU, this legislation is likely to be passed by the European Parliament prior to Brexit and will therefore need to be transposed into UK law. 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.</p> <p>Given the above there is an imperative to encourage the community to reduce waste, reuse and recycle.</p> <p>The construction industry produces some 24% of total waste⁷⁰. Site Waste Management Plans for the construction phase should therefore be required to help developers to reduce their waste.</p>
<p>Role of Planning Policy</p>	<p>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.</p> <p>Core Strategy Policy CS14, Efficient Use of Resources includes the requirement for development to provide adequate land or funding for waste management infrastructure.</p> <p>The Core Strategy in paragraph 7.30 states that, <i>'Waste management infrastructure includes all physical aspects of the waste hierarchy. This</i></p>

⁷⁰ <http://www.ukgbc.org/resources/additional/key-statistics-construction-waste>

Waste and Recycling

ranges from adequate space within an individual dwelling curtilage for wheelie bins, recycling and composting bins, to the provision of a materials recycling centre in a major development. In order to meet the Code for Sustainable Homes and BREEAM requirements, applicants will be expected to submit a statement of how this has been achieved as part of their planning application.'

High Quality Design Policy CS16 states that, *'All development should demonstrate that its design: ... Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.'*

Although the Local Information Requirements guidance for developers when submitting a planning application does not address the issue, the requirements regarding facilities for the storage of domestic waste prior to collection are included in the Design Guide SPD (December 2011) in paragraphs 5.23, 5.24 and access for refuse collection vehicles in paragraph 5.32.

Conclusion & Action

The provision of new or expanded waste facilities is primarily within the remit of the Hampshire Minerals and Waste Plan.

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.

4. The Solutions

Solutions Table

- 4.1 The solutions, what are they, how much will they cost, who will implement them and when, are set out in tabular form by infrastructure type and geographical area - see spreadsheet table at Appendix 2.

5. Conclusions

General 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. However this does not help the new communities who may generate unsustainable travel to meet their needs if there is no spare capacity in existing services within the vicinity.
- 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. The main issue is to ensure that the full requirements of infrastructure are planned at the outset so that these can be set out in an Infrastructure Statement alongside the planning application, even if a planning agreement then allows provision to come forward in stages. 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.

Hayling Island

- 5.3 Due to the specific nature of Hayling Island and the issues its situation presents, i.e. of being surrounded by the sea and only linked directly to the mainland by a single fixed road bridge, an Incident Plan has been prepared by the Borough Council's Safety and Emergency Planning Officer. The plan draws on the emergency response plans of the relevant agencies and organisations to make an integrated response to support Hayling Island's community, primarily in the event that the Langstone Bridge is blocked or severed and normal access to and from the island prevented for a number of hours. Other possible incidents are also considered.
- 5.4 The Incident Plan does not in itself bring a requirement for additional infrastructure but seeks to make use of and co-ordinate existing infrastructure. The Island has a prepared rest centre in place at the Hayling Community Centre and the Beachlands office (HBC) may be used as a control room and rendezvous location. The plan also refers to the Hayling

Ferry, helicopters, hovercraft⁷¹, and other vessels; also slipways or even a bailey bridge supplied by the military that may be used in the event of an incident, depending on its nature and duration.

- 5.5 HBC has a Service Level Agreement with HCC's Emergency Planning Resilience Unit to support the Borough in any emergency and HCC has access to a large variety of services and would have an important role in any emergency.
- 5.6 Once the outcome of transport studies is known a section from an infrastructure capacity point of view concluding on the question of whether further development on Hayling Island is sustainable will be added.

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⁷¹ which can be provided by Hovertravel in the event of a civil emergency

Appendix 1

Table A: 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. 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. More information including the surgery opening hours, services and clinics can be obtained via the same website.

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	Hayling Island	4	8,542	Yes

Surgery / Practice Name	Address	Local Plan Area	No. of GPs	Registered Patients	Accepting Patients
	PO11 9AP				
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 Hampshire PO8 8XL	Waterlooville	2	4,374	Yes
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				
Stakes Lodge Site (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

Table B: Surgeries outside the HBC administrative boundaries

Surgery / Practice Name	Address	Area	No. of GPs	Registered Patients	Accepting Patients
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

Appendix 2: Solutions table

