

Winchester District Local Plan Part 2: Development Management and Site Allocations

Infrastructure Delivery Plan

for the Local Plan Part 2: Development Management and Allocations
DPD 2016 Submission

Winchester City Council

March 2016



Winchester
City Council

Infrastructure Delivery Plan for the Local Plan Part 2: Development Management and Allocations DPD 2016 Submission

Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) builds on the Local Plan Part 1 (LPP1) IDP 2012 and the update used for the examination of the Community Infrastructure Levy 2013. LPP1 sets the strategic priorities and allocations for Winchester District and the infrastructure required to deliver these policies is set out in the accompanying IDP 2012. Local Plan Part 2 (LPP2) sets the policies for the allocation of non-strategic sites and development management policies. LPP2 follows the development strategy established in LPP1 which was tested through Examination and found to be sound and subsequently adopted in 2013. The emphasis of this IDP is therefore to identify the detailed infrastructure necessary to deliver the policies in LPP2 and it does not seek to change the development strategy which was tested through LPP1 or repeat the infrastructure requirements for strategic allocations.
- 1.2 This IDP demonstrates how the policies in LPP2 are positively prepared, in line with the requirements of the National Planning Policy Framework and Planning Practice Guidance. As part of the detailed planning work for LPP2, the Council has worked with infrastructure providers to identify the infrastructure required to support the allocation of specific sites, including assessing cumulative impacts. This information has been shared with the site promoters to ensure that there is a reasonable prospect that the necessary infrastructure can be provided/funded as required.
- 1.3 The following infrastructure has been assessed in light of the detailed locations and specific quantities of the development proposed in Local Plan Part 2:
- education
 - transport
 - water supply network
 - wastewater network and treatment
 - flood risk
 - health & social care
 - telecommunications
 - energy (including heat)
 - utilities, waste
 - strategic infrastructure

Affordable housing was removed from the definition of infrastructure in the Community Infrastructure Levy Regulations 2010.

- 1.4 In the infrastructure tables below, the cost is given where known, but the majority of the costs will be directly funded through the development as infrastructure *'required to make the development acceptable in planning terms'*¹. This is clarified in the 'funding' column where the majority of requirements will be agreed through a S.106 agreement (Town and Country Planning Act 1990 (as amended)) or a S.278 agreement (Highways Act 1980).

¹ The Community Infrastructure Levy Regulations 2010 (as amended).

The 'delivery period' is based on the figures used in the housing trajectory (Annual Monitoring Report 2015, Appendix 6).

- 1.5 While the IDP identifies infrastructure needed to deliver LPP2 planning policies and support new development allocations, this may not cover other infrastructure requirements to meet pre-existing needs. Although this is beyond the scope of this document, it may be delivered through a variety of mechanisms:-
- Directly by the infrastructure provider if identified in their rolling management plans for example the Water Company Asset Management Plans
 - funded through local communities' proportion of CIL
 - third party funding such as Local Enterprise Partnership Growth Bid funding.

Summary of general infrastructure needed to support the proposed allocations in LPP2

- 1.6 All development will be required to contribute to infrastructure needed to make the development 'acceptable in planning terms'. Both LPP1 and LPP2 contain policies setting out the requirements for infrastructure provision as demonstrated in the table below. Broader provision is identified in LPP1 through the development strategy (policies DS1, WT1, MTRA1 and SH1) and strategic allocations (policies WT2 and WT3, SH2 and SH3), as well as the general infrastructure policy (CP21). LPP2 includes a number of detailed site allocation policies which refer to specific infrastructure requirements. The table below shows how different broad infrastructure types are dealt with through the strategic policies in LPP1, amplified as necessary through related policies in LPP2.

	LPP1	LPP2
General requirements of infrastructure provision and developers' contributions	CP21	DM16
Transport and access	CP10	DM17
Open space and sports	CP7	DM5
Green Infrastructure	CP15 and CP16	DM5
Water Supply and Foul Water removal and treatment	CP17	WK1
Flooding and SUDs	CP17	WK1
Broadband	CP21	DM16

- 1.7 In Local Plan Part 2, allocations are proposed for the following areas, with the infrastructure requirements for each area being dealt with in the following parts of this IDP:-

	Page
Winchester Town	5
Bishops Waltham.....	7
Colden Common.....	12
Denmead	15
Kings Worthy	16
New Alresford	18
Swanmore	21
Waltham Chase	24
Wickham.....	27
Smaller Villages & Rural Area (SVR).....	31
South Hampshire Urban Area (SHUA)	31
Sub regional Infrastructure Requirements	33

- 1.8 Given the general requirements of infrastructure provision to be provided by the developer, only site specific infrastructure needed to deliver these allocations is identified within the tables below. Following the tables, a summary of other infrastructure requirements is provided as follows:-

	Page
General Infrastructure Needs and Delivery Mechanisms.....	35
Green Infrastructure.....	35
Arts, Culture and Heritage including community facilities	35
Transport	36
Health	38
Education.....	39
Water Supply and Treatment.....	39
Flooding.....	40
Communications.....	41
Energy (including heat), Utilities and Waste	41

Winchester Town

Summary of local infrastructure need

- 1.9 Winchester Town has deficits in the open space categories of children’s play, parks, sports and recreation grounds and many open space facilities are unevenly distributed across the town. Additional open space will be provided through the LPP1 allocation at Barton Farm (policy WT2) which will help to meet the needs of the wider community as well as its own needs, by providing new sports and recreation facilities together with natural and informal green space. The LPP1 allocation at Bushfield Camp will also provide around 23Ha of open space, providing for much of the shortfall particularly for informal space and parks. Further opportunities to meet the shortfall are provided in the Stanmore and Abbots Barton Planning Frameworks (policies WIN8 and WIN10). The Council is currently considering options for the future of River Park Leisure Centre which creates an opportunity to provide additional capacity to meet expected growth in leisure needs.
- 1.10 The County Council has advised that there are now sufficient school places overall in Winchester Town. A new primary school is planned as part of the LPP1 allocation at Barton Farm to provide a 2 Form Entry (FE) primary school, with potential to accommodate further growth to a 3FE if required, and is due to open in September 2018. The potential to extend the Henry Beaufort School is provided for within the S106 agreement for the Barton Farm development. Elsewhere, places and capacity are available at Olivers Battery, Winnall and Stanmore to meet predicted population growth in Winchester Town. There is currently no plan to expand other secondary schools in Winchester; the County Council will manage catchments if and when necessary.
- 1.11 The IDP to support the LPP1 identified that the Local Road Network in Winchester Town and the surrounding Wards is in some locations above capacity and suffers congestion during am and pm peak periods. Additional development would add to traffic levels in the city centre and B3420 Andover Road in the absence of transport improvement packages which, together with demand management schemes and off-site highway improvements, will be secured and implemented where required. Developer contributions will be allocated in line with the HCC Transport Contributions Policy and Winchester Town Access Plan, as appropriate, which identifies transport measures where funding can be used to improve access particularly for more sustainable modes of transport within Winchester Town.

To Deliver Policy	Infrastructure Requirements	Justification	Main Provider; partner orgs	Cost	Funding	Delivery Period and Status
ALL	<u>Transport and Access</u>	Winchester Transport	HCC	£550,000	Local	Ongoing

To Deliver Policy	Infrastructure Requirements	Justification	Main Provider; partner orgs	Cost	Funding	Delivery Period and Status
	Improvements to junctions and carriageways.	Statement 2012		(ca £300,000 secured)	Transport Plan funding and developer funding	2031
	Improvements to pedestrian/cycling routes	Winchester Transport Statement 2012	HCC	Ca. £6mill (£1mill secured)	Local Transport Plan funding and developer funding	Ongoing 2031
	Public transport	Winchester Transport Statement 2012	HCC	Ca. £2.5mill (includes £2mill for Barton Farm P&R)	Local Transport Plan funding and developer funding	Ongoing 2031
WIN4, WIN5-8 WIN11	<p>Transport and Access Interchange and junction improvements to support development at the proposed allocations at Station Approach, Silver Hill, Stanmore and Abbots Barton will be required Winchester Town Access Plan. Highways England has plans for junction improvements at M3 J9 (relevant to policy WIN11), as set out in the table covering strategic infrastructure below.</p> <p>Parking The objective of the Car Parking</p>	Approach supported by HCC if this supports the reduction of vehicles circulating in the inner road network looking to access existing public car parks.	Highways England, HCC, WCC, LEP	TBC	LEP Bid/S.106/ S.278/ planning condition	In line with development

To Deliver Policy	Infrastructure Requirements	Justification	Main Provider; partner orgs	Cost	Funding	Delivery Period and Status
	Strategy 2014-18 is to retain parking capacity in the town generally at current levels. Those in the town centre will be kept under review as to whether there is potential for improvements and/or consolidation. Additional park and ride facilities are being provided within the Pitt Manor and Barton Farm developments.					

Bishops Waltham

Summary of local infrastructure need

- 1.12 Work on local needs and the evidence base highlights a need for an extension to Bishop’s Waltham Infants and Junior Schools.
- 1.13 Transport assessments have been carried out for LPP2 which indicates that the scale of development proposed can be accommodated and a further assessment on cumulative impacts has been carried out² which confirm the route generally has sufficient capacity to accommodate forecast growth to 2031. This is set out in more detail in the section below on transport.
- 1.14 The local community raised concerns about the adequacy of existing infrastructure and identified further infrastructure including facilities for young people; indoor sports facilities; NHS dental provision; waste recycling facilities; library facilities; and GP facilities. This infrastructure is not specifically required for the delivery of the LPP2 allocations, but can form part of the discussions and be funded locally through CIL where appropriate.

To Deliver	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and
------------	-----------------------------	---------------	----------	------	---------	---------------------

² B2177 B3354 A334 Corridor Cumulative Traffic Impacts Study 2015

Policy						Status
All BW	<p>Education Bishops Waltham Junior and Infants: Need to expand by 1 FE (30/yr grp) to allow for estimated growth of 210 additional students.</p> <p>Swanmore Secondary: Will need to expand by 1FE (7 teaching spaces).</p>	<p>Junior and Infants expansions needed to accommodate additional development proposed in LPP2 for Bishops Waltham.</p> <p>Secondary expansion needed to accommodate additional development proposed in LPP2 for Swanmore, Bishops Waltham, Waltham Chase and Wickham.</p>	HCC	<p>ca. 6.6 mill for Swanmore Secondary</p> <p>BW2: £404,229 primary £374,705 secondary</p> <p>BW4: £795,204 primary £731,275 secondary</p>	S.106/planning condition	In-line with development
BW1 Coppice Hill	<p>Open Space Provide on-site open space (Local Equipped Area for Play, Natural Green Space and Informal Open Space).</p> <p>Transport and Access Provide single, vehicular access point, taking into consideration the Shore Lane junction and visibility on Coppice Hill; new/improved pedestrian and cycle access from the site across the B2177, along the northern side to the Crown Roundabout, and improve provision on the southern side of Coppice Hill where</p>	<p>To meet local needs and the open space requirements for development in line with DM5 and CP7.</p> <p>To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.</p>	Developer Developer	On-site provision within development	S.106/planning condition S.106/ S.278/ planning condition	In-line with development 2019-24 In-line with development 2019-24

	possible; footpath link with the public right of way along the Park Lug through the site to link the new and existing development to the wider countryside.					
BW2 Martin Street	<p><u>Open Space</u> Provide on-site open space including Natural Green Space and Informal Open Space to complement provision on the adjacent Priory Park.</p>	To meet local needs and the open space requirements for development in line with DM5 and CP7.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2017-21
	<p><u>Green Infrastructure</u> Create sensitive links with the adjacent permissive route -Bishops Waltham to Botley trail; create a green corridor along the southern boundary.</p>	To improve pedestrian and biodiversity links and create wildlife corridors and enhance biodiversity.	Developer	On-site provision within / adjoining development	S.106/planning condition	In-line with development 2017-21
	<p><u>Transport and Access</u> Improve Martin Street and its junction with Victoria Road. Provide new/improved pedestrian and cycle access from the site: to the Station Roundabout; and across the site from the Bishop's Waltham to Botley railway trail to Priory Park; and to link with Policy BW3, Policy BW4, Policy BW5 and beyond.</p>	To facilitate safe vehicle, pedestrian and cycle access to the site.	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In-line with development 2017-21
	<p><u>Waste Water</u> A foul sewer crosses the site; development design should avoid building over existing infrastructure.</p>	Southern Water advice: easement area required.	Developer	N/A	N/A	In-line with development 2017-21

BW3 The Vineyard	<p><u>Open Space</u> Provide informal open space and Local Equipped Area for Play.</p>	To meet local needs and the open space requirements for development in line with DM5 and CP7.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2018-24
	<p><u>Green Infrastructure</u> Create a green corridor along the southern boundary of the site to improve pedestrian and biodiversity links.</p>	To create wildlife corridors and enhance biodiversity.	Developer	On-site provision within / adjoining development	S.106/planning condition	In-line with development 2018-24
	<p><u>Transport and Access</u> Provide access points via Albany Road, Tangier Lane and The Avenue, including traffic management measures to address any potential problems at the junctions with Winchester Road and with on-street parking; provide a new/improved footpath/cycleway through the site as part of a route linking with neighbouring allocations</p>	To facilitate safe vehicle, pedestrian and cycle access to the site.	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In-line with development 2018-24
	<p><u>Waste Water</u> A foul sewer and surface water sewer cross the site; development design should avoid building over existing infrastructure.</p>	Southern Water advice: easement area required.	Developer	N/A	N/A	In-line with development 2018-24
BW4 Albany Farm	<p><u>Open Space</u> Provide informal open space and Local Equipped Area for Play.</p>	To meet local needs and the open space requirements for	Developer	On-site provision within /	S.106/planning condition	In-line with development 2017-23

	<p>A substantial area of informal open space and parkland should be provided to meet the needs of the development and create a new recreational area in conjunction with the adjoining cricket pitch and allotments.</p> <p><u>Transport and Access</u> Provide a new access point on Winchester Road including for pedestrians and cyclists; provide a new/improved footpath/cycleway through the site as part of a route linking the neighbouring allocations</p> <p><u>Waste Water</u> Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.</p> <p>A foul sewer and surface water sewer cross the site; development design should avoid building over existing infrastructure.</p>	<p>development in line with DM5 and CP7.</p> <p>To facilitate safe vehicle, pedestrian and cycle access to the site.</p> <p>Southern Water advice: Inadequate sewage infrastructure capacity.</p> <p>Southern Water advice: easement area required.</p>	<p>Developer</p> <p>Developer</p> <p>Developer</p>	<p>adjoining development</p> <p>On-site provision within / adjoining development</p> <p>Provision within / adjoining development</p> <p>N/A</p>	<p>S.106/ S.278/ planning condition</p> <p>S.106/planning condition</p> <p>N/A</p>	<p>In-line with development 2017-23</p> <p>In-line with development 2017-23</p> <p>In-line with development 2017-23</p>
<p>BW5 Tollgate Sawmill</p>	<p><u>Transport and Access</u> Provide improvements as necessary to the existing access onto Winters Hill; provide a pedestrian/cycle link to the Albany Farm development (Policy BW4) as part of a wider route linking the allocated sites.</p>	<p>To facilitate safe vehicle, pedestrian and cycle access to the site.</p>	<p>Developer</p>	<p>On-site provision within / adjoining development</p>	<p>S.106/ S.278/ planning condition</p>	<p>In-line with development 2025-27</p>

	<p>Wastewater and Water Supply S Water has identified a deficiency in infrastructure provision in the neighbouring site BW4. A connection will therefore have to be provided to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.</p>	<p>Southern Water advice: Inadequate sewage infrastructure and inadequate water supply infrastructure capacity.</p>	<p>Developer</p>	<p>Provision within / adjoining development</p>	<p>S.106/planning condition</p>	<p>In-line with development 2025-27</p>
--	--	---	------------------	---	---------------------------------	---

Colden Common

Summary of local infrastructure need

- 1.15 Work on local needs and the evidence base highlights a need for open space provision in most categories except sports grounds and allotments. The overall scale of development will require further expansion of Colden Common Primary School by 1 FE.
- 1.16 Transport assessments have been carried out for LPP2 which indicate that the scale of development proposed can be accommodated and a further assessment on cumulative impacts has been carried out³ which confirms the B3354 route generally has sufficient capacity to accommodate forecast growth to 2031.
- 1.17 As an opportunity to provide additional natural green space to meet open space needs in this category, scope to provide public footpaths through Stratton’s Copse and Park Copse, including linking the development to the wider public path network beyond the woodland, are being investigated as part of the development of the Sandyfields site (Policy CC1). The woodland lies within the South Downs National Park and is therefore not allocated in LPP2, but should it come forward through the development of Policy CC1, then the City Council will continue to work with the parties involved with the aim of bringing forward:- public footpaths through Stratton’s Copse and Park Copse including linking the development to the wider public path network beyond the woodland; a single Forestry Commission approved management plan for the whole woodland; and long-term management to maintain the ancient woodland and restore the adjoining Plantation on an Ancient Woodland Site (PAWS) to native broadleaf species.

³ B2177 B3354 A334 Corridor Cumulative Traffic Impacts Study 2015

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
All	<p>Education Primary: CC Primary recently expanded to 1 ½ FE, but will need another expansion by ½ FE for LPP2 (ca.15 additional spaces). This can be accommodated on site.</p> <p>Secondary places are provided in the Winchester Town area where there are now sufficient places over all.</p>	Primary school expansion needed to accommodate additional development in LPP2 for Colden Common.	Developer	£784,575 from CC1.	S.106 (excluded from CIL Reg 123 list)	In-line with development
CC1 Sandyfields	<p>Open Space Provide Informal Open Space and Local Equipped Area for Play and manage the adjacent Stratton's Copse for Natural Green Space.</p> <p>Transport and Access Provide a single point of access from Main Road with junction arrangements designed to facilitate safe vehicle, pedestrian and cycle access and crossing arrangements, along with any wider traffic management and mitigation measures necessary. Provide a footpath link through the site to the adjacent Stratton's Copse woodland in the National Park to the east, and provide for possible future</p>	<p>To meet local needs and the open space requirements for development in line with DM5 and CP7.</p> <p>To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.</p>	<p>Developer</p> <p>Developer</p>	<p>On-site provision within / adjoining development</p> <p>On-site provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/ S.278/ planning condition</p>	<p>In-line with development 2016-21</p> <p>In-line with development 2016-21</p>

	<p>links to Colden Common Park.</p> <p><u>Waste Water</u> Inadequate capacity in the existing sewerage infrastructure has been flagged up by the water company. A connection will therefore have to be provided to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.</p> <p>A trunk main and foul sewer cross the site; development design should avoid building over existing infrastructure and provide an easement area.</p> <p><u>Flooding</u> Provide Sustainable Urban Drainage (SUDs)</p>	<p>Southern Water advice: Inadequate capacity in the existing sewerage infrastructure capacity.</p> <p>To meet the requirements of CP17 to manage flood risk and avoid harm to the Groundwater Protection Zone.</p>	<p>Developer</p> <p>Developer</p>	<p>Provision within / adjoining development</p> <p>Provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/planning condition</p>	<p>In-line with development 2016-21</p> <p>In-line with development 2016-21</p>
<p>CC2 Clayfield Park</p>	<p><u>Open Space</u> Provide Informal Open Space and Local Equipped Area for Play</p> <p><u>Transport and Access</u> Provide safe vehicle, pedestrian and cycle access from Main Road along with any wider traffic management and mitigation</p>	<p>To meet local needs and the open space requirements for development in line with DM5 and CP7.</p> <p>To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.</p>	<p>Developer</p> <p>Developer</p>	<p>On-site provision within development</p> <p>On-site provision within / adjoining</p>	<p>S.106/planning condition</p> <p>S.106/ S.278/ planning condition</p>	<p>In-line with development 2015-25</p> <p>In-line with development 2015-25</p>

<p>measures necessary; Provide a footpath and cycleway link through the site from Main Road to Spring Lane.</p> <p><u>Waste Water</u> Inadequate capacity in the existing sewerage infrastructure has been flagged up by the water company. A connection will therefore have to be provided to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.</p> <p><u>Flooding</u> Provide Sustainable Urban Drainage (SUDs)</p>	<p>Southern Water advice: Inadequate capacity in the existing sewerage infrastructure capacity.</p> <p>To meet the requirements of CP17 to manage flood risk and avoid harm to the Groundwater Protection Zone.</p>	<p>Developer</p> <p>Developer</p>	<p>development</p> <p>Provision within / adjoining development</p> <p>Provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/planning condition</p>	<p>In-line with development 2015-25</p> <p>In-line with development 2015-25</p>
--	---	-----------------------------------	--	---	---

Denmead

Summary of local infrastructure need

1.18 Denmead’s allocations are set out in the adopted Denmead Neighbourhood Plan (2015). No additional infrastructure requirements have therefore, been identified as needed to support these adopted allocations. HCC has confirmed that no further education infrastructure is needed for Denmead primary school. The primary school at West of Waterlooville is now open as a 1FE (built as a 2FE). Other schools in the area have capacity.

Kings Worthy

Summary of local infrastructure need

- 1.19 Work on local needs and the evidence base highlights a need for open space provision of all types apart from sports pitches. The open space existing at Eversley Park and proposed at Lovedon Lane (KW1) will provide a major new public open area suitable for a range of uses to meet immediate and long-term recreational needs. Kings Worthy primary school has recently been extended and forecast population growth would normally require an additional ½ FE, above the existing 2 FE. The County Council is not planning to do any further expansions, due to site constraints, but will look at catchment management to accommodate future needs. Therefore the overall scale of development proposed can be accommodated and no further education facilities are required to support LPP2 allocations.
- 1.20 NHS West Hampshire Clinical Commissioning Group and GP Partners are proposing the closure of the King’s Worthy branch surgery as the building is not fit for purpose and providing a new surgery is not viable. They consider that Weeke surgery will provide a suitable alternative (3 miles away).

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
KW1 Lovedon Lane	<u>Open Space</u> Provide Informal Open Space and Local Equipped Area for Play and a substantial area of open space including parkland, natural greenspace, informal open space and allotments on the undeveloped part of the site.	To meet current and future local needs and the open space requirements for development under DM5 and CP7.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2016-19
	<u>Green Infrastructure</u> Provide links with GI and open spaces running through the site	To create wildlife corridors and enhance biodiversity.	Developer	On-site provision within /	S.106/planning condition	In-line with development 2016-19

<p><u>Transport and Access</u> Provide safe vehicle, pedestrian and cycle access from Lovedon Lane and contribute to any off-site junction improvements necessary;</p> <p>Provide footpaths/cycleways through the site to link with routes to the village centre. Primary School and adjoining countryside.</p>	<p>To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17</p>	<p>Developer</p>	<p>adjoining development</p> <p>On-site provision within / adjoining development</p>	<p>S.106/ S.278/ planning condition</p>	<p>In-line with development 2016-19</p>
<p><u>Waste Water</u> A foul sewer crosses the site; development design should avoid building over existing infrastructure.</p>	<p>Southern Water advice: easement area needed.</p>	<p>Developer</p>	<p>N/A</p>	<p>N/A</p>	<p>In-line with development 2016-19</p>
<p><u>Water Supply</u> A water distribution main crosses the site; development design should avoid building over existing infrastructure.</p>	<p>Southern Water advice: easement area needed.</p>	<p>Developer</p>	<p>N/A</p>	<p>N/A</p>	<p>In-line with development 2016-19</p>
<p><u>Flooding</u> Provide Sustainable Urban Drainage (SUDs)</p>	<p>To meet the requirements of CP17 to manage flood risk and avoid harm to the Groundwater Protection Zone.</p>	<p>Developer</p>	<p>On-site provision within development</p>	<p>S.106/planning condition</p>	<p>In-line with development 2016-19</p>

New Alresford

Summary of local infrastructure need

- 1.21 Work on local needs and the evidence base highlights a need for open space provision of allotments, children’s play and informal green space; the distribution of some types of open space being also uneven. There is also expected to be a need for increased burial ground capacity. A long distance footpath and cycle way between Alresford and Kings Worthy using the former railway line was also suggested locally.
- 1.22 The overall scale of development will require an extension to Sun Hill Infants and Junior Schools.
- 1.23 Public consultation raised concerns about the adequacy of existing infrastructure for example the impact of new development on the transport network. The transport assessments undertaken for LPP1 indicate that the scale of development proposed can be accommodated and a further assessment of the traffic impacts of different development options and the deliverability of site access was carried out through the New Alresford Land Allocations Transport Study 2015. More specific requirements are outlined in the table below including a new access from the A31 Alresford Bypass. Consultation also highlighted the need to retain and increase public parking; policy NA1 protects the two most central and well-used car parks and proposes additional parking, and Policy NA2 offers the opportunity to provide additional parking.

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
All	<p><u>Education</u></p> <p>Sun Hill Infant and Junior: Need expansion by up to 1FE each which could have land implications at Juniors</p> <p>Perins Secondary: Perrins is short by 1FE, but takes large number of pupils out of catchment – catchment area management decision for the academy.</p>	Junior and Infants expansions needed to accommodate additional development in LPP2 in New Alresford.	HCC	TBC	Developer Contribution HCC CIL Contribution	In-line with development
NA2 The	<p><u>Open Space</u></p>					

Dean	Provide informal open space and Local Equipped Area for Play	Policy DM5. The 2015/16 Open Space Strategy has identified deficits in New Alresford. On-site provision will meet current and future needs.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2019-24
	<u>Transport and Access</u> Provide safe vehicle, pedestrian and cycle access from The Dean and contribute to any off-site junction or pedestrian improvements necessary.	To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In-line with development 2019-24
	Provide 50-100 space public car parking spaces.	To meet local needs for car parking spaces.	Developer	On-site provision within / adjoining development	S.106/planning condition	In-line with development 2019-24
	<u>Water Supply</u> Provide connection to the nearest point of adequate capacity in the water supply network, in collaboration with the service provider. This is a requirement of policy CP17.	Southern Water advice: Inadequate sewage infrastructure and inadequate water supply infrastructure capacity.	Developer	On-site provision within / adjoining development	S.106/planning condition	In-line with development 2019-24
	<u>Waste Water</u> Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.	Southern Water advice: Inadequate sewage infrastructure and inadequate water supply infrastructure capacity.	Developer	On-site provision within / adjoining development	S.106/planning condition	In-line with development 2019-24
NA3 Sun	<u>Open Space</u>					

<p>Lane</p>	<p>Provide about 15Ha open space providing for range of needs and informal open space and Local Equipped Area for Play within the housing area.</p> <p>Burial Ground Provide land for a burial ground or a financial contribution towards another form of provision.</p> <p>Transport and Access New junction onto the A31 Alresford Bypass as main access.</p> <p>New/improved pedestrian and cycle access from the site into the town centre and beyond.</p> <p>Provide safe parking and dropping-off point for Sun Hill schools.</p>	<p>To provide a major new public open space suitable for a range of uses to meet Alresford’s immediate and long-term recreation needs.</p> <p>To meet identified needs</p> <p>To enable the business site to come forward.</p> <p>A transport assessment will be needed at planning application stage to establish the details of transport measures. The assessment will need to consider in detail the amount of additional traffic that will divert through the residential roads to the new junction to access Alresford instead of using the B3047 and overcome the restricted width, on-street parking and little or no footway provision for Sun Lane north of the</p>	<p>Developer</p> <p>Developer</p> <p>Developer</p>	<p>On-site provision within development</p> <p>On-site provision within development</p> <p>On-site provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/planning condition</p> <p>S.106/ S.278/ planning condition</p>	<p>In-line with development 2019-27</p> <p>Second half of the Plan period.</p> <p>A31 access - at first phase of development</p>
-------------	---	---	--	---	---	--

	<p>Waste Water Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider.</p> <p>Flooding Provide Sustainable Urban Drainage (SUDs)</p>	<p>railway bridge.</p> <p>Southern Water advice: Inadequate sewage infrastructure and inadequate water supply infrastructure capacity.</p> <p>To meet the requirements of CP17 to manage flood risk and avoid harm to the Groundwater Protection Zone.</p>	<p>Developer</p> <p>Developer</p>	<p>Provision within / adjoining development</p> <p>Provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/planning condition</p>	<p>In-line with development 2019-27</p> <p>In-line with development 2019-27</p>
--	---	--	-----------------------------------	---	---	---

Swanmore

Summary of local infrastructure need

- 1.24 Work on local needs and the evidence base highlights a need for open space provision, especially for children’s play, allotments, informal open space and parks, with the distribution of some types of open space also being uneven. The overall scale of development in the catchment of Swanmore College of Technology will require an extension to this Secondary School.
- 1.25 Policy SW2 Lower Chase Road is an open space led allocation funded by a small number of dwellings in the south-west part of the site. This is an opportunity to address some local open space shortfalls and extend the range of open spaces available in this part of the village.
- 1.26 Transport assessments have been carried out for LPP2 which indicates that the scale of development proposed can be accommodated and a further assessment on cumulative impacts has been carried out⁴ which confirms the B2177 route generally has sufficient capacity to accommodate forecast growth to 2031.

⁴ B2177 B3354 A334 Corridor Cumulative Traffic Impacts Study 2015

1.27 Public consultation raised concerns about the adequacy of existing infrastructure and indicated a desire for new or improved health facilities, public transport and footpaths, broadband and leisure facilities.

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
All	<p>Education Swanmore Primary: No expansion needed Swanmore Secondary: Will need to expand by 1FE (7 teaching spaces).</p>	<p>Secondary expansion needed to accommodate additional development in LPP2 in Swanmore, Bishops Waltham, Waltham Chase and Wickham.</p>	HCC	Ca. £6.6 mill for Swanmore Secondary	106 will be sought by HCC on selected developments (HCC)	In-line with development
SW1 The Lakes	<p>Open Space Natural green space, informal open space, parkland, allotments and Local Equipped Areas for Play.</p> <p>Green Infrastructure Retain, improve and manage the SINC and provide links with GI and open spaces running through the site.</p> <p>Transport and Access Vehicle, pedestrian and cycle access points onto New Road and Hillpound. Footpath/cycleway links between New Road and Hillpound and link with facilities to north.</p> <p>Waste Water</p>	<p>To meet local needs and the open space requirements for development in line with DM5 and CP7.</p> <p>To create wildlife corridors and enhance biodiversity.</p> <p>To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.</p>	<p>Developer</p> <p>Developer</p> <p>Developer</p>	<p>On-site provision within development</p> <p>On-site provision within / adjoining development</p> <p>On-site provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/planning condition</p> <p>S.106/ S.278/ planning condition</p>	<p>In-line with development 2017-24</p> <p>In-line with development 2017-24</p> <p>In-line with development 2017-24</p>

	<p>Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.</p> <p>A foul sewer and surface water sewer cross the site; development design should avoid building over existing infrastructure by providing an easement area.</p> <p><u>Flooding</u> Carry out a surface water drainage assessment and implement any on and off site measures or improvements necessary such as avoidance and provision of SUDs.</p>	<p>Southern Water advice: Inadequate capacity in the existing sewerage infrastructure and inadequate water supply infrastructure capacity.</p> <p>Area of site to south is within Flood Zone 2. To meet the requirements of CP17 to manage flood risk.</p>	<p>Developer</p> <p>Developer</p>	<p>Provision within / adjoining development</p> <p>On-site provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/planning condition</p>	<p>In-line with development 2017-24</p> <p>In-line with development 2017-24</p>
SW2 Lower Chase Road	<p><u>Open Space</u> Provision required suitable to location, such as informal open space, parkland, and allotments.</p> <p><u>Transport and Access</u> Vehicle, pedestrian and cycle access from Lower Chase Road. Footpath/cycleway through site, linking New Road and Lower Chase Road and college.</p>	<p>The land is allocated primarily for open space to meet local needs.</p> <p>To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.</p>	<p>Developer</p> <p>Developer</p>	<p>On-site provision within development</p> <p>On-site provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/ S.278/ planning condition</p>	<p>In-line with development 2019-20</p> <p>In-line with development 2019-20</p>

Waltham Chase

Summary of local infrastructure need

The overall scale of development proposed in Waltham Chase will require an extension to the primary school, including additional land for play space and contributions towards and extension of the secondary school at Swanmore may be sought. Work on local needs and the evidence base highlights a need for open space provision in most categories.

Transport assessments have been carried out for LPP2 which indicates that the scale of development proposed can be accommodated and a further assessment on cumulative impacts has been carried out⁵ which confirms the B2177 route generally has sufficient capacity to accommodate forecast growth to 2031.

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
All	<p>Education Primary: Currently 1½ FE. Will need to expand to a 2FE. The site is tight and will need land to expand school on same level.</p>	Primary expansions needed to accommodate additional development in LPP2 for Waltham Chase.	HCC	Ca. £6.6 mill for Swanmore Secondary	S.106 will be sought by HCC on selected developments. HCC CIL Contribution	In-line with development
	Swanmore Secondary: Will need to expand by 1FE (7 teaching spaces).	Secondary expansion needed to accommodate additional development in LPP2 in Swanmore, Bishops Waltham, Waltham Chase and Wickham.			S.106 will be sought by HCC on selected developments (HCC). HCC CIL Contribution	
	<p>Transport HCC advise that a section of the B2177 between Clewers Hill and Solomans Lane may require specific</p>	These interventions relate to local development in the village as well as the	Developer	On-site provision within /	S.106/ S.278/ planning condition	In-line with development

⁵ B2177 B3354 A334 Corridor Cumulative Traffic Impacts Study 2015

	safety related interventions generally but specifically measures for pedestrians.	effects of cumulative development impacting on the B2177 corridor.		adjoining development		
WC1 Morgans Yard	<p><u>Education</u> Extension of St John the Baptist Primary School</p>	Additional school places will be needed to meet the demand of the cumulative development in Waltham Chase. Land needed to provide additional play space for the enlarged school.	Developer contribution (provision of land ca 0.5Ha)	On-site provision within development	S.106/planning condition	In-line with development 2025-30
	<p><u>Open space</u> Provide Local Equipped Area for Play or Multi Use Games Area and Informal Open Space.</p>	To meet local needs and the open space requirements for development in line with DM5 and CP7.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2025-30
	<p><u>Green Infrastructure</u> Provide landscaping buffer.</p>	To provide strong buffer to protect Waltham Chase Meadows SSSI.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2025-30
	<p><u>Transport</u> Access from Solomons Lane. Provide footpath/cycle access onto Winchester Road and through site to link with school.</p>	To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In-line with development 2025-30
	<p><u>Waste Water</u> Provide connection to the nearest point of adequate capacity in the sewerage</p>	Southern Water advice: Inadequate capacity in the	Developer	Provision within /	S.106/planning condition	In-line with development

	and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.	existing sewerage infrastructure and inadequate water supply infrastructure capacity.		adjoining development		2025-30
WC2 Clewers Lane	Transport Access from Clewers Lane. Provide pedestrian/cycle link through site to recreation ground and links to surrounding area.	To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In-line with development 2017-19
WC3 Sandy Lane	Open Space Provide informal open space and Locally Equipped Area for Play.	To meet local needs and the open space requirements for development in line with DM5 and CP7.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2018-22
	Transport Access from Curdrige Lane. Provide new/improved footpath/cycleway along the eastern edge of the site maintaining access to existing residential properties.	To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In-line with development 2018-22
	Waste Water Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.	Southern Water advice: Inadequate capacity in the existing sewerage infrastructure and inadequate water supply infrastructure capacity.	Developer	Provision within / adjoining development	S.106/planning condition	In-line with development 2018-22
WC4 Forest Road	Open Space Provide informal open space including a substantial area on the undeveloped	To meet local needs and the open space	Developer	On-site provision	S.106/planning condition	In-line with development

part of the sites and Locally Equipped Area for Play.	requirements for development in line with DM5 and CP7.		within development		2016-21
<u>Green Infrastructure</u> Provide landscaping buffer to the southern edge.	To provide strong buffer to protect Waltham Chase Meadows SSSI and Lower Chase Stream.	Developer	On-site provision within development	S.106/planning condition	In-line with development 2016-21
<u>Transport</u> Access points onto Forest Road	To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17.	Developer	On-site provision within development	S.106/ S.278/ planning condition	In-line with development 2016-21
<u>Waste Water</u> Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17. A foul sewer and surface water sewer cross the site; development design should avoid building over existing infrastructure.	Southern Water advice: Inadequate capacity in the existing sewerage infrastructure and inadequate water supply infrastructure capacity.	Developer	Provision within / adjoining development	S.106/planning condition	In-line with development 2016-21

Wickham

Summary of local infrastructure need

Works on local needs and evidence base highlights a need for open space provision, especially for allotments, children’s play and sports uses. There is also a need to improve the distribution of open spaces in the village. The Wickham Needs Assessment identified the need for improvements to various community facilities, particularly the Community Centre and Recreation Ground Pavilion. The doctor’s surgery has recently been relocated to a new building and the school has capacity for additional development.

Parking is an issue in the village centre and additional parking has recently been provided at the Station car park. A Transport assessment has been carried out for LPP2 which indicates that the scale of development proposed can be accommodated and a further assessment on cumulative impacts has been carried out⁶ which confirms the route generally has sufficient capacity to accommodate forecast growth to 2031, but to the north of Wickham, capacity is predicted to be reached or exceeded at the A334/Titchfield Lane junction and the B2177/Kitnocks Hill junction. This will require more detailed transport assessments for individual sites to identify measures necessary to mitigate for any impacts to junctions. HCC’s Highways Development Planning Team has been commenting and advising directly on specific transport issues and the highways requirements on a number of LPP2 sites and acknowledge that transport related policies, proposals and interventions need to remain flexible.

Localised flooding at times of heavy rainfall is a serious issue for Wickham. The Wickham Flood Investigation Report (2015) HCC concludes that the causes are complex, caused by a combination of factors. The relevant agencies are working to develop a strategy for flood mitigation and management and key measures will be incorporated into the Wickham Drainage Area Plan (DAP due 2016) being prepared by Southern Water. The proposed allocations in LPP2 should therefore only go ahead when it is clear that it will not increase the risk of flooding, implementing measures identified in the DAP where justified; it is not expected that this will prevent the allocated sites from being developed during the Plan period.

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
All	<p>Education Primary: No expansion needed Swanmore Secondary: Will need to expand by 1FE (7 teaching spaces).</p>	<p>Secondary expansion needed to accommodate additional development in LPP2 in Swanmore, Bishops Waltham, Waltham Chase and Wickham.</p>	HCC	Ca. £6.6 mill for Swanmore Secondary	S.106 will be sought by HCC on selected developments (HCC). HCC CIL Contribution	In line with development
	<p>Flooding Flood mitigation measures necessary to ensure development will not</p>	<p>In the Wickham catchment, the sewers</p>	Southern Water /	Provision within /	SW/Developer	In line with development

⁶ B2177 B3354 A334 Corridor Cumulative Traffic Impacts Study 2015

	exacerbate drainage problems and will help provide solutions where possible and justified.	become inundated by surface water in wet weather, thereby compromising the functioning of the sewer network to carry foul water.	HCC/ Env Agency	adjoining development		
WK2 Winchester Road	<p><u>Open Space</u> Provision of new sports pitches and pavilion at Mill Lane together with parking.</p> <p><u>Transport</u> Junction into the site from A334 Winchester Road – possibly traffic light junction. Off-site junction improvements particularly to the Winchester Road/Titchfield Lane junction and to sports site in Mill Lane. Improve pedestrian/cycle access along Winchester Road and via The Circle and Dairy Moor.</p> <p><u>Waste Water</u> Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.</p>	<p>To meet local needs and the open space requirements for development in line with DM5 and CP7 and improve the amount and distribution of recreation land and facilities.</p> <p>To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17 and improve pedestrian and cycle access into the village and local facilities.</p> <p>Southern Water advice: Inadequate capacity in the existing sewerage infrastructure and inadequate water supply infrastructure capacity.</p>	<p>Developer</p> <p>Developer</p> <p>Developer</p>	<p>On-site provision within development</p> <p>On-site provision within / adjoining development</p> <p>Provision within / adjoining development</p>	<p>S.106/planning condition</p> <p>S.106/ S.278/ planning condition</p> <p>S.106/planning condition</p>	<p>In-line with development 2018-23</p> <p>In-line with development 2018-23</p> <p>In-line with development 2018-23</p>

	<p><u>Flooding</u> Include surface water management measures to ensure the risk of flooding is not increased.</p>	To meet the requirements of CP17 and WK1 to manage flood risk.	Developer	On-site provision within / adjoining development	S.106/planning condition	In-line with development 2018-23
WK3 The Glebe	<p><u>Open Space</u> Northern part of the site (ca. 3Ha) to be used for informal recreation and parkland. A contribution is required to improvements in Wickham's sports provision.</p>	To conserve the archaeological interest of the site in situ; To meet local needs and the open space requirements for development in line with DM5 and CP7 and improve the amount and distribution of recreation land and facilities.	Developer	On-site provision within / adjoining development	S.106/planning condition	In-line with development 2019-23
	<p><u>Transport</u> New A32/A334 junction with improved facilities for pedestrians/cyclists and to the north, on School Road and Southwick Road.</p>	To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17 and enable safe access to village centre via Fareham Road and Bridge Street.	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In-line with development 2019-23
	<p><u>Waste Water</u> Provide connection to the nearest point of adequate capacity in the sewerage and water supply network, in collaboration with the service provider. This is a requirement of policy CP17.</p>	Southern Water advice: Inadequate capacity in the existing sewerage infrastructure and inadequate water supply infrastructure capacity.	Developer	Provision within / adjoining development	S.106/planning condition	In-line with development 2019-23

	<p><u>Flooding</u> Include surface water management measures to ensure the risk of flooding is not increased.</p>	<p>To meet the requirements of CP17 and WK1 to manage flood risk.</p>	<p>Developer</p>	<p>Provision within / adjoining development</p>	<p>S.106/planning condition</p>	<p>In-line with development 2019-23</p>
--	---	---	------------------	---	---------------------------------	---

Smaller Villages & Rural Area (SVR)

Summary of local infrastructure need

No allocations are proposed in LPP2 within this area; and therefore no specific infrastructure requirements to deliver development are set out below. However a number of rural rights of way infrastructure projects have been identified in local needs assessments that would support policies for the SVR area in LPP2 and policies on GI (CP15) in LPP1 which could be funded through CIL if not justified from developer contributions.

- Bishops Waltham to Botley multi-user trail along the former railway line
- ‘Watercress Way’ along the former railway line between Alresford and Kings Worthy and on to South Wonston and Wonston.
- Missing links between Wickham and Fareham along the former railway line and around Knowle and Welborne.

No specific expansion of education facilities is needed within the SVR area. The County Council will look at any impacts on an *ad hoc* basis in conjunction with catchment areas. They have identified that facilities in areas such as Micheldever and Sparsholt have no room to expand and if additional land were made available, they would consider expansion.

South Hampshire Urban Area (SHUA)

Summary of local infrastructure need

SHUA1, 2, 3, 4 and 5 are all allocations which carry forward/update saved policies from the 2006 Local Plan Review. HCC are the landowner of SHUA1 and the site is currently being used as a temporary primary school to serve Whiteley until it is replaced by a permanent facility as part of the development at North Whiteley. SHUA2 and 3 are part of Solent 1 and 2 business parks which are mostly built out, although these areas remain to be developed. For SHUA3 no specific infrastructure has been identified as needed

to support this development, although it will be required to contribute to infrastructure needed to make the development acceptable in planning terms.

SHUA4 is allocated for employment development as part of a larger development with land to the west in Fareham Borough. No specific infrastructure requirements have been identified as needed to support this policy. SHUA5 safeguards land for a bypass at Botley to allow for strategic transport infrastructure to be provided, to meet the planned level of housing growth in Eastleigh Borough, in and around the Botley area. If the bypass comes forward, impacts to water and other infrastructure will need to be considered.

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
SHUA1 Whiteley Green	<p><u>Green Infrastructure</u> Landscaping and tree belts of at least 20 metres adjoining M27 to screen development noise and visually. Provide on-site open space as part of a neighbourhood green to serve proposed and surrounding development</p>	To meet local needs and the open space requirements for development in line with DM5 and CP7 and improve the amount and distribution of recreation land and facilities.	Developer	On-site provision within / adjoining development	S.106/planning condition	In line with development 2023/25
	<p><u>Transport and Access</u> Vehicle, pedestrian and cycle access from Bader Way.</p>	To provide safe vehicular, pedestrian and cycle access in line with Policies CP10 and DM17 and improve pedestrian and cycle access into the village and local facilities.	Developer	On-site provision within / adjoining development	S.106/ S.278/ planning condition	In line with development 2023/25
	<p><u>Waste Water</u> A foul sewer and surface water sewer cross the site; development design should avoid building over existing infrastructure (6m easement).</p>	Southern Water advice: easement area required.	Developer	N/A	S.106/planning condition	In line with development 2023/25

	<p><u>Water Supply</u> A water distribution main crosses the site; development design should avoid building over existing infrastructure.</p>	Southern Water advice: easement area required.	Developer	N/A	S.106/planning condition	In line with development 2023/25
SHUA2 Solent 1	<p><u>Green Infrastructure</u> Development should include parkland (30% of the area) in addition to landscaping requirements.</p>	To meet local needs and the open space requirements for development in line with DM5 and CP7 and improve the amount and distribution of recreation land and facilities.	Developer	On-site provision within development	S.106	In line with development

Sub regional Infrastructure Requirements

To Deliver Policy	Infrastructure Requirements	Justification	Provider	Cost	Funding	Delivery Period and Status
Sub regional Infrastructure	<p><u>Broadband</u> Hampshire Superfast Broadband project</p>	<p>Helps existing and smaller developments, not commercially viable.</p> <p>All new development will be encouraged to provide this infrastructure through policy DM16.</p>	HCC	£28.4m for project across Hampshire	Developer provision on-site, public funding, or CIL	2017 onwards
Sub regional Infrastructure	<p><u>Transport</u> Smart Motorways proposals for the M3 between Junctions 9 and 14 which will join up with the M27</p>	Highways England proposals to improve the SRN	Highways England		Highways England	2019/20

	<p>Smart Motorway proposals</p> <p>M27 Smart Motorway proposals. (no detailed programme of works or design is available for the Smart Motorway schemes).</p> <p>Improvement to M3 Junction 9 to upgrade the junction to allow free flow movement. HE is currently investigating a number of options with the intention to commence delivery of a scheme before 2020.</p>	<p>Highways England proposals to improve the SRN</p> <p>Highways England proposals to improve the SRN</p>	<p>Highways England</p> <p>Highways England</p>		<p>Highways England</p> <p>Highways England</p>	<p>2017/18</p> <p>2019/20</p>
--	--	---	---	--	---	-------------------------------

General Infrastructure Needs and Delivery Mechanisms

1.28 This section sets out the general infrastructure needs and delivery mechanisms for infrastructure in Winchester District outside the area of the South Downs National Park (the National Park Authority are producing a separate Local Plan and is therefore not covered by LPP2), but includes infrastructure which may not be directly necessary to deliver the LPP2 allocations and policies.

Green Infrastructure

1.29 All allocation sites are required to provide on-site open space, landscaping, links with existing public rights of way network and new connections between each site and other facilities. The Open Space Strategy 2015/16 identifies specific needs and shortfalls of open space and indicates what further open space provision may be required in each area. There are other projects planned around the District which are not listed above as they are not required to deliver LPP2 policies, such as the Whiteshute Ridge ecological enhancement GI project (Winchester). This project will bring a Site of Ecological Importance, owned by the City Council but which is deteriorating significantly, back into sound management, as well as ensuring public access and community engagement.

1.30 A number of sites fall within the area of the Solent Recreation Mitigation Strategy (BW2, BW3, WC1, WC2, WC3, WC4, WK2, WK3, SHUA1) and will therefore be expected to make contributions towards this strategy as an alternative to having to provide their own mitigation for the impact of the development under the Habitat regulations. The mitigation agreed in the Interim Strategy is not classed as infrastructure; work is progressing on the definitive mitigation strategy which will include infrastructure.

Evidence Base

- Solent Recreation Mitigation Project Webpage.
<https://www.portsmouth.gov.uk/ext/community-and-environment/environment/solent-recreation-mitigation-strategy.aspx>
- Open Space Strategy 2015/16. <http://www.winchester.gov.uk/planning/open-spaces/open-space-strategy-2015-16/>

Arts, Culture and Heritage including community facilities

1.31 Work on LPP1 identified a significant demand for affordable workspace for the creative sector. It is predicted that there will also be an increasing deficit in arts facilities, museums and library floorspace (particularly in rural areas) to 2026.

1.32 Part of the development strategy in LPP1 is to enhance the creative industry sector of Winchester's economy (Policy CP8), and additional development providing this type of workspace is being provided through developments such as the Creative Enterprise Centre at Bar End, Winchester.

1.33 The Hampshire Strategic Infrastructure Statement Version 1 (February 2013) identifies a need to redevelop existing libraries in Alresford (cost £600,000 to be provided by 2017), Bishops Waltham (cost £1,200,000 to be provided by 2017) and Winchester Discovery Centre (cost £1.9 mill to be delivered by 2017). The Hampshire Library and Information Service will seek developer contributions for increasing capacity for any major new development around Winchester City. County has recently consulted on stopping the HCC

mobile library, servicing rural communities in favour of more modern service provision such as lending e-readers, or Home Library Service visits by a trained volunteer.

Evidence Base

- Library Service Transformation, Draft Strategy to 2020.
<http://documents.hants.gov.uk/libraries/LibraryServiceTransformationDraftStrategyto2020webversion.pdf>

Transport

Roads

- 1.34 Hampshire County Council is the lead authority on local road improvement schemes. Common issues across Winchester District include fragmented walking and cycling networks, dominance of traffic in rural areas, parking issues, and inappropriate vehicles travelling through villages. The following routes and junctions are identified in the [2012 Winchester District Transport Statement \(HCC\)](#) as experiencing congestion:-
- A3090 corridor from north of Hursley to Pitt Roundabout – patches of congestion along this section, with a peak congestion on the northbound approaches to the B3043 junction at the Potter's Heron Pub and the A3090 Pitt Roundabout.
 - B3040 Romsey Road corridor in Winchester, from its junction with A3090 Pitt Roundabout to the mini-roundabout at Upper High Street.
 - A272 link leading to and from Three Maids Hill Roundabout, north of Winchester.
 - Winchester city centre.
 - B3335 corridor north of Twyford to M3 Junction 10.
 - Whiteley Way leading off M27 Junction 9.
- 1.35 In addition, Winchester Town has an Air Quality Management Area designated due to it exceeding thresholds for NO₂ and particulate matter, and measures to reduce pollution are set out in the Winchester Town Action Plan and in the Local Transport Plan 2011 to 2031.
- 1.36 Infrastructure to manage existing and forecast road congestion on the main routes and key junctions, and improve access to services and facilities is set out by the County Council in the [Hampshire Strategic Infrastructure Statement Version 1 \(February 2013\)](#). They estimate that outside the Winchester Town area, ca. £33 mill will be required to implement road and traffic schemes on the list, although £30 million of that would be to deliver the Botley Bypass (safeguarded in LPP2 under policy SHUA5). Of the remainder required, ca. £400,000 has been secured from developer funding. A further £3.5 mill is needed for pedestrian and cycling schemes and £900,000 for public transport improvements. Funding for these projects will be secured through developer funding/CIL. Countryside Service funding and Partner funding together with developer contributions will help fund projects in the County's Countryside Action Plans. The projects which are currently active can be found on their website at:<http://www3.hants.gov.uk/transport-schemes-index/transport-schemes-winchester.htm>.
- 1.37 Only those projects required to support the LPP2 policies are listed in the tables above. To support the delivery of LPP2 policies, transport assessments for the site allocations have been carried out. In summary, the assessments found that the following four junctions along the B2177 B3354 A334 corridor are likely to be over capacity during the life of the Plan with a fifth heading towards being over capacity:
- B3335/M3 Junction 11 (although M3 Junction 11 is subject to proposed improvements that will help address congestion through this junction and section of the M3)

- B3354 Main Road/Church Lane; Colden Common
- B3354 Winchester Road/B2177 Portsmouth Road; Fishers Pond (nearing capacity by 2031).
- Winchester Road/A334 Kitnocks Hill; Shedfield
- A334 Winchester Road/ Titchfield Lane/Blind Lane; Wickham

- 1.38 HCC supports the conclusions of the Transport Assessment in that “the B2177 B3354 A334 corridor is predicted to generally perform during the life of the Plan based on planned and currently predicted levels of development and that cumulative effects of development will need to be addressed as required.” However, they also identify that the assessments will need to be reviewed, particularly with regard to Eastleigh’s emerging Local Plan and Strategic Transport Study; changes planned as development comes forward; and planned improvements to the strategic and the local road networks that will directly and indirectly affect this corridor.
- 1.39 In their response to the Publication LPP2, HCC identified a number of additional issues, particularly relating to cumulative impacts of development on the road network. The B2177 B3354 A334 corridor assessment doesn’t include the Spring Lane junction in Colden Common or a specific reference to HGV use of the corridor (majority are making local trips and are a legitimate use of the route), which they suggest should be included in future traffic reviews to take both Winchester and Eastleigh development into account, together with associated road network changes and changes in HGV numbers using this corridor.
- 1.40 Following this, HCC state that a number of planned and proposed improvements to the strategic and local road networks have the potential to positively influence future use of this corridor. For the junctions identified in the Transport Assessment that are likely to be over capacity during the life of the Plan, HCC would seek additional improvements as required, particularly in support of safety, walking, cycling and bus priority measures as appropriate as well as capacity and congestion issues for these junctions.
- 1.41 All development will be required to provide parking in line with the Winchester Car Parking Strategy 2014. In addition The [Walking Strategy for Winchester Town 2014](#) and the [Winchester District Cycling Strategy 2012](#) (including the Action Plan of Cycling Improvement Schemes Updated Nov 15) identify opportunities for infrastructure improvement that should be incorporated into development where justified.
- 1.42 Highways England are responsible for the Strategic Road Network (SRN) and responded to the Publication LPP2 setting out a number of planned improvements to the strategic road network. These improvements are part of the wider road improvements necessary to support development in the sub region, and thereby LPP1 and LPP2 policies, and include improvements to J9 of the M3 at Winchester (to upgrade the junction to allow free flow movement) and smart motorway proposals for the M3 and M27.

Rail

- 1.43 There are no LPP2 policies dependent upon infrastructure improvements to the national rail network. However, Network Rail has set out their proposals for network improvements which will serve existing and new commuters on the South West Main Line. Extra capacity is planned at peak times for commuters from Hampshire by lengthening the peak services on all main suburban routes into Waterloo and strengthening main line services across the three-hour peak so all are operating at maximum length. This will be introduced within the first period (to 2019).

Evidence Base

- Winchester District Transport Statement 2013. <http://documents.hants.gov.uk/transport-statements/winchester/WCCTransportStatementDecember2013.pdf>
- Winchester City of Transport Improvements December 2013. <http://documents.hants.gov.uk/transport-statements/winchester/WCCTransportStatementPostAdoptionLiveSchemesDecember2013.pdf>
- Car Parking Strategy 2014 (being refreshed). <http://www.winchester.gov.uk/parking/winchester-district-car-parking-strategy/>
- Winchester Town Access Plan 2011. <http://www3.hants.gov.uk/tap-winchester-full-document.pdf>
- Further information is available in Network Rail's investment programme report (Hendy Review):- <http://networkrail.wpengine.com/wp-content/uploads/2015/11/hendy-report.pdf#page=23>
- And the Wessex Route Study: <http://www.networkrail.co.uk/long-term-planning-process/wessex-route-study/> which sets out the strategic vision for the next 30 years
- Network Rail – Final Wessex Route Study 2015. <https://www.networkrail.co.uk/Publications/long-term-planning/wessex-route-study/Wessex-Route-Study-Final.pdf>
- [Transport Evidence Base - B2177 B3354 A334 Corridor Cumulative Traffic Impacts](#)
- [Highways England – response to the Publication LPP2](#)
- [Winchester District Cycling Strategy 2012](#)
- [Winchester Walking Strategy for Winchester](#)

Health

- 1.44 To make a new GP surgery viable, a minimum number of registered patients are required and funding for a new surgery resulting from development (where justified) would need to be secured through a S.106 agreement potentially including both land and build cost to secure provision of the service. Similarly running a "branch surgery" would need to be a commercial decision of the existing practice. As demonstrated in Kings Worthy, the provision of a surgery which meets modern requirements may not be considered a commercially viable option and therefore the existing surgery at Kings Worthy is due to be closed and the service provided from the existing surgery in Weeke.
- 1.45 NHS England has not raised any specific development requirements to meet the needs of the proposed LPP2 development, but is in the process of identifying new models of care which may reshape the infrastructure needed to deliver healthcare over the next 10-20 years in their Five Year Forward View.

Evidence Base

- Friarsgate Practice notice to patients Feb 2016 <http://www.friarsgatepractice.co.uk/downloads/kings-worthy-branch-surgery-update.pdf>

Education

- 1.46 The Council has been working closely with Hampshire County Council (HCC) the education provider on identifying the education needs arising from new development identified in LPP2. There are a number of primary schools listed in the tables above where additional spaces will need to be provided. In addition, contributions will need to be made towards increasing provision within the secondary school at Swanmore College of Technology from developments in Bishops Waltham, Swanmore and Waltham Chase.
- 1.47 The level of contribution sought will be based on the number of children expected to be living on the development and the expected cost of accommodating these children at the schools, guided by County's 'Planning for School Places Guidance Document'.
- 1.48 As part of the LPP1 allocated development at North Whiteley (policy SH3), major new school provision is planned of 2 new primary schools and 1 secondary. Although not a specific requirement to support other development in LPP2, the schools will provide additional places within the Whiteley catchment. The scale of the secondary school to be provided is greater than that of what is justified to support the development at North Whiteley. HCC requires a new 9 FE secondary school, but the development of N. Whiteley only justifies the provision of a 5 FE, therefore it will be for HCC to identify funding for the rest of the building work required. The development will provide sufficient land for the provision of the larger school and Whiteley will then be a self sufficient school catchment. In the neighbouring Fareham Borough, a major development of around 6,500 houses has been allocated at Welborne. Land for a 3FE Primary and a 9FE Secondary (HCC may not require the total of this provision) will be secured in conjunction with development, which will provide for the neighbouring development and not add additional pressure on schools within Winchester District.

Evidence Base

- HCC - Education – on going meetings with the County to agree education requirements for site allocations.
- [Developers' Contributions towards Children's Services Facilities HCC 2015](#)
- Planning for School Places Guidance.
<http://www3.hants.gov.uk/education/schools/school-places.htm>

Water Supply and Treatment

- 1.49 There are four water companies who have infrastructure interests within Winchester District. Southern Water has both water supply and water treatment responsibilities over the majority of the District, however Portsmouth Water supply water in the south eastern area, Albion Water have waste water infrastructure around Knowle and Thames Water's sewerage area covers a small part of the eastern side of the District. Thames Water reviewed the proposed allocations in the draft LPP2 and none are located within Thames Water's operational area and therefore they had no comments to make on infrastructure requirements. Portsmouth Water also reviewed the draft allocation sites and advised that in general their plan contains sufficient water to supply all the new homes in their area, and will make further check on mains capacity at the planning application stage. If off site mains reinforcements are required then these will be funded by the developer. They raised the requirement for an easement area in Policy SW1. Albion Water has not commented on the LPP2, although their infrastructure is not directly affected by any of the proposed allocations (They provide sewerage services to Knowle Village) and they have been involved in the Welborne Plan.

- 1.50 Southern Water has assessed the capacity of their current infrastructure for the larger housing sites. Where they have identified inadequate capacity in the wastewater infrastructure, they have also stated that these can be addressed through infrastructure improvements by the developer facilitated by the application of planning conditions.
- 1.51 Where existing infrastructure crosses a site, they advise that developers should avoid building over the existing infrastructure (provide easement width of 6 metres). This easement should be clear of all proposed buildings and substantial tree planting. This is relevant on the following sites:- BW2 Martin Street, BW3 The Vineyard, BW4 Albany Farm, CC1 Sandyfields, KW1 Lovedon Lane, SW1 The Lakes (highlighted by both Southern Water and Portsmouth Water), WC4 Forest road, SHUA Whiteley Green.
- 1.52 Water infrastructure in Wickham is highly constrained. It is not currently possible to be satisfied that the needs of new development can be met without increasing the risk of flooding elsewhere. Therefore, the development may need to provide additional local infrastructure and construction should not commence until it is clear that there will not be harmful effects elsewhere and the details of the proposed means of foul and surface water sewerage disposal are approved in consultation with Southern Water. Initial investigations indicate that there are no public surface water sewers in the area to serve this developments. Alternative means of draining surface water from the developments are required. This should not involve disposal to a public foul sewer. A drainage strategy detailing the proposed means of foul and surface water disposal and an implementation timetable will be required to accompany any planning application.

Evidence Base

- Water companies – submissions to LPP2 and correspondence on allocations
- [Wickham Flood Investigation Report June 2015](#)

Flooding

- 1.53 A Flood Alleviation Scheme is proposed for North Walls Park/ Park Avenue, Winchester Town. This is in response to recent recurring flood events. The works are not necessary for the delivery of the proposed LPP2 allocations, nor do they affect SHLAA sites which count towards the 5 year land supply and are therefore not listed in the table above. However, they are important infrastructure work for existing development and to reduce the risk to the area of Silver Hill.
- 1.54 The scheme would protect River Park Leisure Centre, St Bedes CE Primary School, The University of Southampton School of Art, residential properties in Park Road and reduce the risk of flooding in other residential streets such as Middlebrook Street, Upper Brook Street and the High Street.
- 1.55 Wickham suffers from localised flooding at times of heavy rainfall and development on the proposed allocated sites should therefore only go ahead when it is clear that it will not increase the risk of flooding elsewhere. This may require implementation of measures identified in the Wickham Drainage Action Plan where justified; it is not expected that this will prevent the allocated sites from being developed during the Plan period.
- 1.56 All developments must demonstrate how they will deal with surface water and storm water attenuation through appropriate SuDs systems and demonstrate how these will be managed in perpetuity.

Evidence Base

- Wickham Flood Investigation Report, HCC 2015. <http://documents.hants.gov.uk/flood-water-management/WickhamFloodInvestigationReportFINAL-wordversionVW.docx>

Communications

1.57 Hampshire County Council (HCC) is leading on the Hampshire Superfast Broadband project working together with service providers and investing a total of £28.4m of public funding to increase coverage from 80% to more than 95% of existing premises across Hampshire and fill the gap in smaller rural areas. There is no mechanism to enforce the provision of high speed broadband as a planning condition, however, the Council can seek to encourage this provision in all new developments. It has included a policy DM16 in LPP2 to do this, in line with paragraph 43 of the NPPF which requires LPAs to support the expansion of electronic communications networks.

Policy DM16 – Site Development Principles

New development, alterations and changes of use should be satisfactory in terms of their impact, both on and off site.[...] High speed broadband connection, or provision for its future connection, will be sought in association with all new residential and business developments.

Evidence Base

- Hampshire Super Fast Broadband 2015. <http://www.hampshiresuperfastbroadband.com/>

Energy (including heat), Utilities and Waste

1.58 No specific infrastructure requirements have been raised for LPP2 by any utility provider or regulating authority. Across Hampshire, the County Council has identified a need to invest in Household Waste Recycling Centres at a cost of £14,600,000, of which £2,000,000 has not been identified.

Evidence Base

- HCC Infrastructure Statement 2013. <http://documents.hants.gov.uk/planning-strategic/HampshireStrategicInfrastructureStatementVersion1finalFeb2013.pdf>